Climate Action
Accelerator

Climate Action Accelerator: methods, lessons and scaling up the transformation of aid practices

by Bruno Jochum
Executive Director

Brown bag lunch, SDC | August 21, 2023

About us

The Climate Action Accelerator, a non-for-profit initiative, aims to mobilise a critical mass of community organisations in order to scale up climate solutions, contain global warming below 2°C and avoid the risk of dangerous runaway climate change.

The aim is to help shift the aid, health and higher education sectors towards a radical transformation of their practices, pursuing emissions reduction targets (-50% by 2030) and a 'net zero' trajectory, in line with the Paris Agreement.

OUR TARGET SECTORS

AID

HEALTH

HIGHER EDUCATION & RESEARCH

EMPOWER

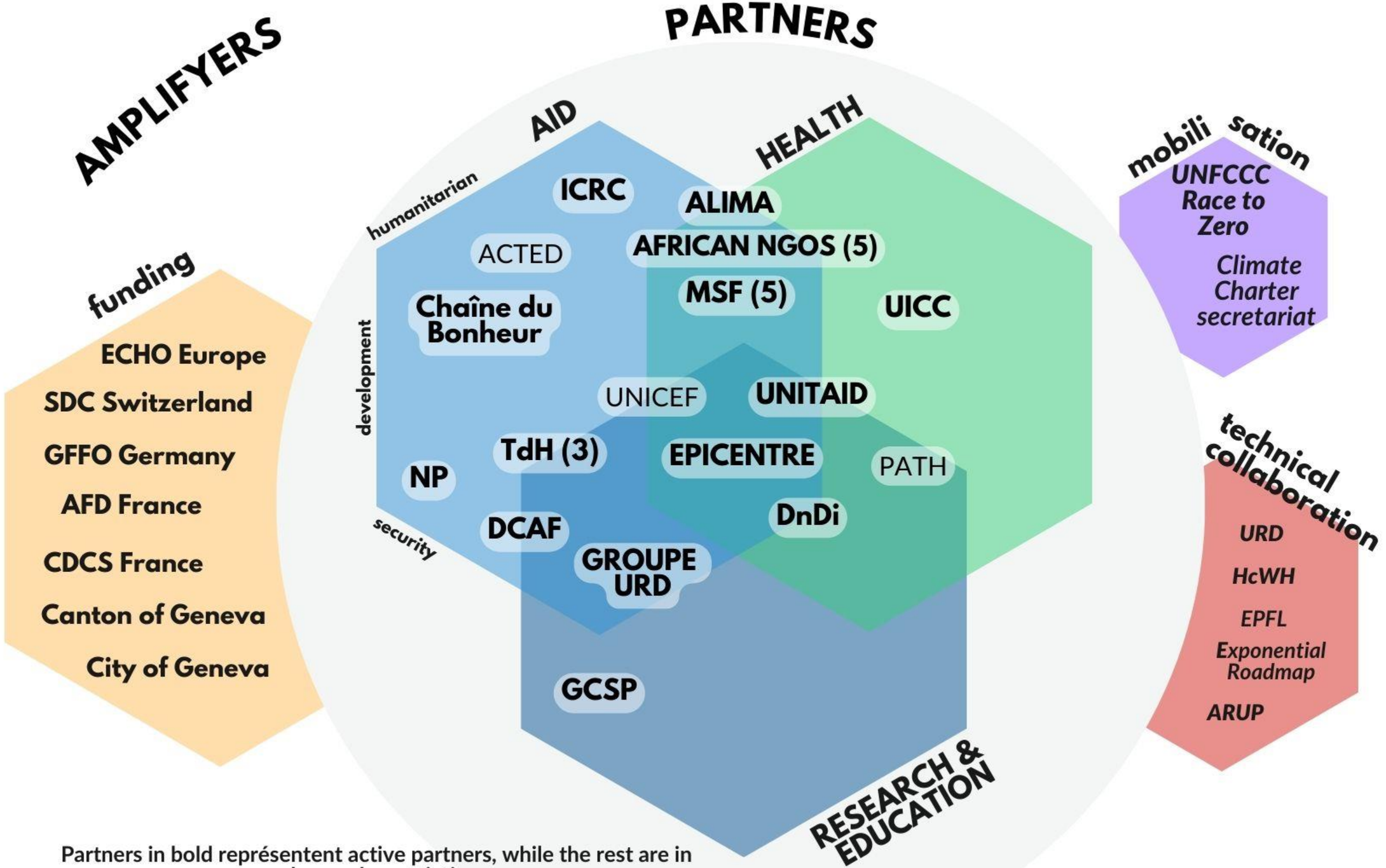
Empower emblematic organisations to at least halve their emissions by 2030, through a network of experts and a “one-stop-shop” support service.

CHAMPION

Transform them into champions of change within their networks, able to influence their ecosystems.

COMMUNITY

Build a global community of action, sharing climate solutions as a free universal good, in order to scale up their implementation.



Partners in bold représentent active partners, while the rest are in advanced negotiation

Our added value

Operationalising support

Science-based targets (absolute reduction). Expert resource centre. 24 roadmaps in process or planned by end 2023.

Multisectoral community

Cross fertilization between mission-focused sectors. Aid, health and education/research. Mimetic effect. Membership of the UNFCCC's Race to Zero.

Replicating commitments

Public engagement, inspiration and amplification. Influence and onboarding of others in a domino effect. Role of funding policies.

A common good

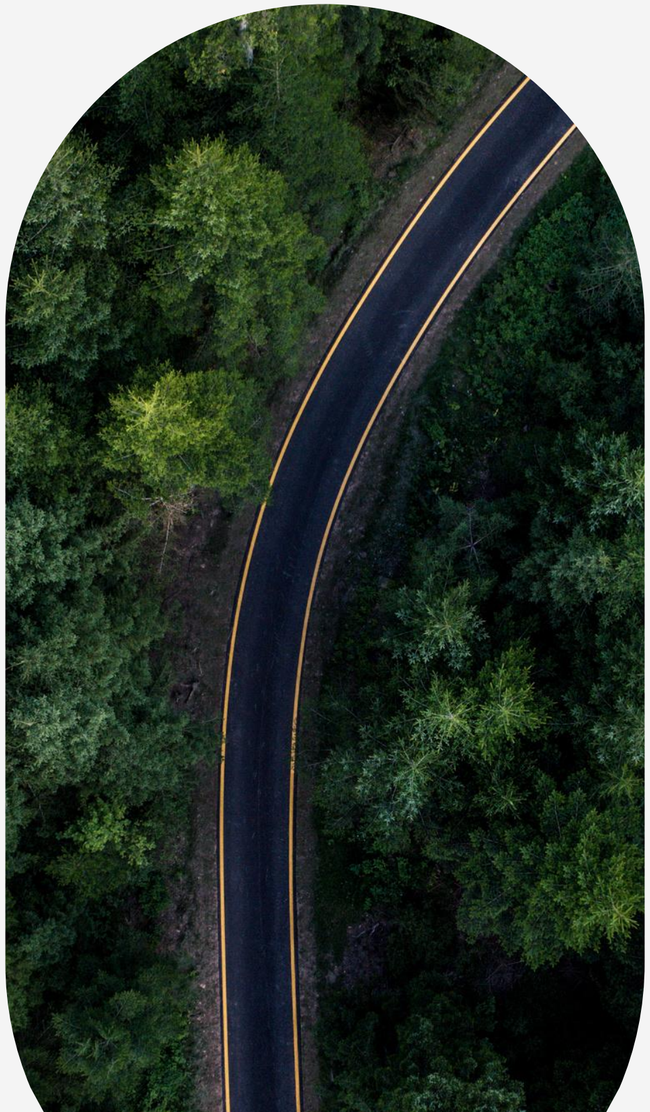
Free, open-source sharing of climate solutions and experience. Digital platform. Creative Commons.

