

# 2022 CARBON FOOTPRINT REPORT



**INTERS**  **S**  
**HUMANITARIAN AID**

Collaboration with:

 **HELP**  
LOGISTICS

**INTERS**  **S**

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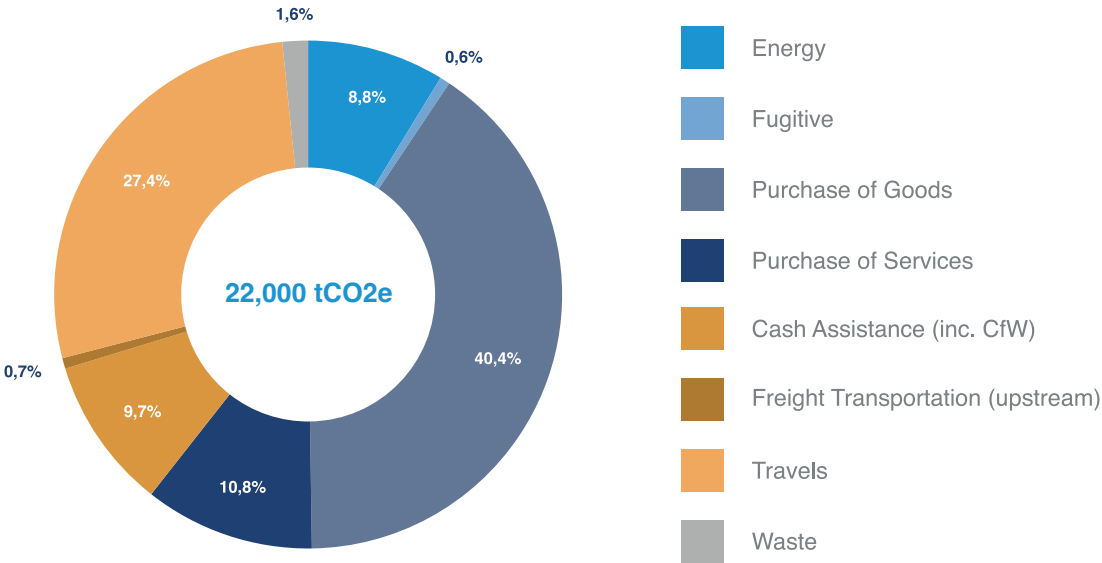
# EXECUTIVE SUMMARY

**INTERSOS** is a non-governmental organization (NGO) that operates worldwide, providing humanitarian assistance and support to people in need. The organization was founded in 1992 and is based in Rome, Italy. **INTERSOS** primarily focuses on emergency response and relief efforts, with the goal of assisting vulnerable populations affected by conflicts, natural disasters, and other crises.

**INTERSOS** acknowledges its responsibility in addressing climate change and environmental impacts. This report presents the findings of **INTERSOS** Carbon Accounting for the year 2022, a comprehensive effort aimed at quantifying and assessing the organization's carbon emissions.

The project employed a structured data collection approach, including customized surveys tailored to various aspects of **INTERSOS**' operations, spanning over 23 Country Offices, 3 Regional Hubs and the Headquarters in Italy.

Precise and consistent data collection enabled the transformation of activity data into emission volumes using appropriate emissions factors and the Humanitarian Carbon Calculator, in adherence to GHG Protocol standards.



## INTERSOS Carbon Footprint by source 2022

The report reveals that **INTERSOS**' total carbon emissions for 2022 amounted to **22,000 tons of CO2e**. The most significant contributors to these emissions include:

- **Purchase of Goods:** This category accounted for 8,900 tCO2e, signifying its prominence as a primary emission source.

- **Travel:** Travel-related emissions totalled 6,000 tCO<sub>2</sub>e, reflecting the challenges of operating globally and the organization's commitment to providing critical assistance in remote areas.
- **Purchase of Services:** This category accounted for 2,400 tCO<sub>2</sub>e
- **Energy:** Energy consumption and generation contributed 1,900 tCO<sub>2</sub>e

However, the data collection process revealed some systematic limitations, particularly regarding the availability of physical data. To address these challenges, the report suggests concrete monitoring and reporting recommendations. These include filling data gaps, especially for waste, local freight, and travel, and implementing syntax rules in the accounting system to automate essential data extraction.

The level of uncertainty of the assessment is about 38%. Hence, the total carbon footprint can be lower or higher: between 13 700 and 30 400 tCO<sub>2</sub>e.

This project was developed in collaboration with the organization, [HELP Logistics](#), a subsidiary organization established by the Kühne Foundation focused on collaborating on projects and programs to address specific problem statements in the field of humanitarian logistics and supply chain management.

In conclusion, this carbon footprint analysis serves as a compass for **INTERSOS** to navigate its environmental roadmap and to guide in developing tailored solutions to reduce its carbon footprint whilst addressing the pressing global issue of climate change.



# CARBON ACCOUNTING PROJECT

The primary objectives of the Carbon Accounting Project were as follows:

- **Quantify Historical Carbon Emissions:** Calculate and quantify the total carbon emissions produced by **INTERSOS** during the calendar year of 2022.
- **Identify Historical Emission Sources:** Determine the major sources of carbon emissions within the organization.
- **Establish Baseline Data:** Create a baseline of historical carbon emissions, which will serve as a reference point to define emission reduction initiatives and tracking progress in emission reduction efforts in subsequent years.

## Methodology

### What is greenhouse gas?

Greenhouse gases are a group of naturally occurring and human-generated gases present in the Earth's atmosphere that have the unique property of trapping heat from the sun, thereby creating a natural greenhouse effect. This effect is crucial for maintaining the planet's temperature at a level suitable for sustaining life. Greenhouse gases allow incoming solar radiation to penetrate the atmosphere and reach the Earth's surface, but they also prevent some of the resulting heat from escaping back into space. As a result, they effectively insulate the Earth, preventing it from becoming excessively cold.

The primary greenhouse gases include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and water vapor (H<sub>2</sub>O), along with various fluorinated gases. These gases play a vital role in regulating the Earth's climate, but human activities, such as the burning of fossil fuels and deforestation, have significantly increased their concentrations in the atmosphere, intensifying the greenhouse effect. This enhanced greenhouse effect is a leading driver of global warming and the associated impacts of climate change, making the understanding and management of greenhouse gases a critical aspect of environmental and climate science.

### Humanitarian Carbon Calculator and Emissions Factors

The [Humanitarian Carbon Calculator \(HCC\)](#) was developed under the umbrella of the Sustainable Supply Chain Alliance, a collaborative project led by the ICRC to strengthen the integration of sustainability principles into humanitarian operations.

The development of the tool was informed by consultations with over 100 humanitarian organizations, experts, and ECHO throughout 2021. These consultations helped define a methodology for estimating an organization's greenhouse gas emissions that would both be specific to the humanitarian sector and follow an international standard (the GHG Protocol).

The Humanitarian Carbon Calculator allows organizations to assess the direct and indirect greenhouse gas emissions associated with their activities. This in turn makes it possible to set reduction targets and to build emission reduction



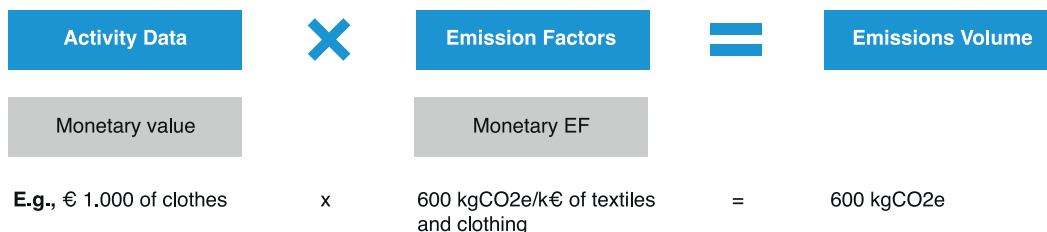
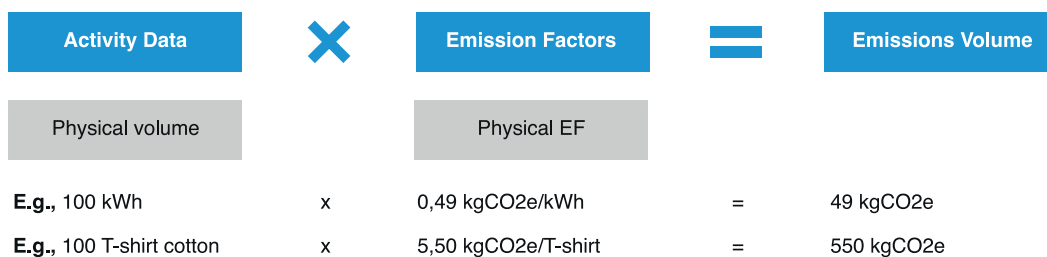
plans. The Humanitarian Carbon Calculator can also be used to monitor the evolution of an organization’s emissions over time, thereby assessing the effectiveness of efforts to reduce emissions.

To convert the collected activity data into emissions volumes, the project utilized industry-standard emissions factors. These emissions factors are specific to various activities and are used to calculate the amount of carbon dioxide equivalent (CO<sub>2</sub>e) emissions produced per unit of activity. The Humanitarian Carbon Calculator, which aligns with carbon accounting standards (GHG Protocol), was employed to perform accurate emissions calculations based on the data collected.



### Calculation of GHG emission

The calculation can be done through two modes by physical volume and monetary value:



### Data Collection

The Data Collection involved gathering of information on various aspects of **INTERSOS** operations, which contribute to carbon emissions. Two customized surveys and one information source were utilized for this purpose:

- **Staff Survey on Employee Commuting**

The Staff Survey was distributed to all **INTERSOS** staff members that have access to an **INTERSOS** email globally. The purpose of this survey was to collect data on the modes of transportation used by employees for their daily commutes to and from work. The survey aimed to understand the commuting patterns and distances travelled by staff, significantly contributing to the organization’s carbon footprint. We have received 502 qualified answers representing around 15% of **INTERSOS**’ staff.

