MEASUREMENT REPORT

YEAR 3

International Ski Federation

Reporting period:

01 January 2024 to 31 December 2024

PlanetMark

Boundary and key figures

Reporting period
01 January 2024 to 31 December 2024

Organisational boundary
FIS Office

Operational boundary

Scope 1:
Stationary Fuels, Mobile Fuels

Scope 2:
Electricity

Scope 3:
Category 1: Purchased Goods and Services
(Partial Measurement)
Category 3: Fuel- and Energy-related Activities
Category 5: Waste
(Partial Measurement)
Category 6: Business Travel
Category 7: Employee Commuting
Category 9: Downstream Transportation and Distribution

International Ski Federation and Snowboard has been measuring its carbon footprint with Planet Mark for 3 years.

The Planet Mark measurement methodology is fully aligned to Greenhouse Gas (GHG) Protocol and all data is checked against evidence provided by International Ski Federation and Snowboard.

International Ski Federation's highest emitting category was Scope 3 Category 6: Business Travel at 47.9% of their total market-based footprint followed by Scope 3 Category 9: Downstream Transportation and Distribution at 42.9% of their total market-based footprint. Category 6: Business Travel has seen the largest decrease in emissions, reducing by 271.9 tCO2e since 2023.

All Scope 2 emissions are reported using the market-based methodology unless stated otherwise.

This report compares this year's (YE2024) emissions to baseline year's (YE2023) emissions.

This year, the International Ski and snowboard Federation has expanded the scope of its emissions reporting to include Business Travel, Fuel- and Energy-Related Activities, Employee Commuting, and Downstream Transportation and Distribution. To make fair comparisons with previous years, the data in this report has been adjusted to exclude any emissions that are being reported for the first time. For full transparency, the original, unadjusted data is also provided in the data tables.

Key Figures

-7.5 %
The absolute carbon footprint of FIS in 2024 compared to 2023

-43.0 %
Comparison of absolute measured emissions vs 2023 baseline (normalised)

1,999.2 tCO_2e
Measured carbon footprint (market-based)

20.6 tCO_2e
Measured carbon footprint per FTE (market-based)