A principled approach

Clear institutional responsibility to act in the face of a planetary emergency

Compatibility with the mandate or social goals of the organisation

Transparency



Credible international standards (GHG, no integration of carbon offsets)

Science-based, aligned with IPCC

Integration of other issues (waste/plastics) + adaptation/resilience

5 Key questions

How does the initiative help organisations develop their decarbonisation strategies ?

What tools has it developped to accelerate their transformation?

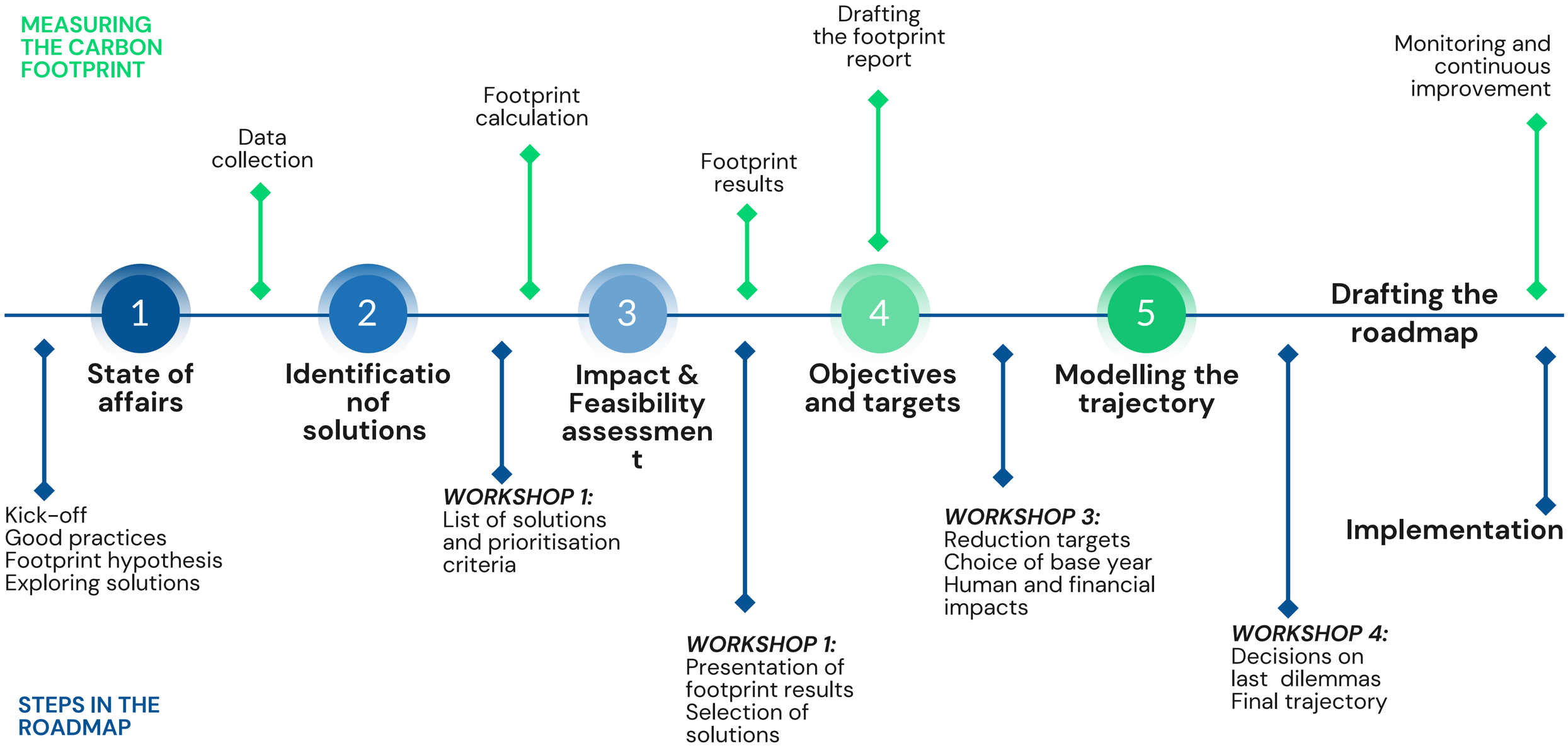
How about the costs and return on investment?

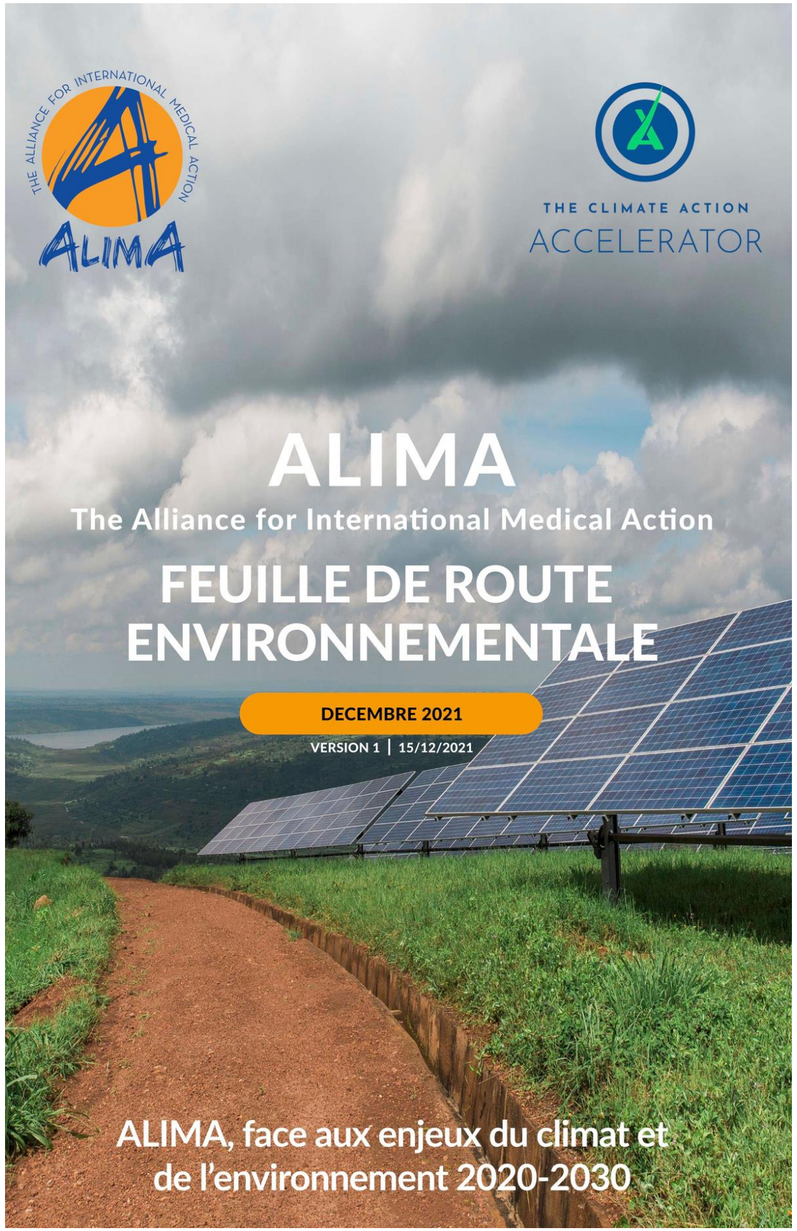
What are some of the lessons llearnt from accompanying over 20 partners from the aid and health sectors?