- **Country, Regional and Headquarters (CRH) Office Survey**

The Country, Regional, Headquarters Office Survey was conducted by the Logistics Department with the support of Finance and HR. This survey comprised around 25 questions and covered various operational aspects, including energy consumption, travels, capital goods, purchases, and transportation/distribution activities. The quantitative data collected from this survey provided insights into different sources of carbon emissions across different organizational levels.

- **INTERSOS Accounting Data**

Accounting data from **INTERSOS** accounting system (NPW) was used to cross-check the CRH Office survey data and as the data source when the entities were not able to provide the necessary data.

## Data Analysis

The collected data from both surveys was analysed using the emissions factors and the Humanitarian Carbon Calculator. The goal of data analysis was to determine the carbon emissions associated with each activity category, including employee commuting, energy consumption, travels, capital goods, purchases, and transportation/distribution. The results were aggregated to assess the total carbon emissions produced by **INTERSOS** during the year 2022. Additionally, accounting data was incorporated to ensure a comprehensive and accurate representation of the organization's carbon footprint. The data analysis phase provided valuable insights into the organization's carbon footprint, identifying the major sources of emissions and areas where emission reduction efforts could be targeted effectively.

The methodology employed in this carbon accounting project ensured a comprehensive and accurate assessment of **INTERSOS'** carbon emissions, enabling the organization to develop targeted strategies for mitigating its environmental impact and fostering sustainability practices.



## Boundaries of the evaluation

Establishing evaluation boundaries is vital for methodology and governance in future decarbonation efforts. This involves defining:

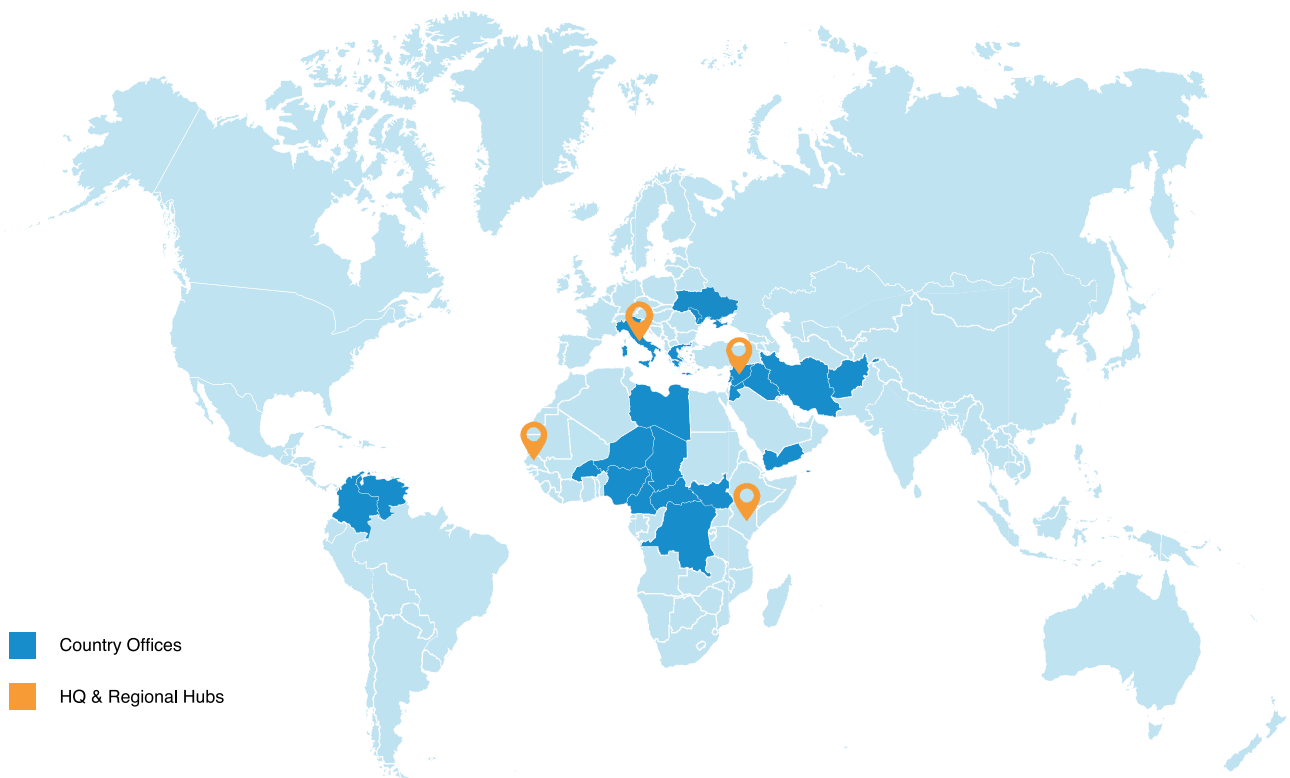
**Organizational scope:** Which 'entities' are considered.

**Operational scope:** Which 'activities' are included.

**Temporal scope:** The timespan for assessing the carbon footprint.

### Organizational boundary

In terms of geographical scope, data from all offices that **INTERSOS** has globally was collected.



## INTERSOS Global Operations



## Headquarters and Regional Hubs

All 4 management structures were included:

- HEADQUARTERS Italy (Rome), HUB Senegal (Dakar), HUB Kenya (Nairobi) and HUB Jordan (Amman)

## Country Offices (missions)

All 23 mission were included:

- Afghanistan, Burkina Faso, Cameroon, Central African Republic, Chad, Colombia, Democratic Republic of Congo, Greece, Iran, Iraq, Italy, Jordan, Lebanon, Libya, Moldova, Niger, Nigeria, Poland, South Sudan, Syria, Ukraine, Venezuela and Yemen.

## Limitations in the assessment of certain entities

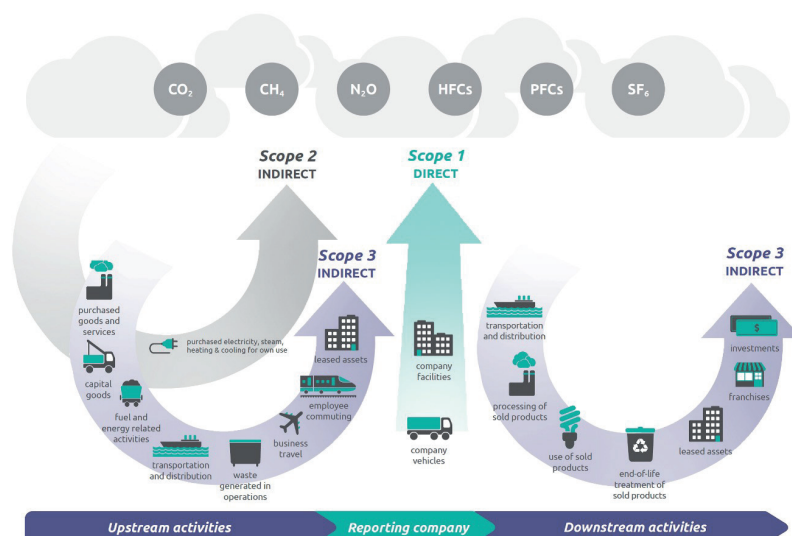
**CO Poland:** The mission in Poland was closed in 2022, which posed difficulties in accessing specific categories of data. Categories such as generator fuel consumption and employee commuting data proved to be particularly challenging to obtain due to the absence of active operations and staff presence on-site.

## Operational boundary

International carbon accounting classifies greenhouse gas emissions into three groups:

- **Scope 1:** direct emissions from the combustion of fossil fuels and fugitive gas emissions
- **Scope 2:** indirect emissions associated with the consumption of purchased electricity, cooling and heating
- **Scope 3:** all other indirect emissions.

The operational scope defines which organisational processes are included in the measurement. It consists of all activities for which the organisation is considered responsible.



## Included emission sources

All significant emissions sources are included in the scope of this study:

### Scope 1:

- Fuels for stationary and mobile use (vehicles and generators)
- Fugitive emissions from air conditioning units.

### Scope 2:

- Electricity purchased, steam heating and cooling.

### Scope 3:

- Purchased goods and services.
- Transportation and distribution (upstream)
- Business travel.
- Employee commuting.
- Fuel and energy-related activities not included in Scope 1 or Scope 2 (Mostly the upstream extraction and distribution of the fuel itself)
- Waste (House waste - NB: The house waste average was taken from world index and divided it by the Internal FTE)
- Capital goods.

## Excluded emission sources

A few Scope 3 emission sources are excluded due to their non-availability of data.

- Distributed products (Use, processing and end of life of distributed products)
- Transportation and distribution (downstream)
- Volunteer commuting
- In-kind donations
- Waste (except house waste)

## Limitations in the assessment of certain emission categories

**Downstream transportation and distribution data, as well as data related to product lifecycle:** were excluded from the analysis due to limitations in the collection of quality data, and as a result, the emissions associated with these categories were not calculated and presented in the results. While these emissions sources are recognized as contributors to the overall carbon footprint, their exclusion is acknowledged as a limitation of this analysis. Future assessments may consider incorporating these elements for a more comprehensive evaluation of **INTERSOS**'s carbon emissions landscape.



**Capital Goods purchases:** The primary limitation in assessing emissions from capital goods arises from the inability to extract precise data from the emissions related to furniture, machinery, computer equipment, and IT products. To address this challenge, we had to rely on assumptions derived from the accounting data of the organization. Specifically, we assumed that 80% of emissions were attributed to furniture and machinery, 10% to computers, and 10% to general ITC products.

**Waste:** Our assessment of emissions from waste is limited to household waste. We obtained this data from the world index average 0.11 to 4.5kg per day and then made an assumption based on the total internal full-time equivalent (FTE) employees within the organization.

**Purchased Services:** Emissions associated with purchased services, particularly hotel stays, were calculated based on financial data. We estimated the total emissions from hotel stays by dividing the total cost of hotel stays by the average cost per day worldwide.