47.1 %
Operational Boundary Score

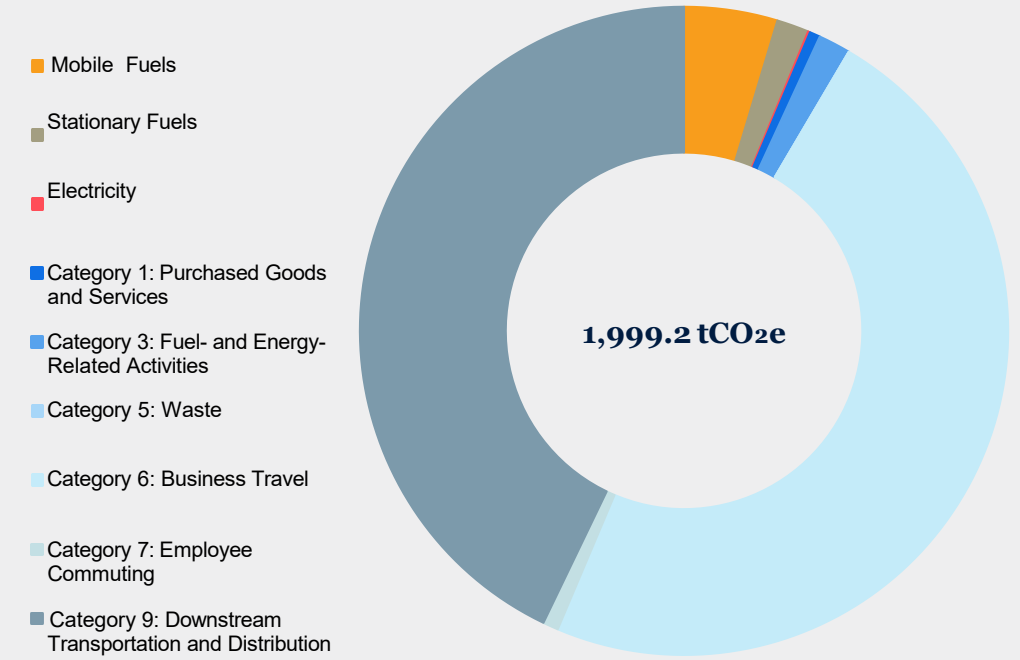
100.0 %
Organisational Boundary Score

PlanetMark

Measured carbon footprint

Scope	Emission Category	YE 2024 tCO_2e	YE 2024 Proportion
Scope 1	Mobile Fuels	93.0	4.7%
	Stationary Fuels	32.0	1.6%
Scope 2	Electricity (location-based)	3.5	-
	Electricity (market-based)	2.0	0.1%
Scope 3	Category 1: Purchased Goods and Services	10.5	0.5%
	Category 3: Fuel- and Energy-Related Activities	32.1	1.6%
	Category 5: Waste	0.2	0.0%
	Category 6: Business Travel	957.3	47.9%
	Category 7: Employee Commuting	15.4	0.8%
	Category 9: Downstream Transportation and Distribution	856.8	42.9%
Total (market-based)		**1,999.2**	
No. employees		**97**	
Per Employee		**20.6**	
Turnover £m		**0**	
Per £m turnover		**0**	
Total (location-based)		**2,000.8**	
No. employees		**97**	
Per Employee		**20.6**	
Turnover £m		**0**	
Per £m turnover		**0**	

Total carbon footprint by emission source (market-based) for YE 2024



PlanetMark

Annual review

PlanetMark

Comparison of key figures

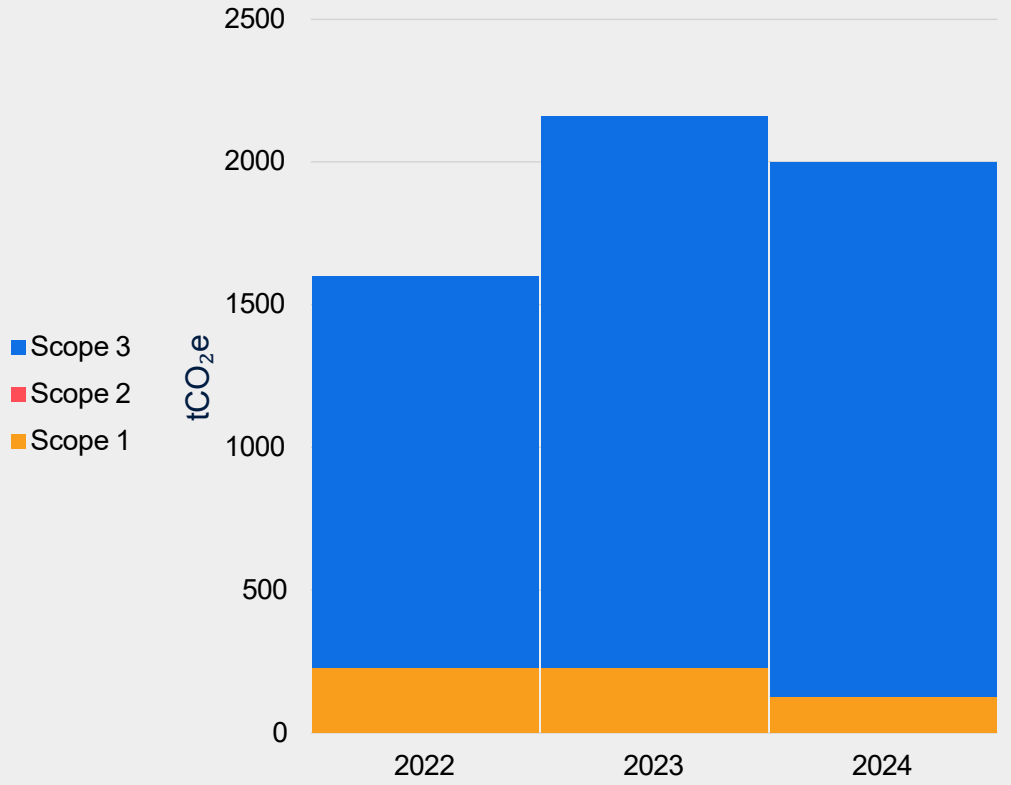
	YE 2023	YE 2024	Difference from previous year
Organisational Boundary score (%)	100.0%	100.0%	0.0%
Operational Boundary score (%)	47.1%	47.1%	0.0%
Total carbon emissions (tCO_2e)	2,161.7	1,999.2	-7.5%
Scope 1 & 2 emissions (tCO_2e)	229.4	127.0	-44.7%
Scope 3 emissions (tCO_2e)	1,932.2	1,872.2	-3.1%

This comparison is using data that has NOT been normalised to exclude any emissions that were reported for the first time. This data highlights the measurement and the organisations reporting journey, not its carbon reduction journey.