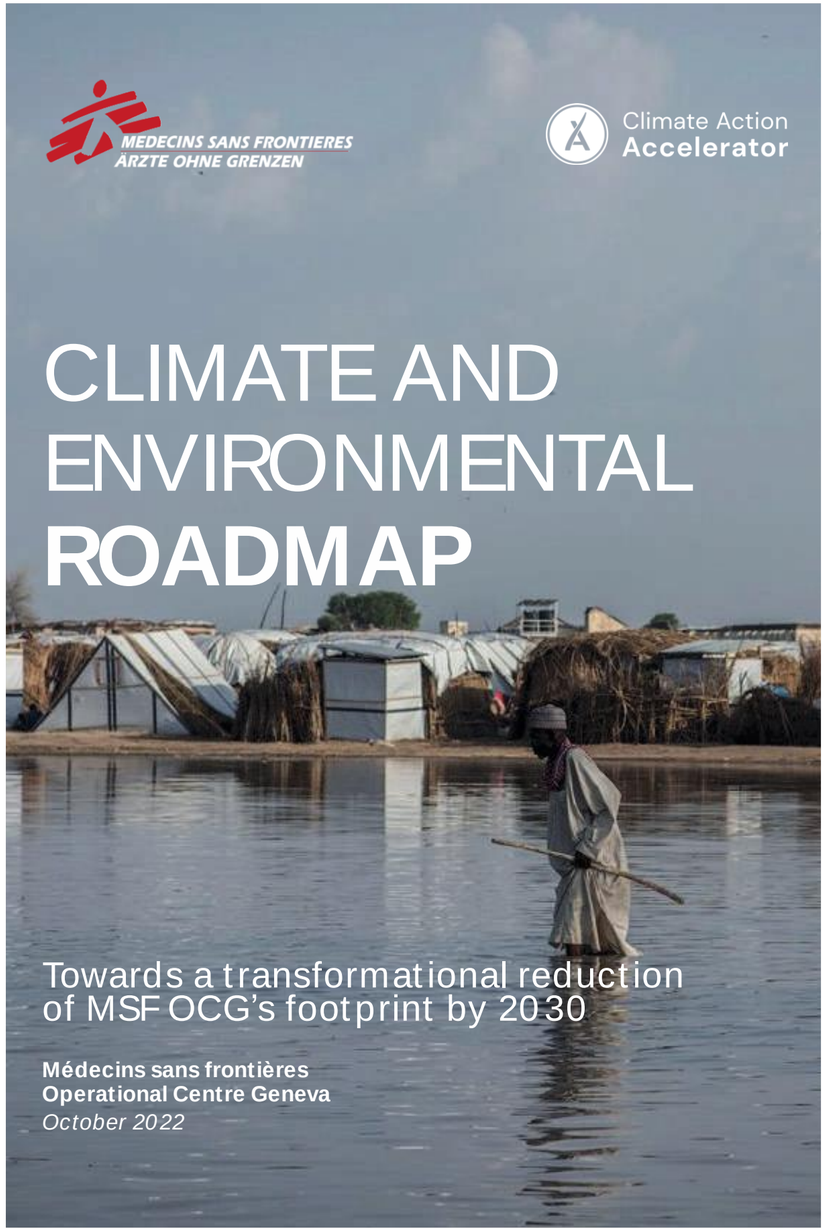
How can decarbonisation be amplified and scaled up at the sectoral level ?