**Physical Units:** A limitation in our emissions assessment is the reliance on monetary values instead of physical units. This approach was used due to constraints and data unavailability that the organization encountered during data extraction.

**Fugitive emissions:** In assessing fugitive emissions for the year 2022, a specific methodology was employed. Data extrapolation was conducted by multiplying the number of air conditioners present in each country office by 128 grams of refrigerant consumed yearly.

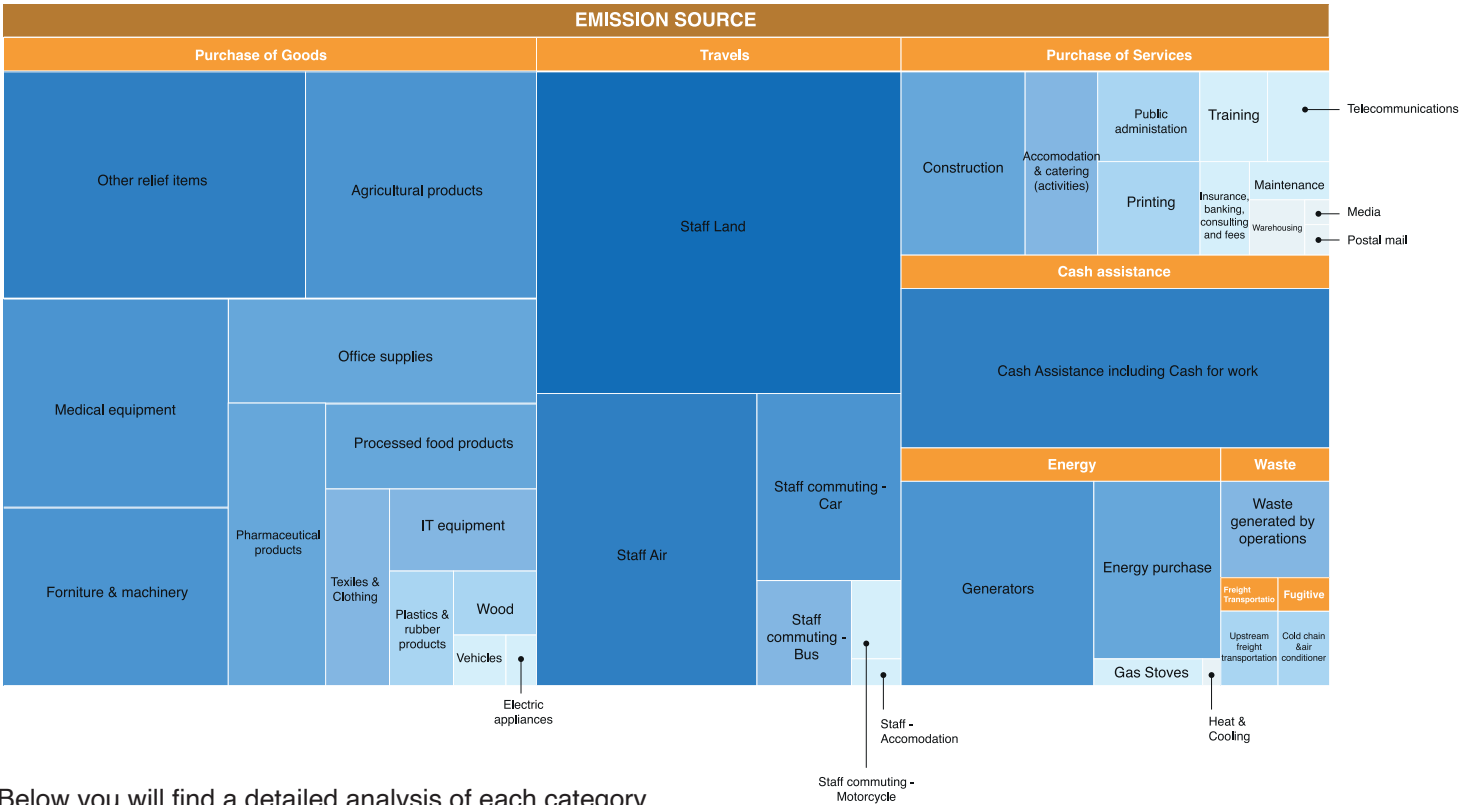
## Temporal scope

The carbon accounting covers the entire year of 2022 – from January until December.



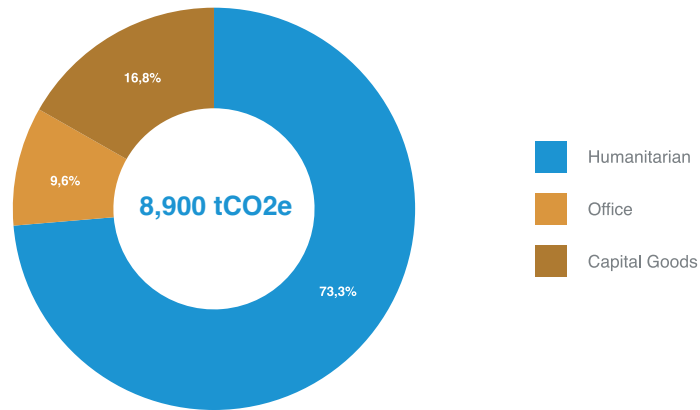
# EMISSIONS PER CATEGORY

In 2022, **INTERSOS** determined its total carbon emissions by consolidating emissions from various sources related to its operations. This included both direct and indirect emissions stemming from organizational activities. Utilizing data gathered through surveys and analyzed with the Humanitarian Carbon Calculator, the organization established its comprehensive carbon footprint for the year, amounting to **22,000 tCO<sub>2</sub>e**.



Below you will find a detailed analysis of each category.

## Purchased Goods



### INTERSOS' Purchased Goods CO<sub>2</sub>e

The purchase of goods is **INTERSOS**'s largest source of emissions accounting for 8,900 tCO<sub>2</sub>e more than 40% of the total emissions.

Good destined to support relief activities account for 74% of this category, the main contributors are:

- **General relief items: 2,700 tCO<sub>2</sub>e** to support suppression of basic necessities (food, blankets, hygiene kits, cooking kits) or emergency shelter (tents, shelters, temporary housing solutions).
- **Pharmaceutical Products and Medical Equipment: 2,050 tCO<sub>2</sub>e** to support local health systems or distribution of health kits.
- **Agricultural Products: 1,424 tCO<sub>2</sub>e**, related with provision of tools for agricultural production, distributing seeds and livestock for subsistence.

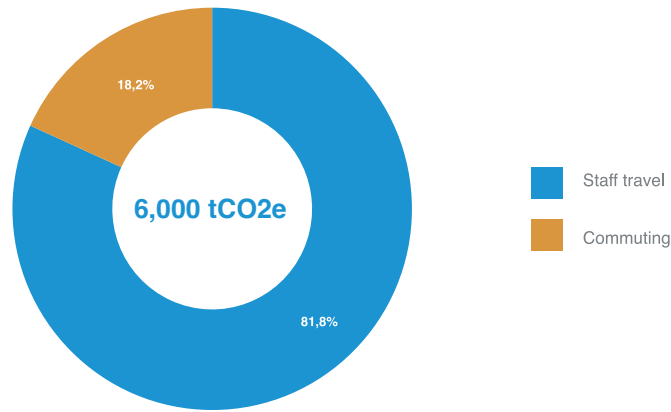
Capital goods are acquired and used by **INTERSOS**' during the project lifecycle or >1 years and are mainly:

- **Furniture & machinery: 1,075 tCO<sub>2</sub>e** include office furniture and power generators to support offices and field offices functioning.
- **IT Equipment: 331 tCO<sub>2</sub>e** include mostly laptops, tablets and smartphones for staff.
- **Vehicles: 86 tCO<sub>2</sub>e**

Additionally the purchase of office supplies such as stationary contribute for 851 tCO<sub>2</sub>e.



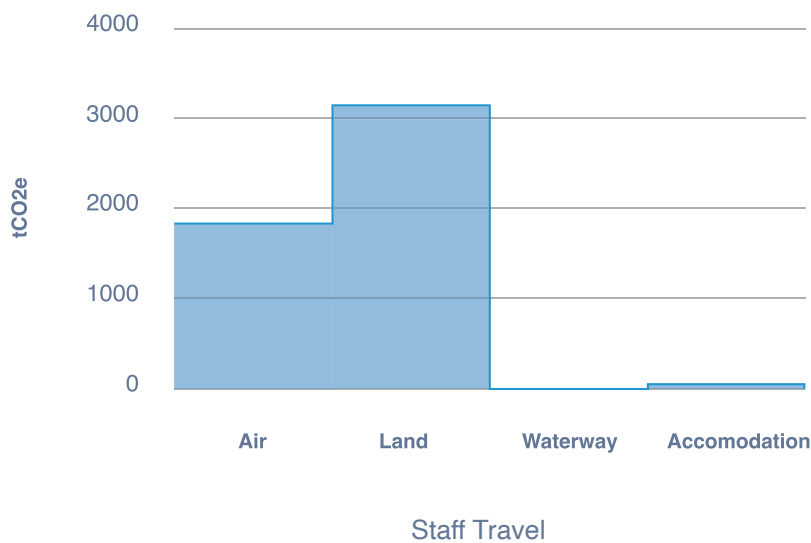
## Travels



### INTERSOS' employee commuting and business travel emissions

Travels, including both staff and organization-related travel, contribute significantly to carbon emissions representing the second category where **INTERSOS** registers more emission, 6,000 tCO2e representing around 27% of the total emissions.