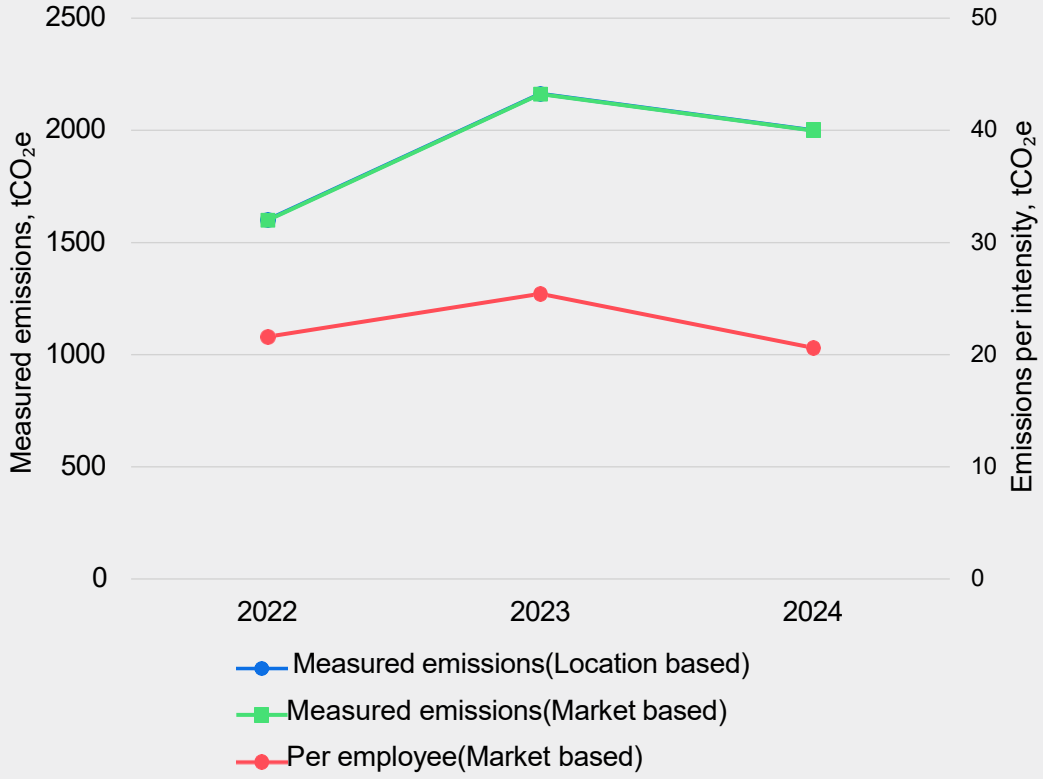
Historic comparison

Measured carbon footprint throughout the years

Measured carbon footprint by year by Scope (market-based)