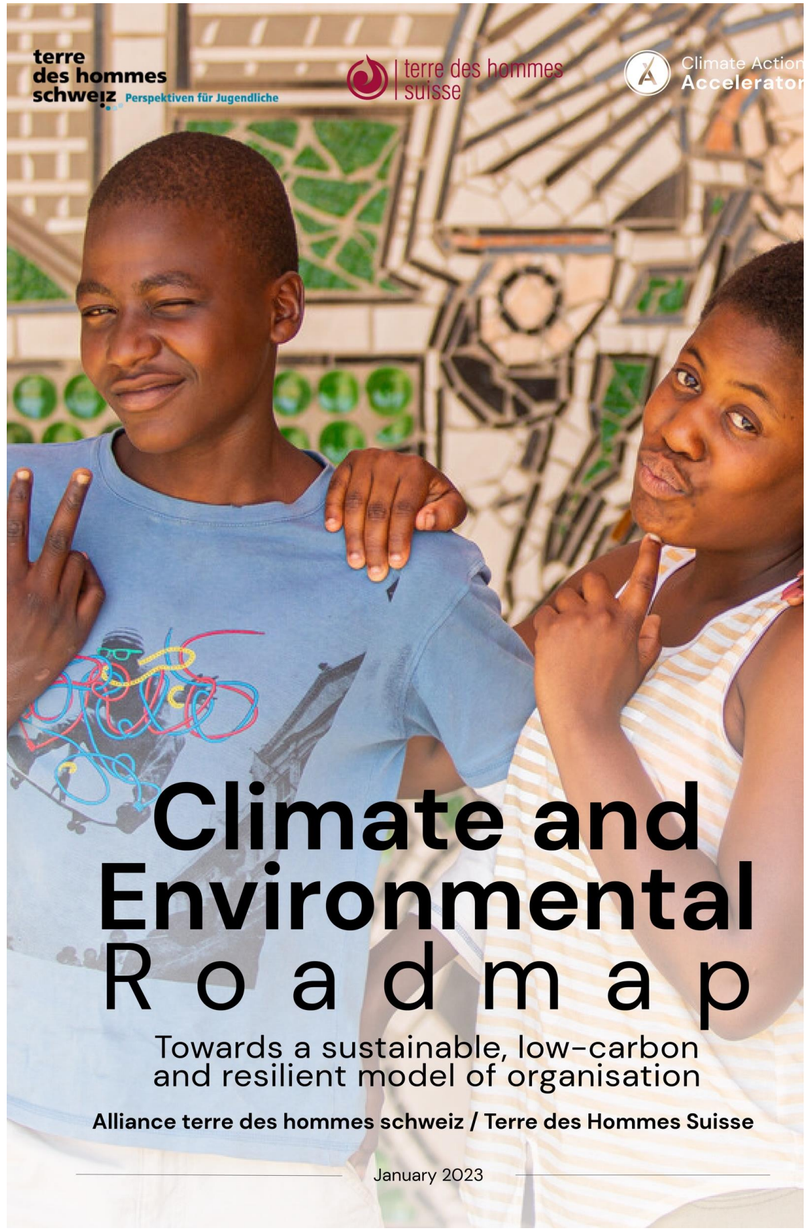
*a 9-month process

International partners: methodology of co-construction*



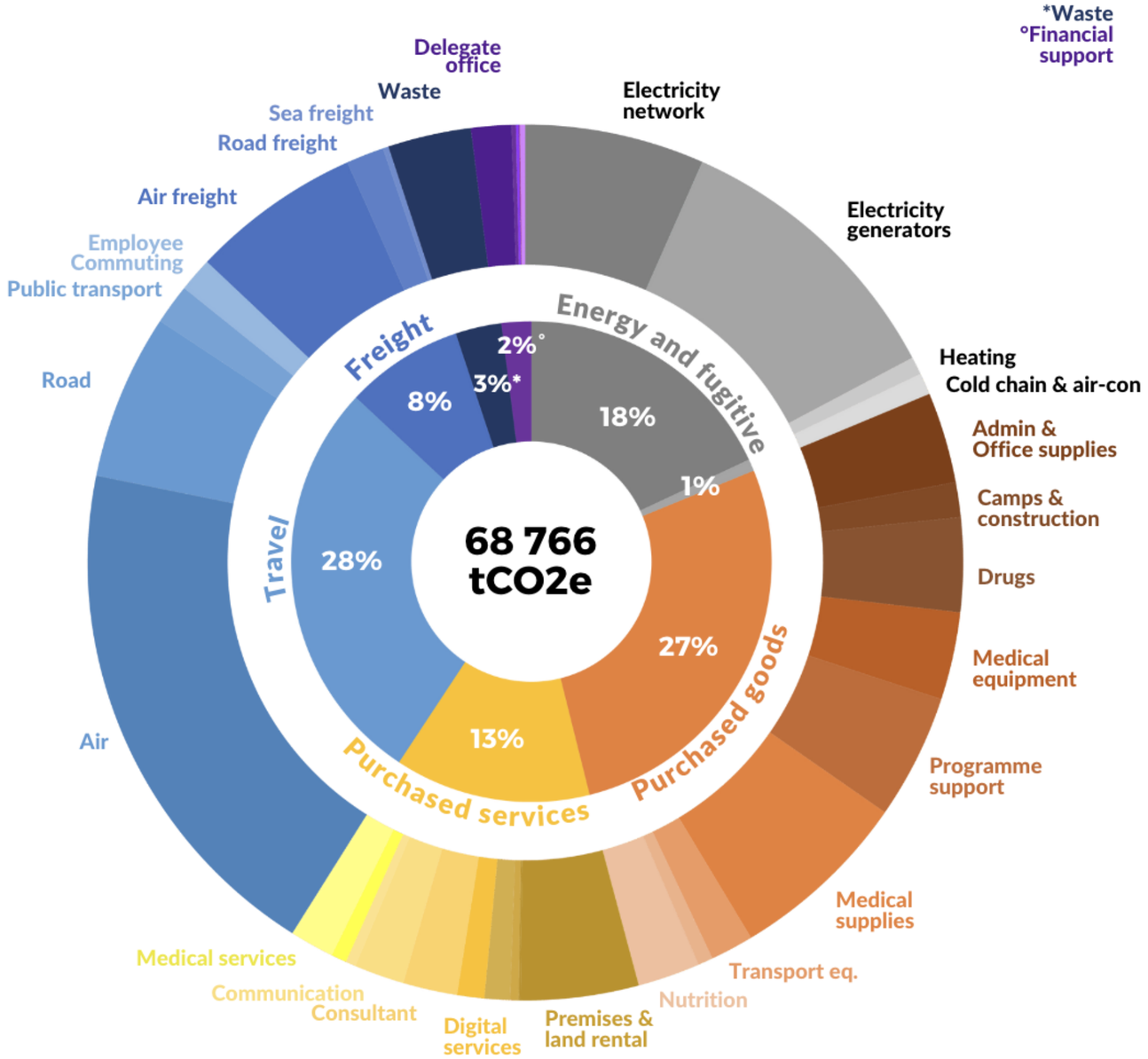

THE ALLIANCE FOR INTERNATIONAL MEDICAL ACTION
ALIMA
THE CLIMATE ACTION
ACCELERATOR
ALIMA
The Alliance for International Medical Action
FEUILLE DE ROUTE
ENVIRONNEMENTALE
DECEMBRE 2021
VERSION 1 | 15/12/2021
ALIMA, face aux enjeux du climat et
de l'environnement 2020-2030


MEDECINS SANS FRONTIERES
ÄRZTE OHNE GRENZEN
Climate Action
Accelerator
CLIMATE AND
ENVIRONMENTAL
ROADMAP
Towards a transformational reduction
of MSF OCG's footprint by 2030
Médecins sans frontières
Operational Centre Geneva
October 2022


terre
des hommes
schweiz
Perspektiven für Jugendliche
terre des hommes
suisse
Climate Action
Accelerator
Climate and
Environmental
Roadmap
Towards a sustainable, low-carbon
and resilient model of organisation
Alliance terre des hommes schweiz / Terre des Hommes Suisse
January 2023

For MSF OCG a few large items are responsible for more than half of the total footprint in 2019.

- Passenger air transport
- Electricity consumption
- Medical procurement
- Freight (mostly air)