**Staff Travel:** Emissions stemming from staff travel contribute 4,900 tCO2e of our carbon footprint. This represents 22% of the total emissions of **INTERSOS**. The main emitting sources are:



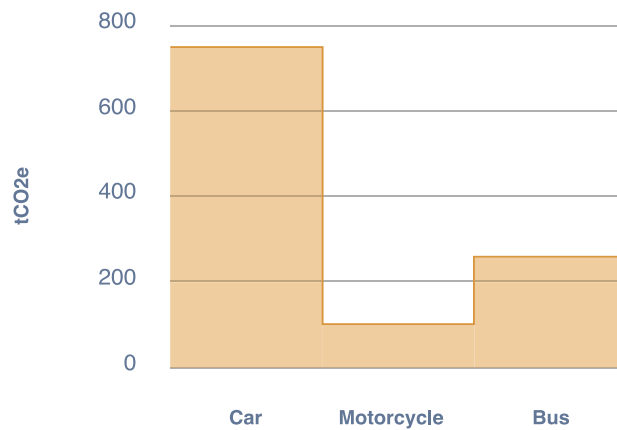
- **Land travel: 3,190 tCO<sub>2</sub>e** includes all travelling using either **INTERSOS's** vehicles (owned, right of use or rental), and vehicles operated by third parties (taxi, bus etc)

INTERSOS operates more than 600 vehicles globally, mostly using internal combustion engines frequently 4x4s and below EURO3 emission standard.

- **Air travel: 1,700 tCO<sub>2</sub>e** includes travelling from expatriate staff being deployed in mission, headquarters/regional hubs staff travels and in-country flights by mission staff (excludes UNHAS flights).

**INTERSOS** has the need to deploy international staff in different missions. Flights are heavily used in countries without a reliable transport infrastructure and/or for security reasons.

**Employee Commuting:** This category accounts for **1,100tCO<sub>2</sub>e**, reflecting the emissions generated by staff commuting to and from work.



Employee Commuting

Summary of the commuting patterns of staff, close to 85% of the staff uses high emission modalities of transport:

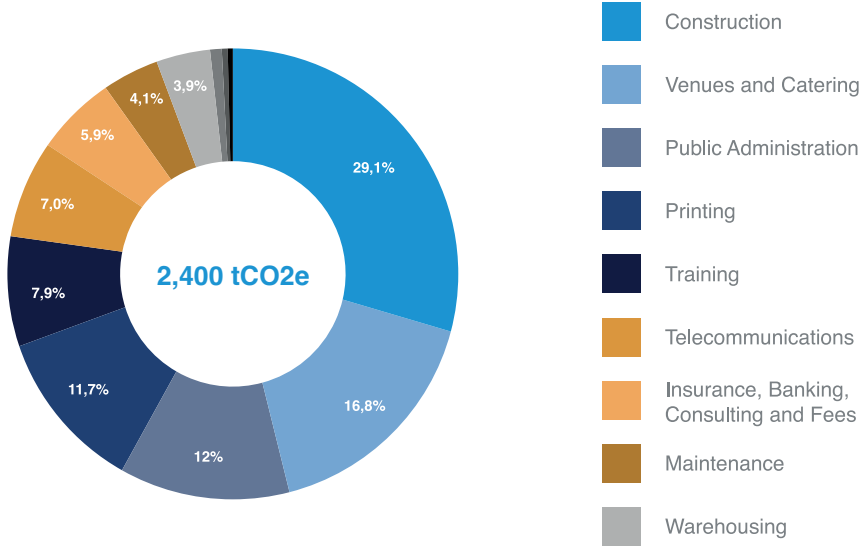
- **Car:** 50% of the staff commute to work using a car.
- **Motorcycle:** 19% of the staff use a motorcycle for their commute.
- **Collective Transport:** 15% of the staff use collective transport (e.g., buses, trains) for their commute.
- **Sustainable Modes:** 16% of the staff either walk, use a bicycle, or work remotely, which are non-emission or low-emission commuting options.

The average commuting distance of staff is 18 kilometers from home to the office and 65% of the staff use a secondary mode of transport in addition to their primary mode of commuting, or they use it as an alternative option.

The data for employee commuting was collected using the previously mentioned staff survey data which then was extrapolated based on average per mode per country multiplied by the internal FTE.



# Purchased Services

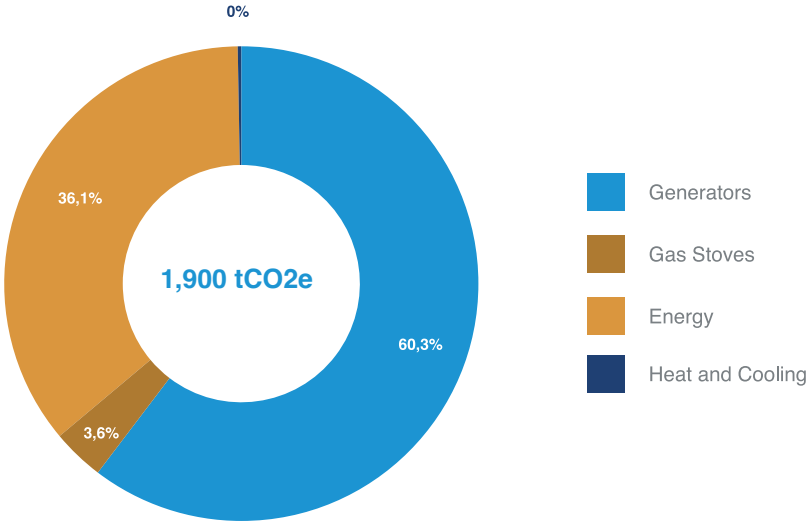


## INTERSOS’s purchased services per sub-category CO2e

**INTERSOS** purchases several services to support its operations, this category represents **2,400 tCO2e** and **contributes to close to 11% of the total emissions**. The main contributors are:

- **Construction services: 700 tCO2e** related with Construction and reconstruction of clinics or health facilities; construction or rehabilitation of wells, latrines, water systems; Rehabilitation, reconstruction, and reactivation of schools or educational spaces.
- **Venues and catering services: 400 tCO2e** related the organization of workshops, training or events in support of the relief activities
- **Telecommunications, Insurance, Banking and Consulting services: 309 tCO2e** this category can exhibit high carbon emissions due to factors such as energy-intensive data centers, extensive travel, investments in high-emission industries, and energy-intensive data storage and processing.
- **Printing services and visibility: 286 tCO2e** these emissions are associated with activities such as printing marketing materials, reports, banners, and promotional items, which often involve the use of energy-intensive equipment and materials.

# Energy

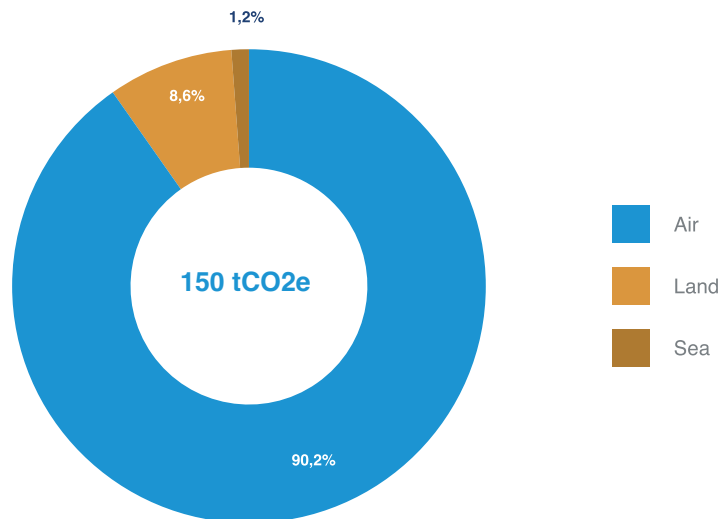


## INTERSOS' energy related emissions

Energy consumption emerged as a significant emission source within **INTERSOS** operations accounting for 9% of its emissions. This category includes carbon emissions resulting from **electricity purchase, electricity generation and fuel burning for cooking** in offices, field offices, and other facilities managed by **INTERSOS**.

Electricity generated by the use of fossil fuel generators accounts for **1160 tCO2e** (5% of **INTERSOS**' total emissions) reflecting **INTERSOS** high dependence on the fossil fuel electricity generation given the unreliability or inexistence of the electricity grids in the locations where it operates.

## Freight transportation



### INTERSOS’s freight transportation (upstream) per sub-category CO<sub>2</sub>e

This category includes carbon emissions associated with freight transportation and distribution activities, including product delivery and the shipment of humanitarian supplies. These emissions amount to **150 tCO<sub>2</sub>e, making up only 1% of the total emissions**. The transportation modes covered within this category include land, air, and sea routes, reflecting the extensive logistical network of Intersos operations.

**INTERSOS** is accounting for carbon emissions associated with international freight transportation up to the country of intervention. Downstream distribution, which covers transportation from country warehouses to distribution sites, is not included in their emissions calculations due to data collection challenges.

Modality	Ton. Km	tCO <sub>2</sub> e	Emission Factor kgCO <sub>2</sub> e/ton.km
Air	213 126	136	0,67
Sea	280 446	2	0,01
Land	65 387	13	0,26

This data provides insights into the freight transportation methods employed by **INTERSOS** in 2022, measured in tonne-kilometres traveled and their associated carbon emissions. Notably, air transport represents a substantial share of the total tonne-kilometres, contributing to higher carbon emissions. In contrast, sea transport covers significant distances while generating relatively lower carbon emissions due to its low emission factor, which stands at 0.01, as compared to other modes. Land transport occupies an intermediary position in terms of both distance covered and emissions produced.

## Cash Assistance

Emissions in the cash assistance activities amount to **2,132.73 tCO<sub>2</sub>e**, representing around 10% of the total emissions. These emissions predominantly arise from administrative and operational activities, particularly in the realm of financial services. The main contributors to emissions in this sector include banking operations, energy consumption associated with financial transactions, and the infrastructure needed for cash distribution points. The emissions are notable due to the energy-intensive nature of financial processes, which includes data centers and electronic transactions.