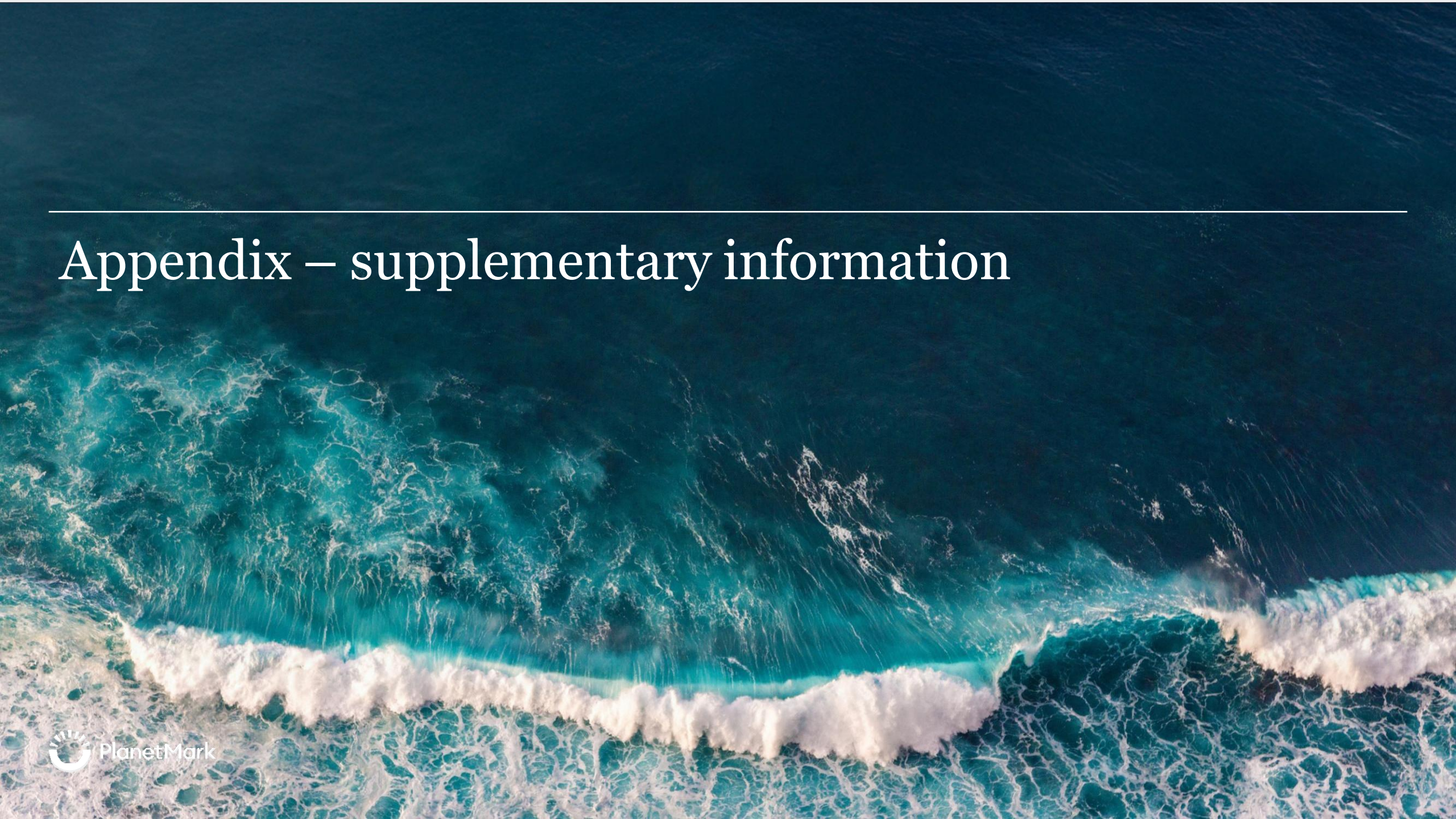
Measured carbon footprint and intensity by year



This comparison uses unadjusted data, including emissions reported for the first time. It is intended to show the scope of measurement and reporting by FIS, rather than progress in reducing carbon emissions.

PlanetMark

Appendix – supplementary information



PlanetMark

CO_2 Emissions Calculation for FIS as an Organization: 2024 vs 2023 - Boundary and quality assessment

The absolute carbon footprint of FIS in 2024 compared to 2023 decreased year-on-year by 7.5%. This year, additional emission sources were measured, such as Fuel- and Energy-Related Activities. Still, when comparing only the same sources measured in 2023, FIS achieved a 43% reduction in emissions. This shows that FIS has made significant steps in the right direction, not only reducing its carbon footprint but also improving the operational boundary, data quality, and accuracy.

Travel emissions saw major decreases. Emissions from fleet travel dropped by 53.1%, while the largest reduction was in Business Travel, which fell by 55.2%.The reason business travel declined is due to variation in events and locations, more efficient travel and transport methods, as well as a reduction in the number of team members travelling during the reporting period. Emission factors have remained largely similar year-on-year, but radiative forcing was included for the first time in 2024.

Scope 3 emissions also saw several notable changes. Purchased Goods and Services recorded a substantial reduction of 75.7%, mainly due to improved data quality and accuracy (using item-level data rather than only costs). Employee Commuting increased by 84.6%, largely due to workforce growth (from 85 to 97 employees) but also thanks to more accurate data. Downstream Transportation and Distribution (emissions associated with attendees at FIS events and conferences) increased by 31.9% in absolute terms, though when normalized it showed an 18.3% decrease, due to the inclusion of radiative forcing. A new category, Fuel and Energy-Related Activities, was also measured for the first time, contributing 32.1 tCO_2e and improving the accuracy of Scope 3 reporting.