Solutions

From ALIMA's roadmap

TRANSPORTS

01 Increase the share of maritime freight in the transport of goods

02 Reduce air travel for business trips

03 Maximise shipping container load to reduce frequency of use

04 Reduce the volume, weight and packaging of goods.

05 Reduce the energy consumption of the vehicle fleet

PURCHASES

06 Reduce the environmental impact of purchasing

07 Reduce the number of travelling ton-kilometers thanks to regional purchasing

08 Replace plastic with alternative solutions

ENERGY AND BUILDINGS

09 Reduce energy waste

10 Reduce the energy consumption of buildings

11 Decarbonise electricity consumption

12 Avoid emissions of gases with very high warming potential

13 Reduce the energy consumption of equipments

WASTE AND ECOSYSTEMS

14 Reduce local pollution resulting from waste management

15 Reduce soil, water and air pollution from medical waste

16 Prevent and limit environmental degradation caused by projects

17 Preserve water resources

DIGITAL AND TRANSVERSAL

18 Reduce greenhouse gas emissions caused by digital technology

19 Systematise eco-responsible practices in daily life, promoting everyone's awareness and involvement

20 Move towards the realisation of a low carbon headquarters

Criteria and scaling for solutions: Impact

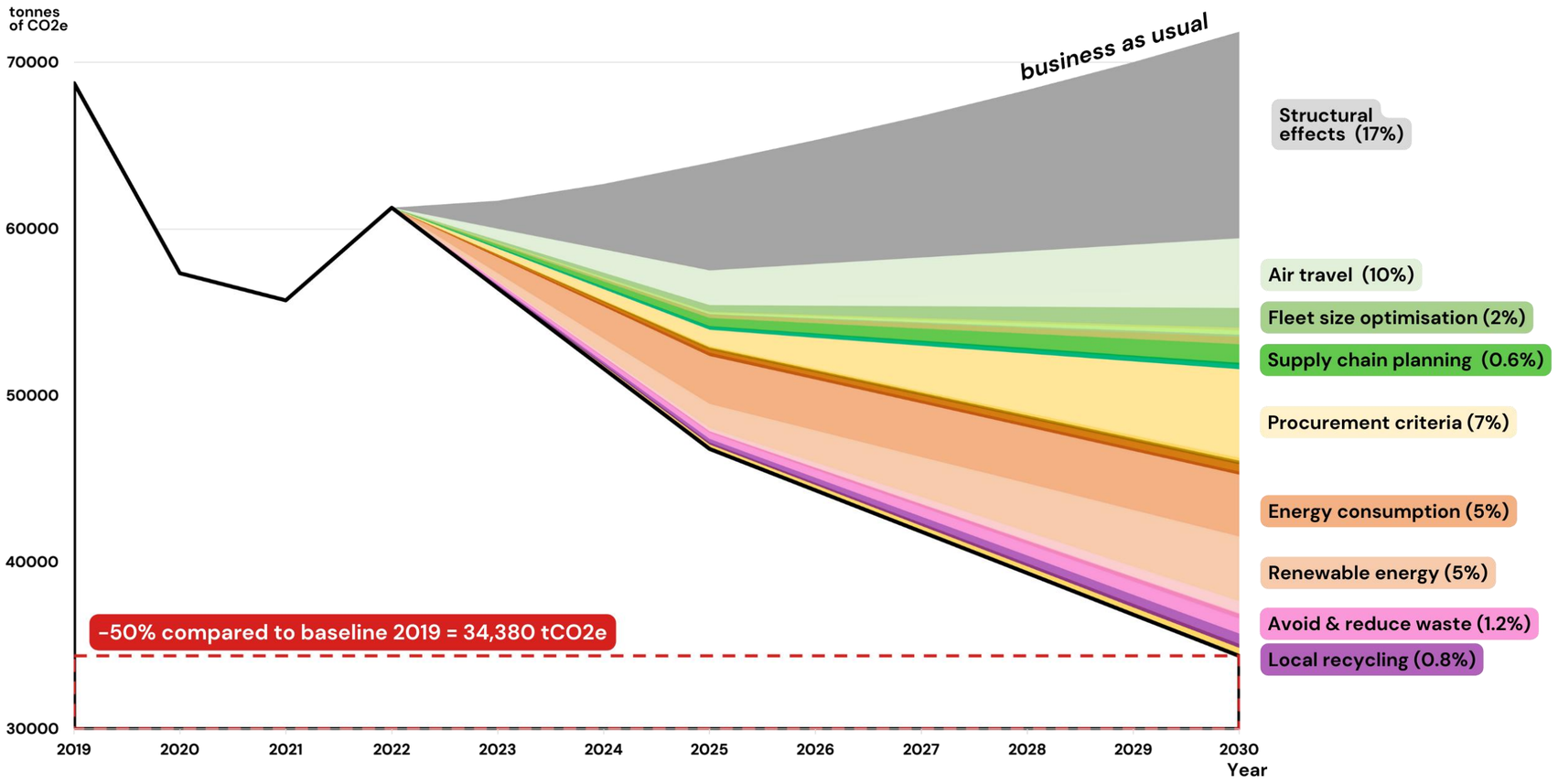
ON THE SOCIAL MISSION	GHG	LOCAL ENVIRONMENT	CO-BENEFITS
Degree to which the solution enhances or hampers the delivery of medical products	Degree to which the solution reduces the emissions of GHG in relation to the carbon footprint of the organisation	Degree to which the solution improves or deteriorates the local environment in and around field projects or offices.	Degree to which the solution has other positive benefits on an external or internal level
1. Compromises delivery 2. May complicate delivery, depending on intensity 3. None 4. Enhances delivery	1. None or negative 2. Low 3. Significant 4. Critical	1. Deterioration 2. None 3. Significant improvement 4. Critical improvement	1. Negative > positive effects 2. None or compensate each other 3. Significant benefits 4. Major benefits

Criteria and scaling for solutions: Feasibility

HUMAN INVESTMENTS	FINANCIAL OUTCOME	OTHER CONDITIONS OF SUCCESS
Degree to which the solution is dependent on human investments small or large, whether in quantity or quality.	Degree to which the solution induces savings, investment or extra running costs	Degree to which assembling the key conditions for success are easy or difficult to reach
1. Major overhaul of set-up 2. Significant, requiring strong prioritization capacity 3. Minor adaptations or easy integration 4. Neutral	1. > 0.5 m euros / year 2. 0 < x < 0.5 m euros 3. -0.5m < x < 0 4. < - 0.5 m	1. Very difficult to reach 2. Significant effort depending on intensity 3. Moderate effort 4. Conditions already in place

An example of a decarbonisation trajectory

From MSF OCG's roadmap



More than 85% of the carbon reduction over 10 years is achieved through 5 major solutions. These 5 solutions are the key to success:

- Maximise the switch from air to maritime freight for supply
- Rationalise staff travel, especially by air
- Increase the energy efficiency of vehicles
- Implement environmental criteria to guide purchasing decisions
- Switch to renewable energy – mainly solar photovoltaic energy