## Waste

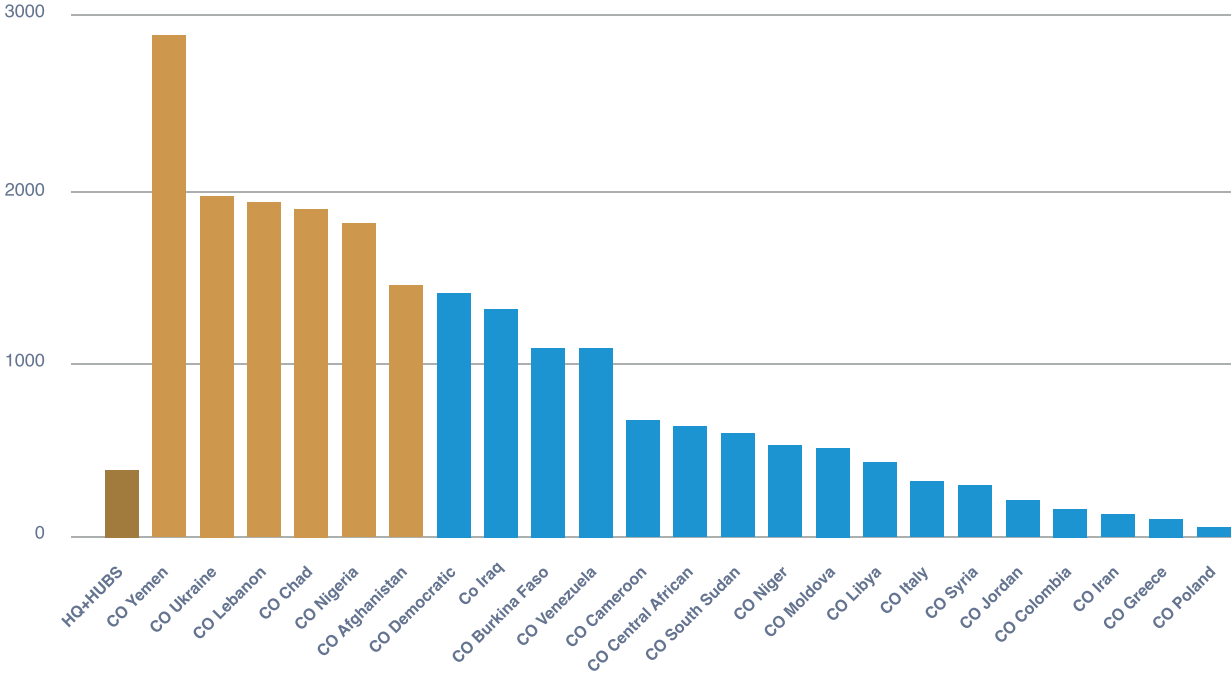
In our emissions assessment, we focused only on household waste, and the total emissions amounted to **359 tCO<sub>2</sub>e** representing 2% of total emissions. To derive these figures, we used a range of 0.11 to 4.5 kilograms of waste per day per person from the world index and made assumptions based on the total number of full-time equivalent (FTE) employees within our organization. This approach allowed us to estimate the carbon emissions associated with household waste generated by our operations.

## Fugitive Emissions

Fugitive emissions, stemming from the use of air conditioning units in the countries of operation, refer to unintended releases of greenhouse gases during processes like refilling. These fugitive emissions as they account for **140 tCO<sub>2</sub>e**, representing less than 2% of the total emissions. The calculation for these emissions is based on extrapolation, where we estimate the emissions by multiplying the amount of air conditioner usage in each country, region, and headquarters by 128 grams of refrigerant. This helps us quantify and mitigate emissions resulting from the operation of air conditioning units in our operations.



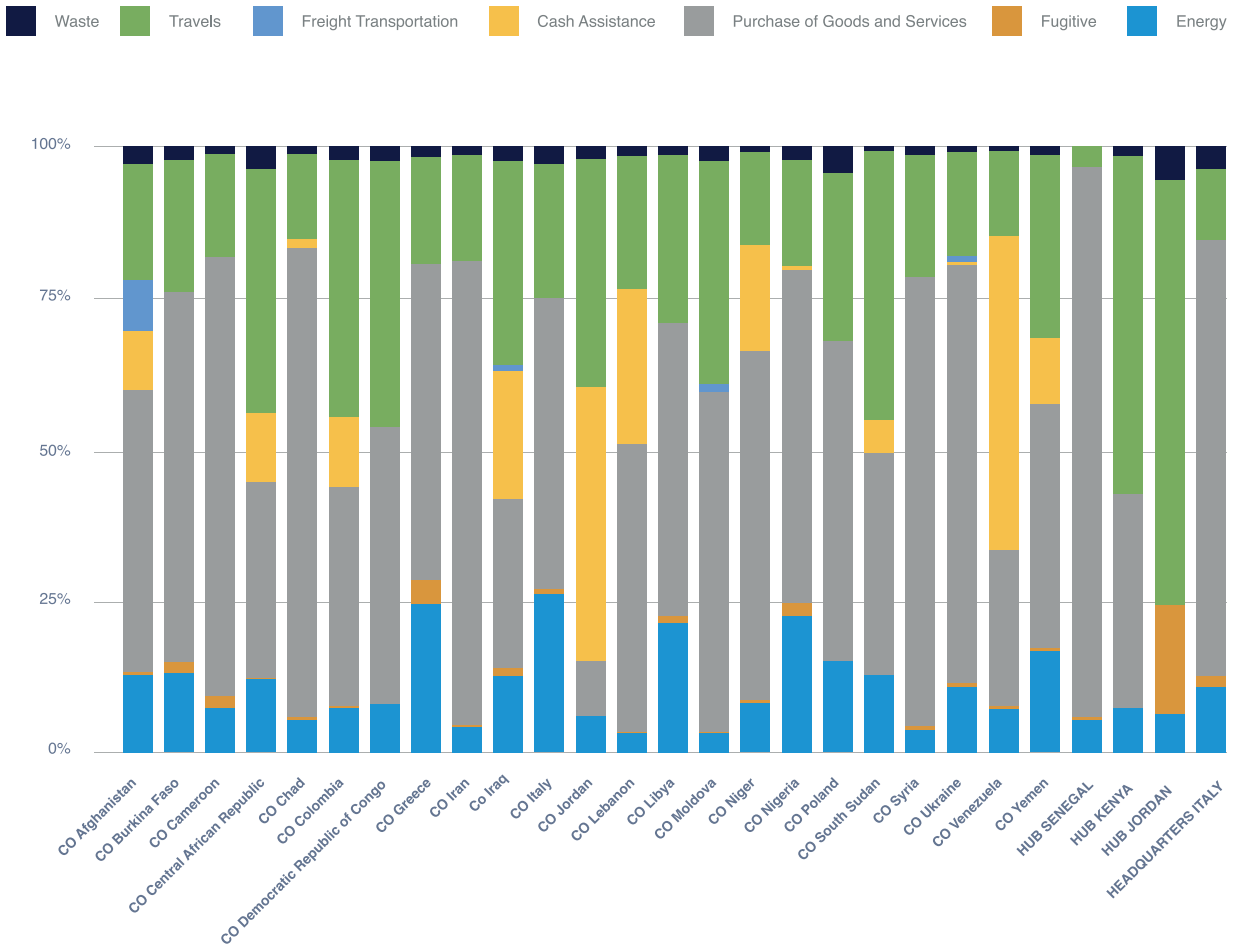
# EMISSIONS PER MISSION



tCO2e per entity

The emissions-by-mission graph plays a crucial role in understanding the environmental impact across **INTERSOS** operations. As the data demonstrates, a significant 55% of the total emissions can be attributed to just six out of the 23 missions. This concentrated pattern of emissions highlights these specific missions as key focal points for targeted analysis and intervention. In stark contrast, the emissions from Headquarters and Regional Hubs account for nearly 2% of the total emissions, emphasizing their comparatively lower environmental impact.

It's worth noting that these six missions - Yemen, Ukraine, Lebanon, Chad, Nigeria, and Afghanistan - represent close to 50% of **INTERSOS**' annual budget and staff. This correlation between emissions, expenditure, and the number of staff underscores the connection between environmental impact and financial and human resources allocation within the organization.



### INTERSOS' emissions per country and category in %

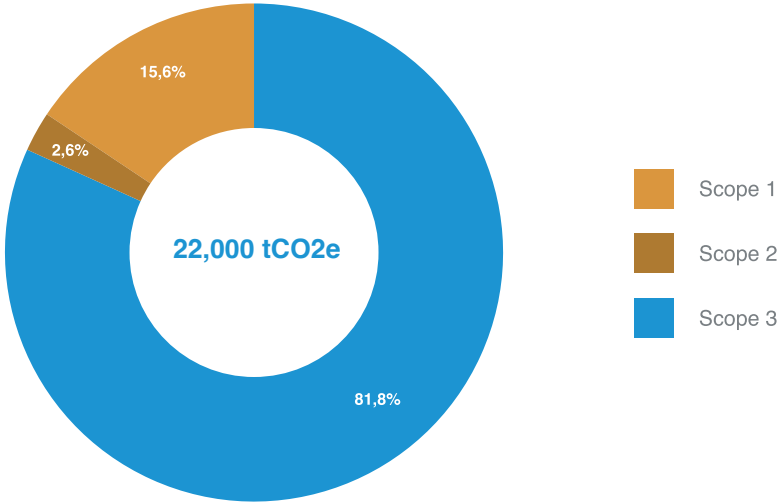
When analyzing **INTERSOS** and its carbon emissions in the context of humanitarian operations, it's important to recognize that emissions categories may vary in their significance based on geographical location and the nature of the organization's activities.

For instance, the energy sources available in different regions can significantly affect the carbon footprint of **INTERSOS'** operations. In areas with limited access to clean energy sources, reliance on diesel generators or other fossil fuels for power generation may be necessary, leading to higher emissions associated with energy use. On the other hand, in regions with more renewable energy options, the carbon intensity of energy consumption may be lower.

Additionally, the specific nature of humanitarian activities can influence emissions. For example, health projects can contribute to higher emissions than protection projects, as they rely on purchase and transport of medical supplies and running of medical facilities.

Therefore, when assessing and addressing **INTERSOS'** carbon emissions in humanitarian operations, it's essential to consider the regional and operational differences to develop tailored strategies for reducing emissions effectively.