In terms of efficiency, FIS reduced its emissions per employee from 25.4 tCO_2e in 2023 to 20.6 tCO_2e in 2024, a 19% improvement. This shows that despite an expanding workforce, FIS has managed to decouple emissions growth from employee growth, improving overall carbon intensity.

Overall, these results show that FIS has made good progress in reducing its carbon footprint, especially in travel and procurement. The next major opportunity to cut emissions further is through working closely with the supply chain, which could lead to even greater improvements in the future.

Recommendations:

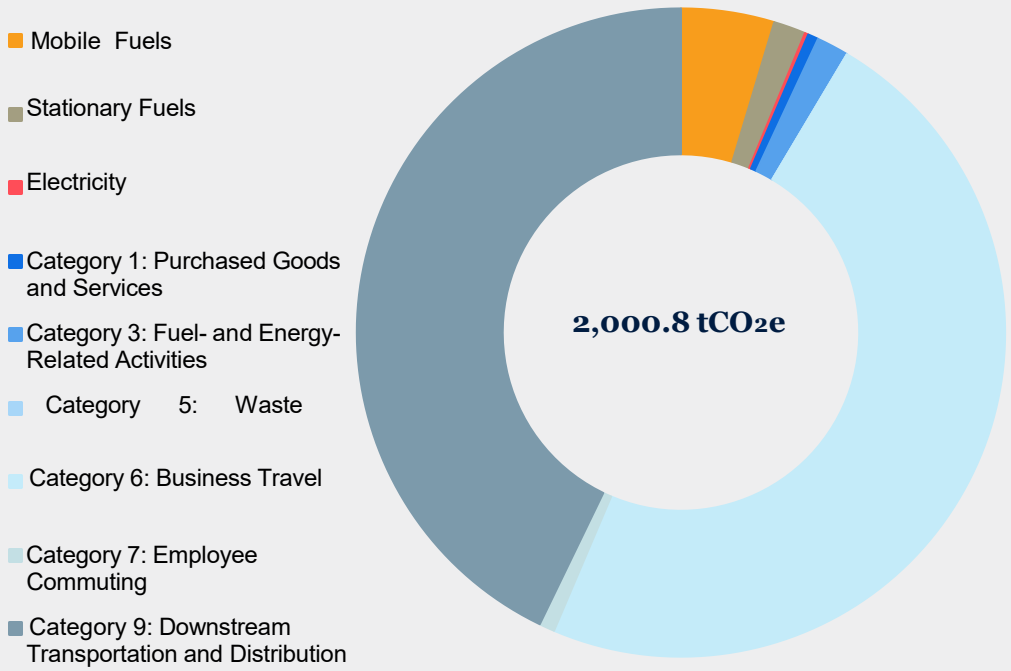
- Throughout the reporting period, detailed records and evidence should be collected for all emission sources to ensure accurate reporting.
- Include all sources and the methods used to calculate emissions to maintain maximum transparency.
- Efforts should be made to improve consistency across years, enhancing both data collection and the overall data quality score.

Planet Mark and FIS recognize that collecting data can be challenging due to the nature of the organization, and continuous improvements are being made to address these challenges.