Indicators by solution

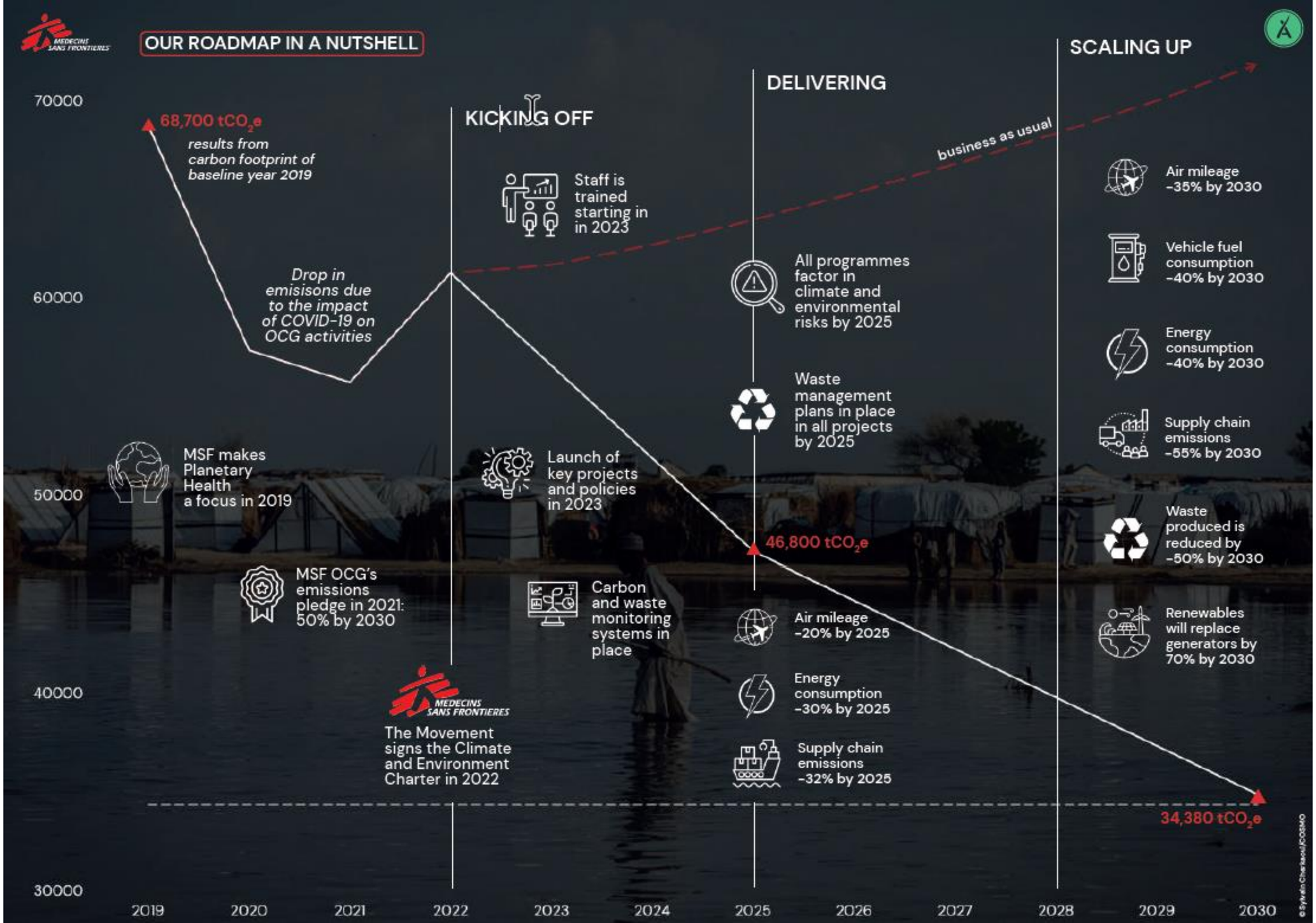
From ALIMA's roadmap

ANNEX 6

Indicators by solutions

Transport

Solution	Expected outcomes	Indicators	Date to collect
Increase share of sea freight in the transport of goods	*In 2024, 35% of the forecasted tonne-kilometres transported by air freight are replaced by sea freight and 70% in 2030 (a reduction of 640 tonnes of CO_2e in 2024 and 1,530 tonnes of CO_2e in 2030).*	• Proportion of sea and air freight volume to the total freight volume • Proportion of country offices with an annual procurement plan	• Ton-kms transported by type of freight • Ton-kms per order type
Reduce air travel for business trips	*Reduce by 30% the mileage related to business travel by air by 2024 (430 tonnes of CO_2e avoided) and 50% by 2030 (910 tonnes avoided).*	Total distance traveled by air	Number of kilometres flown per flight
Maximise shipping container load to reduce frequency of use	*The pooling of supplies is a good logistical practice that can reduce GHG emissions from road and sea freight by about 10% by 2030.*	• Empty volume transported by sea and road • Proportion of weight/volume subject to shared transport out of total transported	• Proportion of empty volume in transported containers • Number of country offices sharing with other NGOs
Reduce volume, weight and packaging of goods	*Reducing the volume and weight of freight packaging is a good logistical practice that can reduce GHG emissions related to air and road freight by about 6%.*	Weight and volume of packaging avoided	Weight and volume of packaging in the transported tonnage
Reduce energy consumption of the vehicle fleet	*Reduce by 15% the forecasted emissions related to vehicle fuel consumption by 2024 (350 tonnes of CO_2e avoided) and 40% for 2030 (1250 tonnes avoided).*	Litres of fuel consumed per km	• Number of kilometres travelled • Number of litres of fuel purchased for vehicles


MEDECINS SANS FRONTIERES
OUR ROADMAP IN A NUTSHELL
SCALING UP
DELIVERING
KICKING OFF
70000
60000
50000
40000
30000
68,700 tCO2e
results from carbon footprint of baseline year 2019
Drop in emisisons due to the impact of COVID-19 on OCG activities
business as usual
Staff is trained starting in in 2023
All programmes factor in climate and environmental risks by 2025
Waste management plans in place in all projects by 2025
Air mileage -35% by 2030
Vehicle fuel consumption -40% by 2030
Energy consumption -40% by 2030
Supply chain emissions -55% by 2030
Waste produced is reduced by -50% by 2030
Renewables will replace generators by 70% by 2030
MSF makes Planetary Health a focus in 2019
Launch of key projects and policies in 2023
MSF OCG's emissions pledge in 2021: 50% by 2030
Carbon and waste monitoring systems in place
46,800 tCO2e
Air mileage -20% by 2025
Energy consumption -30% by 2025
Supply chain emissions -32% by 2025
MEDECINS SANS FRONTIERES
The Movement signs the Climate and Environment Charter in 2022
34,380 tCO2e
2019
2020
2021
2022
2023
2024
2025
2026
2027
2028
2029
2030

Priority implementation projects after roadmap

- Carbon and waste long-term monitoring system
- Procurement charter, sourcing of key items and alternative products
- Pilot health and environment projects
- National events and workshops in region
- Travel policy
- Large-scale deployment of renewables
- Order planning and freight
- Vehicle specifications

National partners: pilot methodology (West Africa)

Data collection :
carbon + waste | February – April 2023

Carbon footprint results

Co-writing of the roadmap | May – July 2023

COPIL

1

Assessment phase

February 8

Workshop 1: Problematisation

COPIL

2

Choice of thematic priorities

3

Building a roadmap: structure, commitments and means

4

How to deploy and finance key actions?

COPIL

Validation July

5

Presentation of the roadmap

September

3 days of face-to-face workshops in Dakar **30/31 May/01 June 2023**

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How can decarbonisation be amplified and scaled up at the sectoral level ?

Generic tools to accelerate sector-wide transformation

Continuous progress

- **Open-source climate solutions repository** for aid and health sector organisations
- Tailored **solutions factsheets**
- **Quickwins**
- **Procurement** and **travel policies**
- **Cost modelisation of large-scale deployment of renewables**

Planned by end of 2023

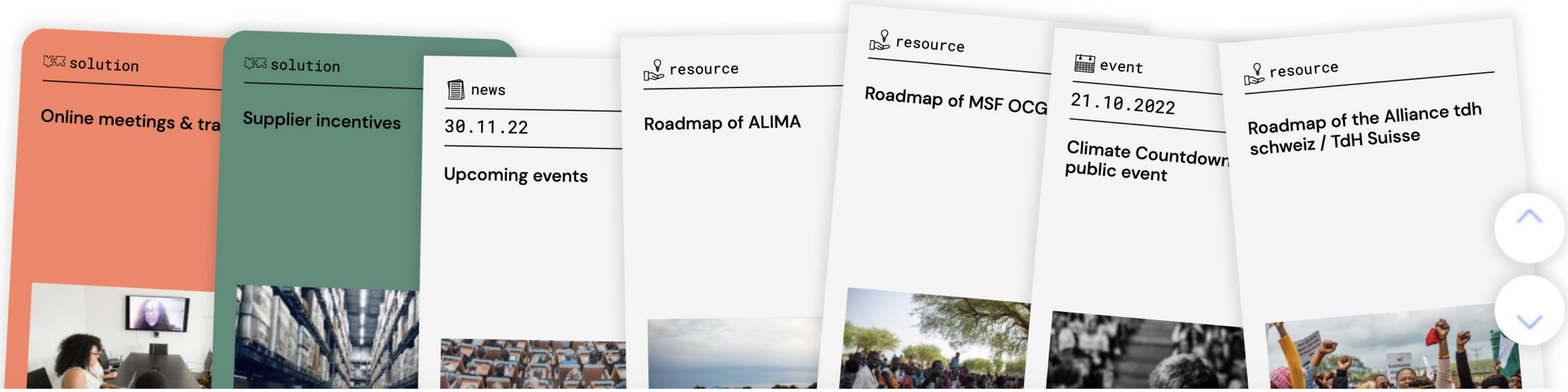
- **High-level operational playbook** of solutions, actions, methodological tips and levers
- **Monitoring frame for carbon emissions & results** of roadmap implementation
- **Carbon measurement guidance** for aid organisations
- **Publication of analyses** on **off-setting** and **structural effects**