# EMISSIONS PER SCOPE



## INTERSOS' emission per scope

In summary, the **INTERSOS'** carbon emissions are categorized into three scopes. Scope 1 includes direct emissions from owned or controlled sources, Scope 2 comprises indirect emissions related to purchased energy, and Scope 3 encompasses a wide range of other indirect emissions stemming from various operational activities and supply chain interactions. Understanding these distinctions is essential for developing targeted strategies to reduce emissions across all scopes, with a particular focus on Scope 3 emissions due to their significant contribution to the organization's carbon footprint.

### Scope 1 Emissions (Direct Emissions):

- Energy: 1,000 tCO2e
- Fugitive: 140 tCO2e

**Total Scope 1 Emissions: 1,140 tCO2e**

Scope 1 emissions encompass direct emissions that result from sources that are owned or controlled by the organization. In this case, the largest contributor to Scope 1 emissions is the "Energy" category, primarily stemming from the organization's own energy production. Fugitive emissions, which represent unintended releases of greenhouse gases during certain processes, also contribute to Scope 1 emissions.

## Scope 2 Emissions (Indirect Emissions - Energy Indirect):

### Total Scope 2 Emissions: 571 tCO<sub>2</sub>e

Scope 2 emissions cover indirect emissions associated with the consumption of purchased energy, such as electricity or heat. In this data, the “Energy” category contributes to Scope 2 emissions as well, but these emissions arise from the consumption of purchased energy rather than the organization’s direct operations. This category is lower than Scope 1 emissions, as it accounts for the indirect energy-related emissions.

## Scope 3 Emissions (Other Indirect Emissions):

- Purchase of Goods: 8,897 tCO<sub>2</sub>e
- Purchase of Services: 2,386 tCO<sub>2</sub>e
- Cash Assistance (inc. CfW): 2,133 tCO<sub>2</sub>e
- Freight Transportation (upstream): 150 tCO<sub>2</sub>e
- Travels: 3,731 tCO<sub>2</sub>e
- Waste: 359 tCO<sub>2</sub>e

### Total Scope 3 Emissions: 18,009 tCO<sub>2</sub>e

Scope 3 emissions are the broadest category, covering all other indirect emissions related to the organization’s activities but occurring outside its direct control. Here, we see a diverse set of contributors to Scope 3 emissions. These emissions result from activities like procurement, travel, and waste generation, reflecting the organization’s broader supply chain and operational footprint.



## ENVIRONMENTAL PERFORMANCE BENCHMARKING

	INTERSOS	MSF OCP	MSF OCB	MSF OCG	ALIMA	ACTED	unit
<i>per employee (FTE)</i>							
<b>Total GHG emissions</b>	6.46	9.84	12.77	10.2	6.74	10.36	tCO <sub>2</sub> e/FTE
<b>Total Scope 1 &amp; 2</b>	1.2	1.9	1.98	2.34	2.14	1.85	tCO <sub>2</sub> e/FTE
<b>Total Scope 3</b>	5.37	7.93	10.79	7.85	4.6	8.51	tCO <sub>2</sub> e/FTE
<i>per Euro spent</i>							
<b>Total GHG emissions</b>	0.22	0.32	0.32	0.29	0.21	0.23	kgCO <sub>2</sub> e/unit
<b>Total Scope 1 &amp; 2</b>	0.04	0.06	0.05	0.07	0.07	0.04	kgCO <sub>2</sub> e/unit
<b>Total Scope 3</b>	0.18	0.26	0.27	0.22	0.14	0.19	kgCO <sub>2</sub> e/unit

Source: MSF OCP 2019 CARBON FOOTPRINT REPORT

In this report, we present the benchmarking indicators for **INTERSOS**, comparing our GHG emissions metrics with those of other organizations, namely MSF OCP, MSF OCB, MSF OCG, ALIMA, and ACTED.

### Ratio tCO<sub>2</sub>e per FTE:

Distribution is quite homogeneous between MSF and ACTED, **INTERSOS** presents a ratio close to ALIMA. One of the explanation might be due to less representation of international staff than MSF and more regionalisation of management than ACTED, that in some degree can influence a lower footprint related to travelling. Nevertheless we would need more detailed data and comparative analysis from the different organizations to derive a clearer cause-effect relationship.

### Ratio kgCO<sub>2</sub>e per Euro spent:

The distribution of data in the table, particularly for this indicator, shows that **INTERSOS**, ACTED, and ALIMA have fairly similar values. ACTED's operations closely align with INTERSOS in the Protection, WASH, Shelter, Food Security, and Education sectors, while ALIMA focuses on the Health and Nutrition sector. This might explain the differences from MSF OCs as in general they have more carbon intensive operations (eg. air freight, in MSF OCP represent 12% of total emissions vs less than 1% in **INTERSOS**).

Scope 1 and 2 emissions ratio is similar to ACTED than the other organisations given the tendency of these organisations to operate in more carbon intensive operations (e.g. hospitals, cold chain).



To establish some comparison related to **INTERSOS** yearly emissions we have calculated some equivalents using the [Greenhouse Gas Equivalencies Calculator from EPA](#).



**57 million kms = 1 425 trips  
around the global with a gasoline  
passenger vehicle**



**2,7 billion smartphones  
charged**

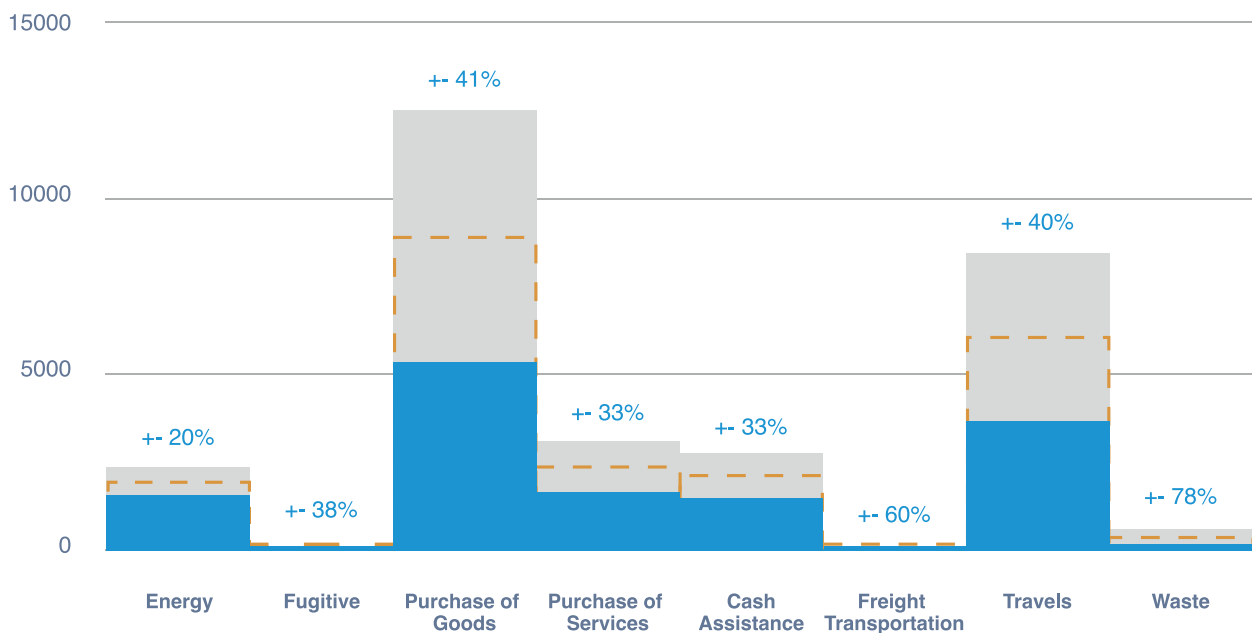
The diversity in organizational structures and strategies among humanitarian agencies complicates benchmarking efforts. Each organization may have a unique mix of programs, staffing profiles, and resource allocation strategies, all of which affect their emissions profiles. Additionally, factors like the availability of renewable energy sources, local infrastructure, and access to carbon offset initiatives can vary significantly between different operational areas, making direct comparisons less straightforward.

Moreover, the absence of a universally accepted set of carbon accounting standards tailored to the humanitarian sector adds to the difficulty of benchmarking. Unlike some industries that have well-established protocols for carbon reporting, the humanitarian sector lacks a standardized framework that comprehensively accounts for the complexities and nuances of humanitarian work.



## MEASUREMENT UNCERTAINTY

The level of uncertainty tied to activity data collected for INTERSOS is 38% therefore the total carbon footprint can be lower or higher: **between 13 700 and 30 400 tCO<sub>2</sub>e**.



### INTERSOS’s measurement uncertainty by category (tCO<sub>2</sub>e)

The uncertainties in **INTERSOS’s** carbon footprint calculations reflect some imprecision in the available activity data. Notably, waste, freight, goods, and travel data exhibit the highest levels of uncertainty. This uncertainty can be attributed to factors such as data quality, data granularity, and uncertainty in emission factors.

To effectively manage uncertainty in emissions factors, it is essential to assign a quality score to each data point, ranging from 25% to 100%. This score is determined based on the level of certainty and reliability associated with the data source. For instance, data with a 25% quality score might be derived from publicly available figures or national studies, often involving assumptions or general averages. In contrast, data assigned a 100% quality score is considered reliable and precise, sourced directly from IT systems, invoices, receipts, or accounting records, without the need for extrapolation. This quality scoring system, similar to the one referenced from EcoAct in 2022, enables organizations to assess the credibility of their data and make informed decisions based on the level of certainty in their emissions calculations.

Examples:

- **Data quality** - e.g. reporting using an estimation (uncertainty data point 50%) vs invoice information (no uncertainty in data point).
- **Data granularity/Emission Factor** - e.g. reporting laptop purchase as a category “Purchase of IT and telecom equipment” (uncertainty of emission factor 80%) vs category “Laptops” (uncertainty of emissions factor 50%).

To enhance the accuracy of carbon accounting, it is advisable to improve the reliability and comprehensiveness of data collection process, especially for activities contributing to higher uncertainty levels, such as waste, freight, goods, and travel. This improved data collection can help reduce uncertainty and provide a more precise carbon footprint estimation.



