**1. TITLE: CLIMATE STRATEGY DOCUMENT**

**2. PURPOSE:**

To reduce our impact on climate change and contribute positively to the sustainability of the planet.

**3. DEFINITION:**

3.1. **Renewable Energy**

Energy generated from inexhaustible sources, such as the sun or wind, or from sources that can quickly be replenished, such as biomass.

3.2. **Climate**

A climate strategy is based on precise knowledge of the relevant sources of emission and an assessment of the associated opportunities and risks for the company's business model. Formulating a climate strategy creates a framework for action and provides guidance for the further development of the business.

**4. POLICY:**

Imam Abdulrahman Bin Faisal University ("University") is committed to responsible stewardship of resources and to demonstrating leadership in sustainable business practices. The University's locations should be living laboratories for sustainability, contributing to the research and educational mission of the University, consistent with available funding and safe operational practices. Policy goals are presented below:

4.1. **Green Building Design**

All new building projects, other than acute care facilities, shall be designed, constructed, and commissioned to follow energy-efficiency standards

4.2. **Clean Energy**

In support of the climate neutrality goals, the University is committed to reducing its greenhouse gas emissions by reducing energy use and switching to renewable energy supplies.

4.3. **Sustainable Transportation**

The University will implement transportation programs and Green House Gas emission reduction strategies that reduce the environmental impacts from commuting, fleet and business air travel related to achieving the Climate Protection section of this Policy.

4.4. **Zero Waste**

The University will achieve zero waste through prioritizing waste reduction in the following order: reduce, reuse, and then recycle and compost (or other forms of

organic recycling). Minimum compliance for zero waste, at all locations other than health locations be monitored.

4.5. **Sustainable Procurement**

Recognizing the substantial impact that procurement decisions have on the environment, society, and the economy, the University will maximize its procurement of sustainable products and services. The primary sources of Climate strategy are:

4.5.1. Transportation– The transportation sector generates the largest threat to climate strategy. Emissions from transportation primarily come from burning fossil fuel for our cars, scooters and trucks. Over 90 percent of the fuel used for transportation is petroleum based, which includes primarily gasoline and diesel.

4.5.2. Electricity production– Electricity production generates the second largest threat to climate strategy.

4.5.3. Residential buildings – The waste from buildings, i.e, e-waste, plastic waste also pose threat to climate strategy

## 5. PROCEDURE:

5.1. **Reducing Emissions from Electricity**

5.1.1 Renewable Energy

5.1.1.1 Using renewable energy sources rather than fossil fuel to generate electricity.

5.1.1.2 Increasing the share of total electricity generated from wind, solar, hydro, and geothermal sources, as well as certain biofuel sources, through the addition of new renewable energy generating capacity.

5.1.2 Increased End-Use Energy Efficiency

5.1.2.1 Reducing electricity use and peak demand by increasing energy efficiency and conservation in homes, businesses, and industry.

5.1.3 Nuclear Energy

5.1.3.1 Generating electricity from nuclear energy rather than the combustion of fossil fuels.

5.1.3.2 Extending the life of existing nuclear plants and building new nuclear generating capacity.

5.2. **Reducing Emissions from Transportation**

5.2.1 Fuel Switching

5.2.1.1 Using fuels that emit less CO than fuels currently being used. Alternative sources can include biofuels; hydrogen; electricity from renewable sources, such as wind and solar; or fossil fuels that are less CO -intensive than the fuels that they replace.

5.2.1.2 Using public buses that are fueled by compressed natural gas rather than gasoline or diesel.

5.2.1.3 Using electric or hybrid automobiles, provided that the energy is generated from lower-carbon or non-fossil fuels.

5.2.1.4 Using renewable fuels such as low carbon biofuels.

5.2.2 Improving Fuel Efficiency with Advanced Design, Materials, and Technologies

5.2.2.1 Using advanced technologies, design, and materials to develop more fuel-efficient vehicles.

5.2.2.2 Developing advanced vehicle technologies such as hybrid vehicles and electric vehicles, that can store energy from braking and use it for power later.

5.2.2.3 Reducing the weight of materials used to build vehicles.

5.2.2.4 Reducing the aerodynamic resistance of vehicles through better shape design.

5.2.3 Improving Operating Practices

5.2.3.1 Adoption practices that minimize fuel.

5.2.3.2 Improving vehicle practices and vehicle maintenance.

5.2.3.3 Reducing the average taxi time for aircraft.

5.2.3.4 Driving sensibly (avoiding rapid acceleration and braking, observing the speed limit).

5.2.3.5 Reducing engine idling.

5.2.3.6 Improved voyage planning for ships, such as through improved weather routing, to increase fuel efficiency.

5.2.4 Reducing Travel Demand

5.2.4.1 Employing urban planning to reduce the number of miles that people drive each day.

5.2.4.2 Reducing the need for driving through travel efficiency measures such as commuter, biking, and pedestrian programs.

5.2.4.3 Building public transportation, sidewalks, and bike paths to increase lower emission transportation choices.

5.2.4.4 Zoning for mixed use areas, so that residences, schools, stores, and businesses are close together, reducing the need for driving.

5.3. **Reducing Emissions from Homes and Businesses**

5.3.1 Homes

5.3.1.1 Reducing energy use through energy efficiency.

5.3.1.2 Homes use energy for heating, cooling, lighting, and other functions. "Green building" techniques and retrofits can allow new and existing buildings to use less energy to accomplish the same functions, leading to regulate the climate strategy.

5.3.1.3 Techniques to improve building energy efficiency include better insulation; more energy- efficient heating, cooling, ventilation, and refrigeration systems; efficient fluorescent lighting; passive heating and lighting to take advantage of sunlight; and the purchase of energy-efficient appliances and electronics.

5.3.2 Wastewater Treatment

5.3.2.1 Making water and wastewater systems more energy efficient.

5.3.2.2 Drinking water and wastewater systems account for approximately 2 percent of energy. By incorporating energy efficiency practices into their water and wastewater plant, municipalities and utilities can save 15 to 30 percent in energy use.

5.3.3 Waste Management

5.3.3.1 Reducing solid waste sent to landfills.

5.3.3.2 Landfill gas is the natural byproduct of the decomposition of solid waste in landfills. It primarily consists of CO and CH .

5.3.3.3 Establish low-cost methods to reduce waste and to emphasize recycling programs and waste reduction programs

5.3.4 Air Conditioning and Refrigeration

5.3.4.1 Reducing leakage from air conditioning and refrigeration equipment.

5.3.4.2 Using refrigerants with lower global warming potentials.

5.3.4.3 Commonly used refrigerants in homes include ozone depleting hydrochlorofluorocarbon (HCFC) refrigerants, often HCFC-22, and blends consisting entirely or primarily of hydrofluorocarbons (HFCs), both of which are potent greenhouse gases. Several advancements in air conditioning and refrigeration

technology help food retailers reduce both refrigerant charges and refrigerant emissions.

## 6. RESPONSIBILITIES:

6.1. Supervisors, at all levels, should inform all employees, including new hires, of the above-mentioned policies.

6.2. All Deans and Vice Deans to communicate to their respective deanships.

## 7. DISTRIBUTION:

7.1. All Deanships and Colleges
7.2. Available in the IAU Intranet
7.3. Signed original copy is maintained in IAU Documents Control Unit

| Review/Revision Date | Revision | Number | Summary of Changes | Name of Proponent |
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