



# Climate Action at the IRC

*Changing How We Work*

December 2025

IRC aims to meet the needs of our clients, while also working to reduce the environmental impact of our operations. From striving to improve our sustainability practices to incorporating efficiencies to support climate-resiliency across our operational models, IRC is taking steps to serve as better stewards for the planet.

This report shares our FY25 emissions estimate (September 2024 -- October 2025)

# Fiscal Year 2025 Emissions Estimate

In 2024, IRC adopted the GHG Protocol's framework and quantitative reporting metrics, encompassing Scope 1, 2, and 3 emissions. We primarily use emission factors from the Humanitarian Carbon Calculator to make our calculations consistent with the rest of the sector. Where needed, we supplement with emissions factors from other validated database sources. Using this reporting framework supports our efforts to understand and assess our environmental impact.

IRC's FY25 emissions were calculated using organizational spend data from IRC's financial systems, applying these standardized emissions factors to our transactions.

**FY25 Total Emissions: 249,500 metric tons CO<sub>2</sub>e**

## GHG Protocol Categories

### Scope 1 Emissions

Direct emissions from owned or controlled sources, including IRC's generators and vehicles.

### Scope 2 Emissions

Indirect emissions from the generation of purchased electricity consumed by IRC.

### Scope 3 Emissions

Indirect emissions that occur within IRC's value chain.

## FY25 Emissions by Scope

- Scope 1: 9,834 tCO<sub>2</sub>e
- Scope 2: 1,855 tCO<sub>2</sub>e
- Scope 3: 237,812 tCO<sub>2</sub>e

# Scope 3 Components

Our Scope 3 estimate includes emissions from Humanitarian Carbon Calculator categories, which align with GHG Protocol Scope 3 categories:

## Purchased Goods and Services

Emissions from procurement across humanitarian-specific categories such as pharmaceuticals, medical supplies, professional services, and other goods and services.

## Capital Goods

Emissions from procurement of assets such as vehicles and equipment.

## Upstream Transportation and Distribution

Freight services and transportation of purchased goods.

## Waste

Waste generated from operations.

## Business Travel

Air and land transport for business purposes, and accommodation.

# Scope Boundaries

The following emission sources are not included in this FY25 emissions estimate. We are exploring whether it is appropriate to include these in future reporting:

- Fugitive emissions from refrigerants
- Purchased heat, steam, and cooling
- Employee commuting

Additionally, certain GHG Protocol categories are not applicable to IRC's operations, including processing, use, and end-of-life treatment of sold products, as IRC does not sell products. IRC is also exploring whether inclusion of other activities under purchased goods and services fit under organizational boundaries.

***Ongoing Emissions Refinement:*** IRC seeks to provide transparent reporting of our climate impact and plans to provide updates as our methodology and data improve. We will seek to continue refining this methodology through March 2026, when we aim to publish our Climate Operations Roadmap.

# Building Climate Considerations into Supply Chain Operations

**As IRC aims to meet the needs of our clients, we recognize the importance of integrating climate action into our operations.** In addition to developing our Climate Operations Roadmap, which has an expected publication date of March 2026, Global Supply Chain is working to integrate climate considerations into operational improvements:

- Working to develop category management approaches that consider sustainability alongside other priorities
- Exploring ways to incorporate climate considerations into core supply chain metrics
- Working to understand how to incorporate environmental requirements into supply chain policies and practices

*Note: IRC utilized AI tools to support in validating the accuracy of calculations and producing this report.*