## RECOMMENDATIONS

By implementing these recommendations, **INTERSOS** can improve the accuracy and reliability of its carbon accounting exercise, better understand its environmental impact, and take informed actions to reduce its carbon footprint while continuing its humanitarian mission.

### Data collection

- **Enhanced Data Collection:** Implement more robust data collection processes, especially for activities contributing to higher uncertainty levels (e.g., waste, local freight, and travel). Ensure that data collected is comprehensive, accurate, and reliable by validating it from primary sources whenever possible.
- **Data Automation:** Implement syntax rules in the accounting system to automate essential data extraction, reducing manual data entry errors and saving time in the data collection process.
- **Improved Data Granularity:** Collect data with greater granularity, breaking down categories into more specific sub-categories, to provide a more accurate representation of emissions sources.
- **Incorporate Downstream Data:** Consider incorporating downstream transportation and distribution data, as well as data related to distributed products, in future assessments for a more comprehensive evaluation of **INTERSOS**'s carbon emissions landscape.
- **Training and Capacity Building:** Provide training and capacity-building opportunities for staff involved in data collection and analysis to ensure they have the necessary skills and knowledge.

### Emission calculation and analysis

- **Review Emission Factors:** Periodically review and update emission factors used in calculations to ensure they remain accurate and aligned with industry standards.
- **Emission per sector of activity:** divide the analysis per sector of activity (eg. Protection, Health) to understand the impact on emission of different activities.
- **Benchmarking and Goal Setting:** Continuously benchmark **INTERSOS**'s carbon emissions against industry standards and peers to set clear reduction targets and track progress over time.
- **External Collaboration:** Collaborate with external experts or organizations specializing in carbon accounting and sustainability to gain insights, share best practices, and receive guidance on improving the process.

### Monitoring and improvement

- **Regular Review:** Establish a regular review cycle for the carbon accounting process (every 2 years), ensuring that it remains up to date with changing organizational needs and evolving industry standards.
- **Regular Audits:** Conduct regular internal audits of the carbon accounting process to identify areas for improvement and ensure adherence to best practices.



## ANNEXES

## Emission per category

Category	Sub-category	tCO2e	%	
Energy	Generators	1161	5%	
Energy	Gas Stoves	68	0%	
Energy	Energy	694	3%	
Energy	Heat & Cooling	0.1	0%	
Fugitive	Cold chain& air conditioner	149	1%	
Purchase of Goods	Other relief items	1903	9%	
Purchase of Goods	Agricultural products	1424	6%	
Purchase of Goods	Medical equipment	1288	6%	
Purchase of Goods	Pharmaceutical products	763	3%	
Purchase of Goods	Furniture & machinery	1075	5%	
Purchase of Goods	Office Supplies	851	4%	
Purchase of Goods	Processed food products	506	2%	
Purchase of Goods	IT Equipment	331	2%	
Purchase of Goods	Textiles and Clothing	314	1%	
Purchase of Goods	Plastics and rubber products	164	1%	
Purchase of Goods	Wood	159	1%	
Purchase of Goods	Vehicles	86	0%	
Purchase of Goods	Electric appliances	34	0%	
Purchase of Services	Construction	695	3%	
Purchase of Services	Accommodation and catering (activities)	400	2%	
Purchase of Services	Public administration	286	1%	
Purchase of Services	Printing	279	1%	
Purchase of Services	Training	188	1%	
Purchase of Services	Telecommunications	167	1%	
Purchase of Services	Insurance, banking, consulting and fees	142	1%	
Purchase of Services	Maintenance	98	0%	
Purchase of Services	Warehousing	93	0%	
Purchase of Services	Media	20	0%	
Purchase of Services	Postal mail	12	0%	
Purchase of Services	Research and development	5	0%	
Cash Assistance	Cash Assistance including Cash for work	2133	10%	
Freight Transportation	Upstream freight transportation	150	1%	
Travels	Staff - Air	1715	8%	
Travels	Staff - Land	3190	14%	
Travels	Staff - Waterway	2	0%	
Travels	Staff - Accomodation	28	0%	
Travels	Staff commuting - Car	730	3%	
Travels	Staff commuting - Motorcycle	100	0%	
Travels	Staff commuting - Bus	268	1%	
Waste	Waste generated by operations	2	359	1%



## Emission per country

Emission Category	Budget	Staff	Total tCO2e	%
HQ + HUBS	7,161,994	89	383	1.74%
CO Yemen	16,613,699	323	2,903	13.16%
CO Ukraine	5,184,179	135	1,978	8.97%
CO Lebanon	11,396,650	294	1,936	8.78%
CO Chad	4,272,285	127	1,911	8.67%
CO Nigeria	8,796,406	381	1,828	8.29%
CO Afghanistan	7,064,470	390	1,459	6.62%
CO Democratic Republic of Congo	6,161,113	345	1,421	6.44%
CO Iraq	10,458,801	292	1,326	6.01%
CO Burkina Faso	4,487,441	224	1,093	4.96%
CO Venezuela	2,016,182	57	1,092	4.95%
CO Cameroon	2,131,873	68	685	3.11%
CO Central African Republic	3,475,325	238	653	2.96%
CO South Sudan	2,779,115	37	610	2.77%
CO Niger	1,470,576	50	540	2.45%
CO Moldova	2,914,914	103	528	2.39%
CO Libya	2,679,510	67	435	1.97%
CO Italy	2,426,462	81	309	1.40%
CO Syria	1,942,589	32	304	1.38%
CO Jordan	1,321,044	40	209	0.95%
CO Colombia	685,213	26	167	0.76%
CO Iran	1,311,678	13	135	0.61%
CO Greece	600,552	14	98	0.45%
CO Poland	559,119	20	48	0.22%
<b>Total</b>	<b>107,911,190</b>	<b>3,446</b>	<b>22,049</b>	