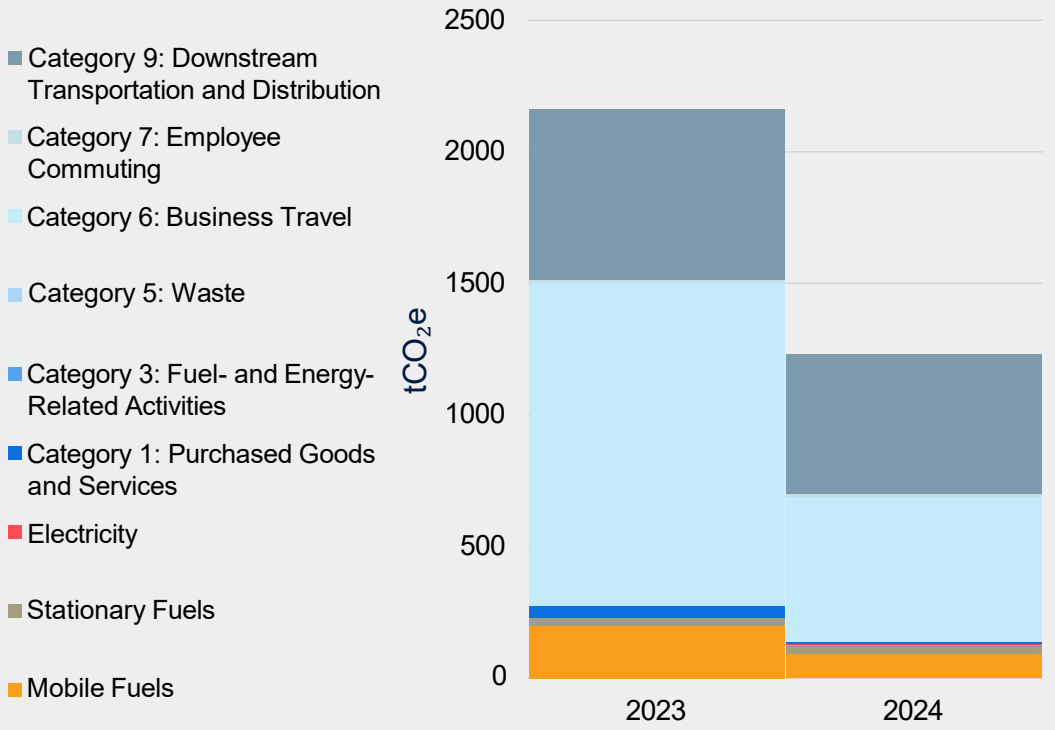
PlanetMark

Measured carbon footprint and comparison by emission source
(Location-based)

Carbon footprint by emission source (location-based) for YE 2024



Carbon footprint by emission source (location-based) for YE 2023 & YE 2024



This comparison graph uses data that has been normalised to exclude any emissions that were reported for the first time in this reporting period.

PlanetMark

SDG alignment

The Sustainable Development Goals (SDGs), also known as the Global Goals, are a collection of 17 interrelated goals set by the United Nations. They cover a broad range of social and economic development issues. These include poverty, hunger, health, education, climate change, gender, equality, water, sanitation and energy. By measuring and reducing FIS's carbon footprint with Planet Mark, FIS can directly and measurably contribute to up to 8 SDGs, supporting progress on 15 specific SDG targets.

6.3 - 100% of water treated

6.4 - Reduction in water consumption

9.4 - 51% of fleet that is electric or hybrid

13.3 - Reduction in absolute carbon emissions

13.3 - Donation to the Eden Project

7.2 - 44% of electricity demand met by renewable energy

11.6 - Measured carbon emissions

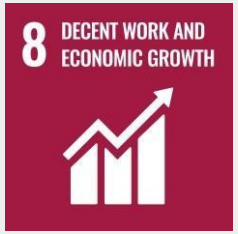
11.6 - Reduction in absolute carbon emissions

11.6 - Reduction in travel emissions

11.4 - Donation to the Eden Project

14.3 - Reduction in absolute carbon emissions

14.1 - Reduction in total waste produced



8.4 - Reduction in absolute carbon emissions

8.4 - Reduction in carbon emissions per intensity

12.6 - Measured carbon emissions

12.1 - Reduction in absolute carbon emissions

PlanetMark

Caveats (i)
Scope 1

Operational Boundary	Unit	Data Source	Data Accuracy	% estimated	Comments, omissions, estimates or extrapolations	Emission factor source
Mobile Fuels	km	Data Submission	Actual distance	0.0%	A report has been provided for this emission source and Planet Mark used this report to calculate the emissions associated with the energy consumption.	Methodology for GHG efficiency of transport modes (Fraunhofer), DESNZ 2024
Stationary Fuels	kWh	Data Submission	Landlord report	0.0%	A report has been provided for this emission source and Planet Mark used this report to calculate the emissions associated with the energy consumption.	DESNZ 2024
Fugitive Emissions					No leaks reported during the reporting period.	-

Caveats (i)
Scope 2

Operational Boundary	Unit	Data Source	Data Accuracy	% estimated	Comments, omissions, estimates or extrapolations	Emission factor source
Electricity	kWh, km	Data Submission	Landlord report, Actual distance	0.0%	A report has been provided for this emission source and Planet Mark used this report to calculate the emissions associated with the energy consumption. Electricity consumption is shown in the carbon footprint as Purchased Electricity emissions (Scope 2 emissions) and Electricity Transmission and Distribution losses (Scope 3 emissions). Scope 2 electricity emissions are reported using two methods: location-based and market-based. Location-based emissions use average carbon factors from the national or regional electricity grid to estimate the emissions from the electricity a company uses. Market-based emissions reflect the emissions associated with the specific electricity the company buys. In this case, FIS is purchasing electricity from renewable sources, so market-based emissions are counted as zero..	Ember, DESNZ 2024