Planned for 2024

- **Cost modelisation tool**
- **Life cycle analysis project** with EPFL & ICRC
- **Emissions factor database** for the aid sector
- Support and evolution of the **Humanitarian Carbon Calculator (if funding)**

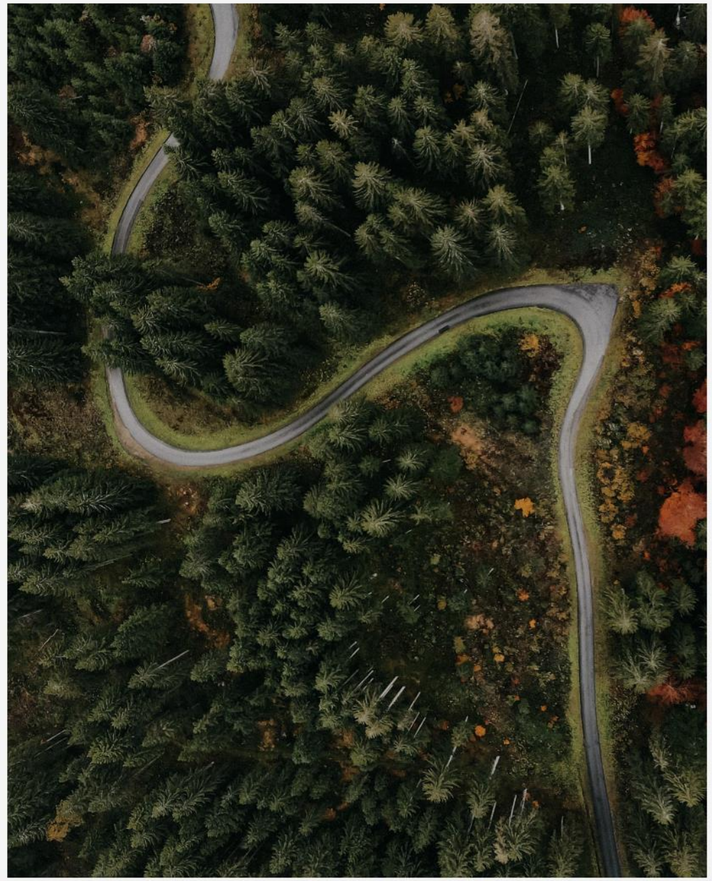
The Climate Action Accelerator provides your organisation with concrete solutions and a sharing platform to accelerate action.

Access solutions and resources >



Energy and buildings

The building sector, including construction and operation, accounted for 36% of global energy consumption and 37% of CO2 emissions in 2019. Electricity consumption in building operations represents nearly 55% of global electricity consumption.



Quick and easy wins: How to start decarbonising your organisation?

Where to start | Simple actions

The process of developing a climate roadmap takes time within an organisation. In the meantime, the climate clock is ticking.

Roadmap of the Alliance tdh schweiz / TdH Suisse

Aid Roadmap

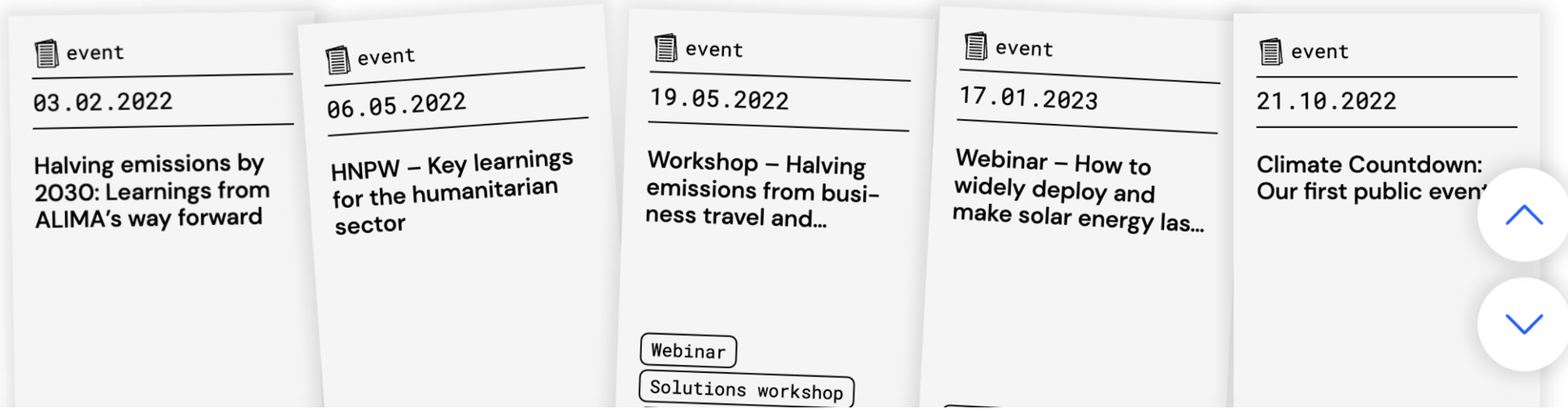
The Alliance terre des hommes schweiz / Terre des Hommes Suisse has decided to integrate, the necessary reduction of its environmental footprint as a central element of its good management, its accountability

Our events and webinars

In addition to our thematic webinars and solutions workshops, the Climate Action Accelerator organises online and/or in-person events, open to the public, bringing together leaders and actors in the aid sector and beyond.

Below you will find all our past events and webinars, available to rewatch and share further.

Click on an event to watch the recording and find out more.



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CAA has modelled the financial of the roadmap impact for 10 partners to date

- Our 10 initial partners vary widely (size, activities, geographies) but the methodology and solutions are consistent
- The model uses financial growth and inflation projections until 2030 to establish the activity growth of partners
- The running costs, investments and savings are then calculated solution by solution, include assumptions and an uncertainty factor
- Combining workshops and CAA’s expertise experience allows us to establish the human resources needs by domain
- The CAA compiles this data to guide the decision-making of boards and executives and pave the way for implementation

Costs are limited and co-benefits significant

Climate solutions are mostly cost neutral, while environmental solutions require more financial support.

The average net financial impact of the roadmap is 0.3% of the yearly budget, reaching 1.1% for the most emissive organization. Total costs average 1.7% of the budget, while savings average 1.4%.

Running costs are 0.8% on average, varying from 0.2% to 2.1%. They are mainly driven by the greener purchasing solutions (transport, general purchases).