## Main emission factors used:

Category	Sub category	Name	Unit	Source	Year	Location	Uncertainty	EF
Energy	Combustible	Butane - kg	kgCO2e/kg	Base Carbone - ADEME	2015	Europe	5%	3.921
Energy	Combustible	Butane - ICV	kgCO2e/kWh ICV	Base Carbone - ADEME	2015	Europe	5%	0.270
Energy	Combustible	Butane - litre	kgCO2e/litre	Base Carbone - ADEME	2015	Europe	5%	2.042
Energy	Combustible	Propane - kg	kgCO2e/kg	Base Carbone - ADEME	2015	Europe	5%	3.462
Energy	Combustible	Burning oil - domestic purpose	kgCO2e/litre	Conversion factors 2019, BBIS	2020	UK	5%	3.069
Energy	Combustible	Petrol	kgCO2e/litre	Conversion factors 2019, BBIS	2020	UK	5%	2.913
Energy	Combustible	Diesel	kgCO2e/litre	Base Carbone - ADEME	2019	Europe	10%	3.313
Energy	Combustible	LPG	kgCO2e/litre	Base Carbone - ADEME	2019	France	5%	3.461
Energy	Combustible	Jet Fuel	kgCO2e/litre	Base Carbone - ADEME	2019	Europe	5%	3.327
Energy	Combustible	Biodiesel - biofuel	kgCO2e/litre	Conversion factors 2020, BBIS	2020	UK	20%	0.533
Energy	Electricity	Electricity - Niger	kgCO2e/kWh	EcoAct	2019	Niger	10%	1.083
Energy	Electricity	Electricity - Senegal	kgCO2e/kWh	EcoAct	2019	Senegal	10%	0.918
Energy	Electricity	Electricity - South Sudan	kgCO2e/kWh	EcoAct	2019	South Sudan	10%	0.802
Energy	Electricity	Electricity - Islamic Republic of Iran	kgCO2e/kWh	EcoAct	2019	Islamic Repub	10%	0.582
Energy	Electricity	Electricity - Iraq	kgCO2e/kWh	EcoAct	2019	Iraq	10%	1.608
Energy	Electricity	Electricity - Jordan	kgCO2e/kWh	EcoAct	2019	Jordan	10%	0.487
Energy	Electricity	Electricity - Lebanon	kgCO2e/kWh	EcoAct	2019	Lebanon	10%	0.803
Energy	Electricity	Electricity - Syrian Arab Republic	kgCO2e/kWh	EcoAct	2019	Syrian Arab Re	10%	0.756
Energy	Electricity	Electricity - Yemen	kgCO2e/kWh	EcoAct	2019	Yemen	10%	0.860
Energy	Electricity	Electricity - Greece	kgCO2e/kWh	EcoAct	2019	Greece	10%	0.701
Energy	Electricity	Electricity - Italy	kgCO2e/kWh	EcoAct	2019	Italy	10%	0.383
Energy	Electricity	Electricity - Kosovo	kgCO2e/kWh	EcoAct	2019	Kosovo	10%	1.207
Energy	Electricity	Electricity - Poland	kgCO2e/kWh	EcoAct	2019	Poland	10%	0.861
Energy	Electricity	Electricity - Ukraine	kgCO2e/kWh	EcoAct	2019	Ukraine	10%	0.494
Energy	Electricity	Electricity - Colombia	kgCO2e/kWh	EcoAct	2019	Colombia	10%	0.177
Energy	Electricity	Electricity - Curaçao/Netherlands Antilles	kgCO2e/kWh	EcoAct	2019	Curaçao/Neth	10%	0.632
Energy	Steam, heat, cooling	District heat and steam (not operated)	kgCO2e/kWh	Conversion factors 2019, BBIS	2019	UK	50%	0.008
Fugitive Emissions	Refrigerant	Refrigerants - R32	kgCO2e/kg	Base Carbone - ADEME	2020	France	30%	677
Fugitive Emissions	Refrigerant	Refrigerants - R410a	kgCO2e/kg	Base Carbone - ADEME	2020	France	30%	19.20
Fugitive Emissions	Refrigerant	Refrigerants - R22	kgCO2e/kg	Base Carbone - ADEME	2020	France	30%	1760
Goods & Services	Services	Accommodation and catering	kgCO2e/€	Base Carbone - ADEME	2018	France	80%	3.20
Goods & Services	Services	Construction	kgCO2e/€	Base Carbone - ADEME	2018	France	80%	360
Goods & Services	Services	Film, sound recording, television and radio	kgCO2e/€	Base Carbone - ADEME	2018	France	80%	310
Goods & Services	Services	Insurance, banking, consulting and fees	kgCO2e/€	Base Carbone - ADEME	2018	France	80%	110
Goods & Services	Services	Maintenance	kgCO2e/€	Base Carbone - ADEME	2018	France	80%	215
Goods & Services	Services	Postal mail	kgCO2e/€	Base Carbone - ADEME	2018	France	80%	130
Goods & Services	Services	Public administration and defence, compulsory social	kgCO2e/€	Base Carbone - ADEME	2018	France	80%	160
Goods & Services	Services	Research and development	kgCO2e/€	Base Carbone - ADEME	2018	France	80%	250
Goods & Services	Services	Services (printing, advertising, architecture and enginee	kgCO2e/€	Base Carbone - ADEME	2018	France	80%	170
Goods & Services	Services	Teaching	kgCO2e/€	Base Carbone - ADEME	2018	France	80%	120
Goods & Services	Services	Telecommunications	kgCO2e/€	Base Carbone - ADEME	2018	France	80%	170
Goods & Services	Services	Warehousing and services incidental to transportation	kgCO2e/€	Base Carbone - ADEME	2018	France	80%	170
Goods & Services	Hotel & Restaurant	Hotel night (average hotel)	kgCO2e/night	Base Carbone - ADEME	2019	France	100%	8
Goods & Services	Cash assistance	Cash assistance emissions -Cameroon	kgCO2e/USD	Per capita consumption-based em	2019	Cameroon	80%	0.243
Goods & Services	Cash assistance	Cash assistance emissions -Central Africa n Republic	kgCO2e/USD	Per capita consumption-based em	2019	Central Africa	80%	1.738
Goods & Services	Cash assistance	Cash assistance emissions -Chad	kgCO2e/USD	Per capita consumption-based em	2019	Chad	80%	0.579
Goods & Services	Cash assistance	Cash assistance emissions -Niger	kgCO2e/USD	Per capita consumption-based em	2019	Niger	80%	0.487
Goods & Services	Cash assistance	Cash assistance emissions -Nigeria	kgCO2e/USD	Per capita consumption-based em	2019	Nigeria	80%	0.193
Goods & Services	Cash assistance	Cash assistance emissions -Rwanda	kgCO2e/USD	Per capita consumption-based em	2019	Rwanda	80%	0.108
Goods & Services	Cash assistance	Cash assistance emissions -South Sudan	kgCO2e/USD	Per capita consumption-based em	2019	South Sudan	80%	5.136
Goods & Services	Cash assistance	Cash assistance emissions -Afghanistan	kgCO2e/USD	Per capita consumption-based em	2019	Afghanistan	80%	2.148
Goods & Services	Cash assistance	Cash assistance emissions -Iraq	kgCO2e/USD	Per capita consumption-based em	2019	Iraq	80%	1.731
Goods & Services	Cash assistance	Cash assistance emissions -Jordan	kgCO2e/USD	Per capita consumption-based em	2019	Jordan	80%	0.767
Goods & Services	Cash assistance	Cash assistance emissions -Lebanon	kgCO2e/USD	Per capita consumption-based em	2019	Lebanon	80%	0.846
Goods & Services	Cash assistance	Cash assistance emissions -Yemen	kgCO2e/USD	Per capita consumption-based em	2019	Yemen	80%	0.391
Goods & Services	Cash assistance	Cash assistance emissions -Ukraine	kgCO2e/USD	Per capita consumption-based em	2019	Ukraine	80%	1.008
Goods & Services	Cash assistance	Cash assistance emissions -Colombia	kgCO2e/USD	Per capita consumption-based em	2019	Colombia	80%	0.326
Goods & Services	Cash assistance	Cash assistance emissions -Venezuela	kgCO2e/USD	Per capita consumption-based em	2019	Venezuela	80%	5.962
Goods & Services	Purchased goods	Office supplies	kgCO2e/€	Base Carbone - ADEME	2018	France	50%	917
Goods & Services	Humanitarian products	Biological product (except diagnostic) manufacturing	kgCO2e/€	Quantis database	2020	France	80%	29.057
Goods & Services	Humanitarian products	Furniture and other manufactured goods	kgCO2e/€	Base Carbone - ADEME	2018	France	80%	600.000
Goods & Services	Humanitarian products	Hospital equipment (diagnostic imaging, compoundin	kgCO2e/€	Quantis database	2020	France	80%	313
Goods & Services	Humanitarian products	Laboratory apparatus and furniture manufacturing	kgCO2e/€	Quantis database	2020	France	80%	500
Goods & Services	Humanitarian products	Pharmaceutical products (drugs, vaccines, infusion)	kgCO2e/€	Base Carbone - ADEME	2018	France	80%	350
Goods & Services	Humanitarian products	Surgical and medical instrument manufacturing (med	kgCO2e/€	Quantis database	2020	France	80%	298
Goods & Services	Humanitarian products	Textiles and clothing	kgCO2e/€	Base Carbone - ADEME	2018	France	80%	600
Goods & Services	Humanitarian products	Plastics and rubber	kgCO2e/€	Base Carbone - ADEME	2018	France	80%	800
Goods & Services	Humanitarian products	Small electrical appliance manufacturing	kgCO2e/€	Quantis database	2020	France	80%	510
Goods & Services	Humanitarian products	Wood and wooden article	kgCO2e/€	Base Carbone - ADEME	2018	France	80%	500
Goods & Services	Humanitarian products	Agricultural and sea products	kgCO2e/€	Base Carbone - ADEME	2018	France	80%	2300.0
Goods & Services	Humanitarian products	Community food, housing, and other relief services, in	kgCO2e/€	Quantis database	2020	France	80%	250
Goods & Services	Humanitarian products	Processed food products	kgCO2e/€	Base Carbone - ADEME	2018	France	80%	1000
Capital Goods	IT equipment	Purchase of IT and telecom equipment	kgCO2e/€	Base Carbone - ADEME	2018	France	80%	917
Capital Goods	IT equipment	Computer, electronic and optical products	kgCO2e/€	Base Carbone - ADEME	2018	France	80%	400
Capital Goods	Vehicles	Vehicles - ton	kgCO2e/tons	Base Carbone - ADEME	2019	France	50%	5500
Capital Goods	Vehicles	Light cars	kgCO2e/unit	Base Carbone - ADEME	2019	France	50%	117.43
Capital Goods	Vehicles	Heavy cars	kgCO2e/unit	Base Carbone - ADEME	2019	France	50%	14.465
Capital Goods	Vehicles	Delivery trucks	kgCO2e/unit	Base Carbone - ADEME	2019	France	50%	12100
Capital Goods	Vehicles	Heavy trucks	kgCO2e/unit	Base Carbone - ADEME	2019	France	50%	8.2330
Capital Goods	Vehicles	Motorbikes	kgCO2e/unit	Base Carbone - ADEME	2019	France	50%	605
Capital Goods	Vehicles	Minibuses (<25 seats)	kgCO2e/unit	Base Carbone - ADEME	2019	France	50%	10065
Capital Goods	Vehicles	Boat	kgCO2e/unit	Base Carbone - ADEME	2019	France	50%	6930
Capital Goods	Furniture & machinery	Furniture and other manufactured goods	kgCO2e/€	Base Carbone - ADEME	2018	France	80%	600
Capital Goods	Furniture & machinery	Diesel generators	kgCO2e/unit	Base Carbone - ADEME	2019	France	30%	8900
Waste	Non hazardous waste	Housing waste - bedding - average end-of-life	kgCO2e/tons	Base Carbone - ADEME	2021	France	50%	661
Transportation	Road freight	Package transportation	kgCO2e/package	Source: Rapport DD La poste	2019	France	50%	0.61
Transportation	Road freight	Stright truck - average - France	kgCO2e/ton.km	Base Carbone - ADEME	2022	France	70%	0.29
Transportation	Road freight	Rigid truck <7.5t - Europe and South America	kgCO2e/ton.km	GLEC Framework	2019	Europe and So	30%	0.37
Transportation	Road freight	Rigid truck <7.5t - Asia and Africa	kgCO2e/ton.km	GLEC Framework	2019	Asia and Africa	30%	0.45
Transportation	Road freight	Rigid truck <26t - Asia and Africa	kgCO2e/ton.km	GLEC Framework	2019	Asia and Africa	30%	0.16



# ABOUT THE REPORT

## Authors

### INTERSOS

Filipe Louraço Costa - Director of Logistics and Supply

### Help Logistics/KLU

Sirwin Michael Raj - Logistics and Supply Intern

## Data collection and calculations

Sirwin Michael Raj supported by KLU and Help Logistics

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## INTERSOS

**INTERSOS**, a humanitarian organization founded in 1992, is known for its efforts to help people in crisis situations globally. It operates with principles of fairness, impartiality, and independence, ensuring aid reaches those in need. Operating in over 26 countries, INTERSOS provides assistance in areas like healthcare, protection, education, and livelihood support. By acknowledging its responsibility in addressing climate change and environmental impacts, INTERSOS embarked on a carbon accounting project in 2023, marking a step forward in aligning its humanitarian mission with environmental sustainability.

## HELP Logistics:

HELP Logistics, a branch of the Kühne Foundation, is dedicated to humanitarian logistics, supporting organizations like **INTERSOS** in delivering aid efficiently. **INTERSOS** teamed up with HELP Logistics to seek support on how to address the current challenges of climate change. The partnership included crucial support through the funding of an intern (from Kühne Logistics University in Hamburg) to assist with data collection for **INTERSOS'** carbon accounting project in 2023.





INTERSOS  
Humanitarian Organisation  
[www.intersos.org](http://www.intersos.org)