Caveats (i)
Scope 3

Operational Boundary	Unit	Data Source	Data Accuracy	% estimated	Comments, omissions, estimates or extrapolations	Emission factor source
Purchased Goods and Services	kg, cubic metres	Internal procurement system, Data Submission	Average-data method (Activity data), Landlord report	0.0%	Partial measurement of scope 3, category 1. These have been calculated using activity-based emission factors based on the weight of the products provided and the materials they have been made out of. For example, advertising materials were a certain weight and made from polyester and PVC. Where no breakdown has been provided it is assumed it is made from equal parts 50% polyester and 50% PVC. The average weight of a restaurant meal was assumed to be 750grams. No weight was provided for the FIS apparel but after research average weights for these garments were found and appropriate emission factors assigned.	University of nottingham, Ecoinvent, WRAP - research paper, ICE V.4, Unknown
Fuel- and Energy-Related Activities	kWh, km	Data Submission	Landlord report, Actual distance	0.0%	Scope 3 category 3 is calculated using the location-based method. For fuels, if no well-to-tank emission factors for the country in question were available, the ratio between the wheel-to-tank and well-to-tank from the DESNZ emission factors have been used. All WTT emissions have been normalised this year to ensure like for like comparison between years.	Ember, World Bank, DESNZ 2024, Methodology for GHG efficiency of transport modes (Fraunhofer), IEA
Waste	cubic metres	Data Submission	Landlord report	0.0%	Waste was not reported this year however a partial measurement of water treatment was included	Ecoinvent

Caveats (ii)
Scope 3

Operational Boundary	Unit	Data Source	Data Accuracy	% estimated	Comments, omissions, estimates or extrapolations	Emission factor source
Business Travel	km, passenger.km, Room per night	Data Submission	Actual distance (to/from or fuel usage) and actual mode of transport, Actual distance (to/from or fuel usage) no mode of transport	0.0%	Emission factors used include well-to-tank emissions. For air travel, radiative forcing has been included. This accounts for the additional warming effect of aircraft emissions at high altitudes, beyond just the CO_2 they produce.	Methodology for GHG efficiency of transport modes (Fraunhofer), DESNZ 2024, Cornell Hotel Sustainability Benchmarking Index 2024
Employee Commuting	km, passenger.km	Internal Survey	Actual distance (to/from or fuel usage) and actual mode of transport, Actual distance (to/from or fuel usage) no mode of transport	0.0%	The employee survey, received directly from FIS, was used to calculate total travel distances. When employees reported multiple types of travel, the distances were evenly divided among the different travel modes to represent all forms of travel.	DESNZ 2024, Methodology for GHG efficiency of transport modes (Fraunhofer)
Downstream Transportation and Distribution	km, passenger.km	Internal Survey	Actual distance (to/from or fuel usage) and actual mode of transport, Actual distance (to/from or fuel usage) no mode of transport	0.0%	This category covers emissions from all attendees at FIS events during the reporting year. Emission factors used include well-to-tank emissions. For air travel, radiative forcing has been included. Class data was provided for 0% of flights. Air travel distances were calculated for each leg of the journey using an API tool for estimated distances.	SBB, Methodology for GHG efficiency of transport modes (Fraunhofer), DESNZ 2024, Cornell Hotel Sustainability Benchmarking Index 2024

Caveats (i)
Information

Operational Boundary	Unit	Data Source	Data Accuracy	% estimated	Comments, omissions, estimates or extrapolations
Headcount	FTE	Data Submission	Assumed actual	0.0%	Staff numbers provided directly from FIS and no evidence provided.
Floor Area	square meters	Data Submission	Assumed actual	0.0%	Assumed to be the same as the previous year
Statement					Planet Mark has calculated this measured carbon footprint with the limited data provided. Planet Mark strongly recommends recording this data accurately throughout the year and keeping accurate records of all the evidence to ensure an accurate and robust measurement.
Normalisation					Well-to-tank and radiative forcing have been normalised for relevant emission sources as these were not previously measured.