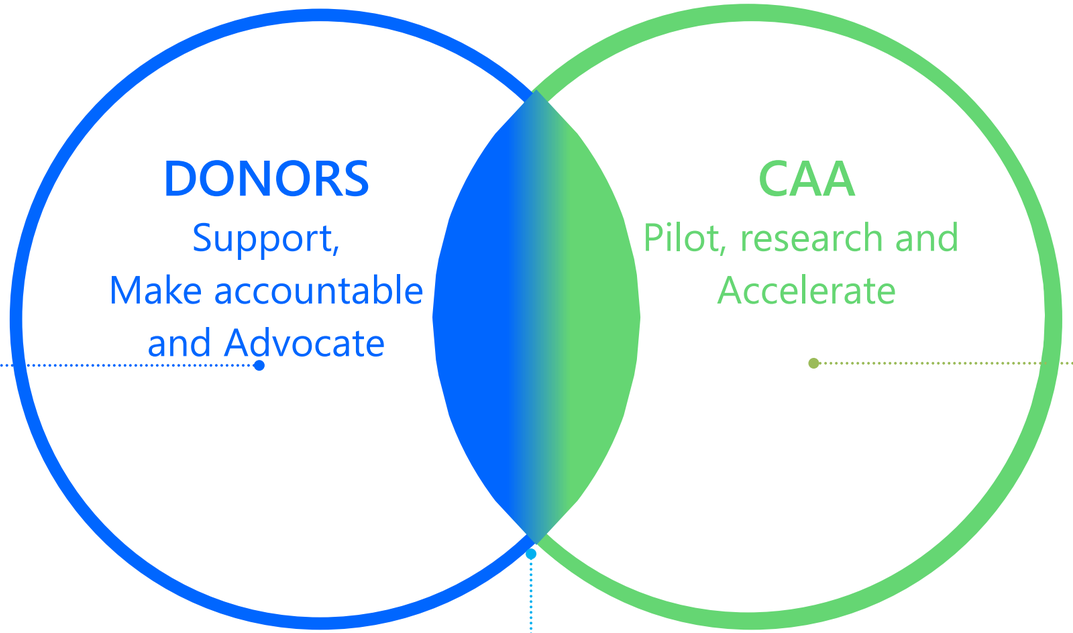
Investments represent on average 0.7% (from 0.1% to 1.2%). Energy savings, solar energy and environmental solutions represent most of the costs.

Total savings average 1.4% of the yearly budget, varying from 0.2% to 2.4% for the most emissive organization. They mainly come from transport solutions (plane travel and freight), as well as energy solutions.

HR costs average 0.2%, representing a very comparable cost across organizations.

Donors and the CAA can create the right environment for humanitarian actors

Donors can:
- Support the creation and translation of knowledge
- Support the financial efforts and reallocations required to implement change
- Facilitate capital investment mechanisms
- Foster accountability mechanisms
- Advocate for change



CAA can:
- Research best practices
- Produce tools and knowledge adapted to the sector
- Accelerate the transition via communities of practice

Humanitarian actors can:
- Leverage the available expertise
- Implement their individualised roadmap
- Report on their progress
- Share their experience with the sector

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Key learnings for implementation

- Internal levers are significant (2/3 of the effort) and can be turned into action
- Focus on the few solutions with the greatest impact, avoid dispersion
- Leadership, principles and investment in people are the real key to success
- Quantified indicators and intermediary milestones are essential
- Avoided costs and savings may compensate for a large part of the investment, if reallocations are supported
- A roadmap over 9 years must leave room for continuous learning and adjustment

Other key learnings from experience

- Energy and buildings solutions are known, robust, need standards & investment before return
- Limiting business travel is linked to internal policy and greater localisation
- Supply chain decarbonization implies redirecting demand towards less emissive products and suppliers (market engagement)
- Structured transfer of knowledge and tools is critical to empower organisations
- A reference measurement and monitoring frame is needed for the aid sector
- Regional accelerators are needed to support national actors

Amplifying the transformation

1

Mobilising aid organisations around a -50% emissions reduction goal

- A growing number of partners onboard, committed to science-based targets, including systemic actors like the UN
- National actors join the movement and transform their own practices
- A critical mass is reached and a domino effect in underway in the sector

2

Mutualised operational support

- Delivery of co-constructed roadmaps or action plans tailored to reach the -50% emissions reductions commitment
- Support in building low-carbon development roadmaps for national actors, combining adaptation and resilience

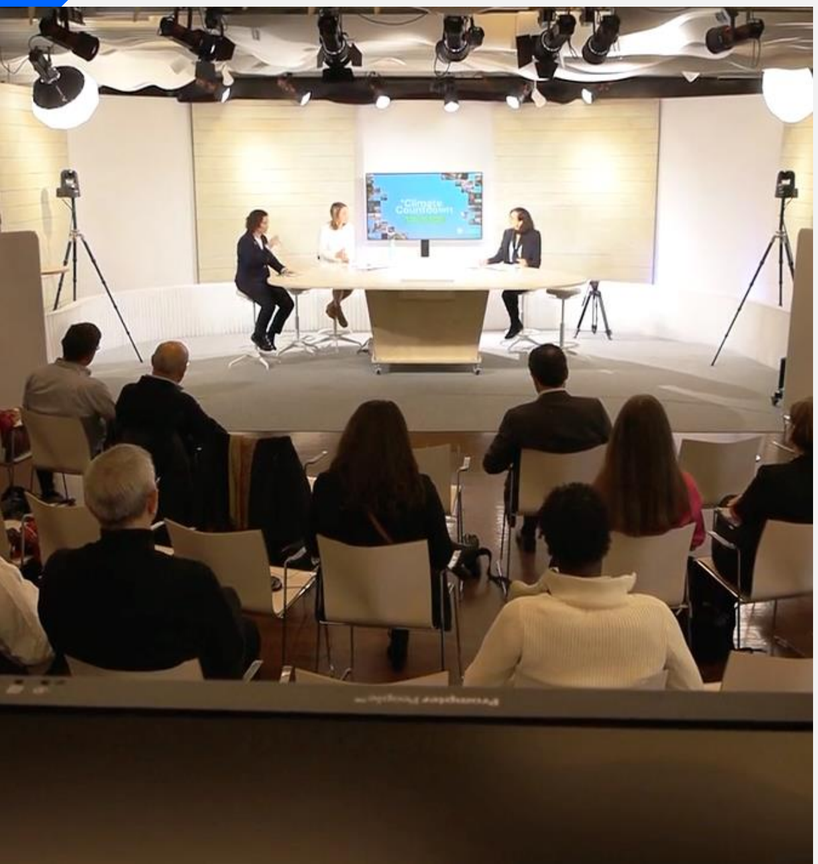
3 Tools to accelerate sector-wide transformation

- An inventory / repository of solutions
- A carbon measurement and monitoring tool adapted to the aid sector
- An emissions factors database tailored to the activities of the aid sector
- A generic roadmap based on key learnings

4 Building momentum to create a shift in the sector

- Global community of sharing is activated with an open-source platform
- Trainings for transfer of knowledge and experiences
- Strategic dialogue with funders to influence donor policy

Building momentum to **create a shift in the sector**



- **Generic roadmap for aid sector** (for early 2024)
  - With Strategic Advisory Board to galvanize support
- **Strategic dialogue with funders to influence donor policy**
- **Adoption of principles and standards** by sector
- **Global or regional sharing events** in Geneva and Dakar
  - 2022: Climate Countdown – 2023: Operationalising Climate Commitments
- Thematic webinars – Training seminars – Policy Engagement Events – External Symposiums – Podcast – Social Media
- **Sharing platform in open access** launched in Fall 2022

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