Carbon footprint breakdown

		01 January 2023 to 31 December 2023		01 January 2024 to 31 December 2024					
Source	**Unit**	**Amount**	**tCO_2e**	**Amount**	**tCO_2e**	**tCO_2e normalised**	**% Change in tCO_2e from base year**	**% total carbon footprint**	**% Change in amounts from base year**
Scope 1									
Mobile Fuels	km	1,189,300.0	198.2	675,914.5	93.0	93.0	-53.1%	4.7%	-43.2%
Stationary Fuels	kwh	170,703.0	31.2	174,984.0	32.0	32.0	2.5%	1.6%	2.5%
Scope 2									
Electricity (location-based)	km	0	0	471,300.0	2.0	2.0	-	-	-
Electricity (location-based)	kwh	43,814.0	1.8	43,818.0	1.6	1.6	-12.9%	-	0.0%
Electricity (market-based)	km	0	0	471,300.0	2.0	2.0	-	0.1%	-
Electricity (market-based)	kwh	43,814.0	0	43,818.0	0	0	-	0.0%	0.0%
Scope 3									
Category 1: Purchased Goods and Services	cubic metres	441.0	0.2	334.0	0.1	0.1	-51.5%	0.0%	-24.3%
Category 1: Purchased Goods and Services	kg	43,166.5	43.2	2,285.3	10.4	10.4	-75.9%	0.5%	-94.7%
Category 3: Fuel- and Energy-Related Activities	km	0	0	2,089,814.5	26.2	0.2	-	1.3%	-
Category 3: Fuel- and Energy-Related Activities	kwh	43,814.0	0.1	306,438.0	5.8	0.1	-9.3%	0.3%	599.4%
Category 5: Waste	cubic metres	418.9	0.2	334.0	0.2	0.2	-19.4%	0.0%	-20.3%
Category 5: Waste	tonnes	6.0	1.6	0	0	0	-100.0%	0.0%	-100.0%
Category 6: Business Travel	km	833,666.7	138.9	772,746.0	88.4	69.2	-50.2%	4.4%	-7.3%
Category 6: Business Travel	passenger.km	9,955,378.4	1,042.6	12,399,349.2	817.7	430.4	-58.7%	40.9%	24.5%
Category 6: Business Travel	room per night	7,167.4	47.7	7,492.4	51.2	51.2	7.4%	2.6%	4.5%
Category 7: Employee Commuting	km	50,000.0	8.3	139,328.4	14.4	11.3	35.7%	0.7%	178.7%
Category 7: Employee Commuting	passenger.km	0	0	23,660.0	0.9	0.7	-	0.0%	-
Category 9: Downstream Transportation and Distribution	km	77,638.5	77.6	1,821,600.0	208.4	163.2	110.2%	10.4%	2246.3%
Category 9: Downstream Transportation and Distribution	passenger.km	554,631.6	554.6	10,019,720.0	607.3	326.0	-41.2%	30.4%	1706.6%
Category 9: Downstream Transportation and Distribution	room per night	17,156.5	17.2	3,190.6	41.2	41.2	139.9%	2.1%	-81.4%
			Market Based						
Total	**tCO_2e**		**2,161.7**		**1,999.2**	**1,231.2**	**-43.0%**		
No. employees	Number		85		97	97	-		
Total per employee	**tCO_2e**		**25.4**		**20.6**	**12.7**	**-50.1%**		
			Location Based						
Total	**tCO_2e**		**2,163.5**		**2,000.8**	**1,232.8**	**-43.0%**		
No. employees	Number		85		97	97	-		
Total per employee	**tCO_2e**		**25.5**		**20.6**	**12.7**	**-50.1%**		

About

Company name	International Ski Federation
Sector	Sports
Reporting period	01 January 2024 to 31 December 2024
Year of measurement	3rd
Base year	2023
Planet Mark Membership Package	Business Certification (Advanced) (membership package 1b)
Total turnover (£)	Not reported
Total FTE employees (annual average no.)	97.0
Data collection lead	Susanna Sieff, susanna.sieff@fis-ski.com, Sustainability Director
Significant reporting changes	No significant changes
Methodology	We follow the GHG Protocol for Corporate Emission Reporting. Refer to Planet Mark Net Zero Certification Scheme Rules, Procedures and Management for detailed information on the methodology and standards used in the preparation of this report.
Community project	Contributions to the Eden Project have been made as part of Planet Mark Certification.
Prepared by	Matthew Sumners, Head of Carbon Data, Planet Mark
Checked by	Alex Smith, Technical Consultant, Planet Mark
Date	25 July 2025


PlanetMark