

# JUSTICE AND HOME AFFAIRS AGENCIES' ENVIRONMENTAL AND **GREENING** ACTIVITIES

SURVEY REPORT



# Results of the EUAA's survey on Justice and Home Affairs Agencies' environmental and greening activities

July 2023





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## 1. Introduction

The European Union Agency for Asylum (EUAA) established five priorities for its presidency of the Justice and Home Affairs Agencies Network (JHAAN) in 2023, one of which is the ‘implementation of the European Green Deal in JHA Agencies’.

Following up on the EU’s efforts towards increased environmental protection and sustainability and in line with its ambition to improve its environmental performance, the EUAA launched a survey to collect information on JHA agencies’ environmental and greening activities. The objectives were to determine the state of play, to identify areas of interest for future activities in this regard by the JHAAN, and to take stock of the agencies’ efforts, best practices and lessons learned in becoming registered with the Commission’s Eco-Management and Audit Scheme (EMAS)<sup>1</sup>.

The survey was comprised of 19 questions, which were grouped into four thematic categories. The aim of each part of the questionnaire was to collect feedback from JHA agencies on a specific topic, namely:

- EMAS registration and ISO certification
- agency headquarters and locations
- building management
- missions and operational mandate.

The results of the survey provide an overview of how JHA agencies are progressing in their environmental journey, at a time when environmental protection and sustainability are very high on the EU agenda. The feedback received provides JHA agencies with an insight into each other’s environmental actions and programmes and areas for cooperation and synergies, while facilitating the identification of common issues and promoting discussion of priority topics within the JHAAN.

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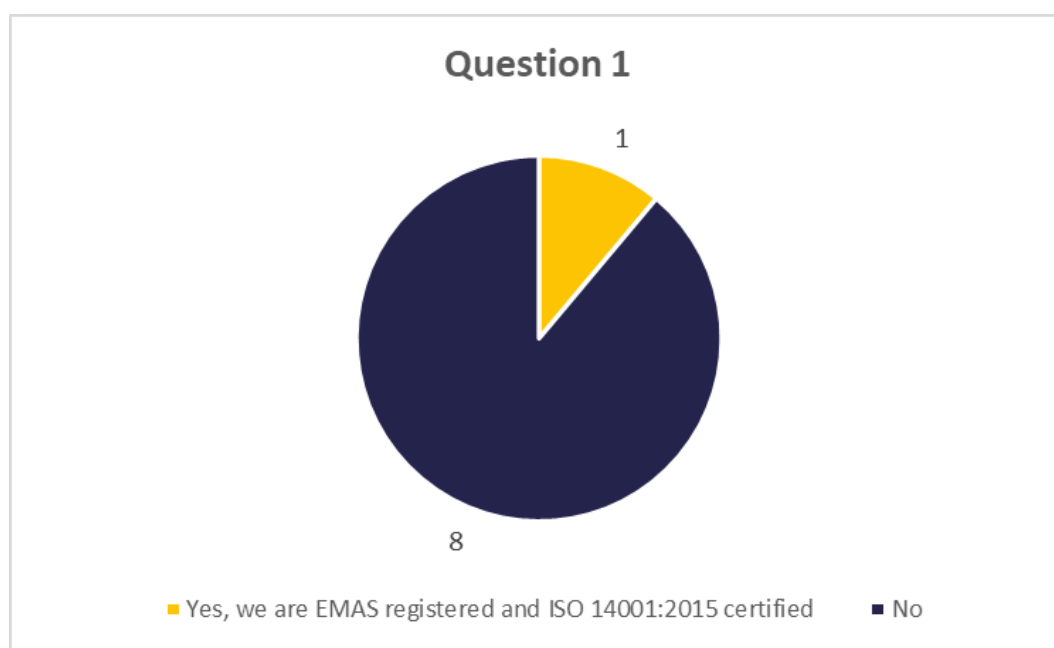
<sup>1</sup> [Eco-Management and Audit Scheme \(EMAS\) \(europa.eu\)](https://ec.europa.eu/emas/)



## 2. Results of the survey

### Part 1: EMAS registration and ISO certification

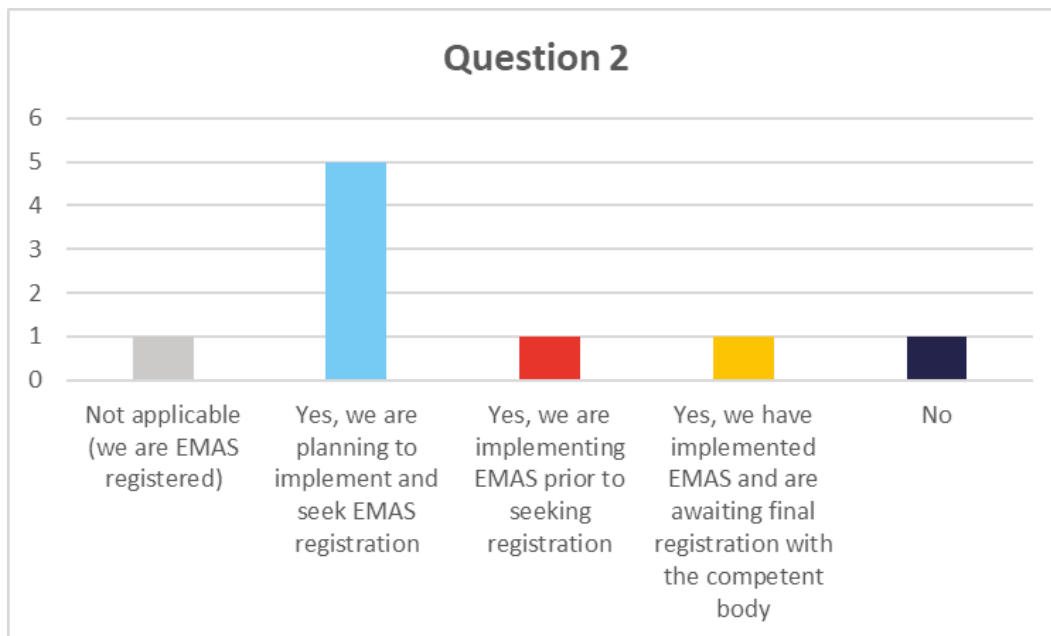
**Question 1: Is your Agency EMAS registered or certified to ISO 14001:2015?**



The majority of JHA agencies are not EMAS registered yet, with only one agency having already achieved both ISO 14001:2015 and EMAS registration in 2022.



**Question 2: Is your Agency seeking EMAS registration or planning to seek EMAS registration in the future?**



The responses to this question are overall encouraging as, of the eight agencies that are not EMAS registered, five are currently planning to implement and seek EMAS registration and one is already implementing EMAS prior to seeking registration. Their respective target start of implementation or registration years are shown in Table 1 below.

Another agency has already implemented EMAS and is awaiting final registration with the competent body. Only one response was negative, indicating that one of the JHA agencies, due to its small size, does not envisage to seek EMAS registration due to resource constraints.

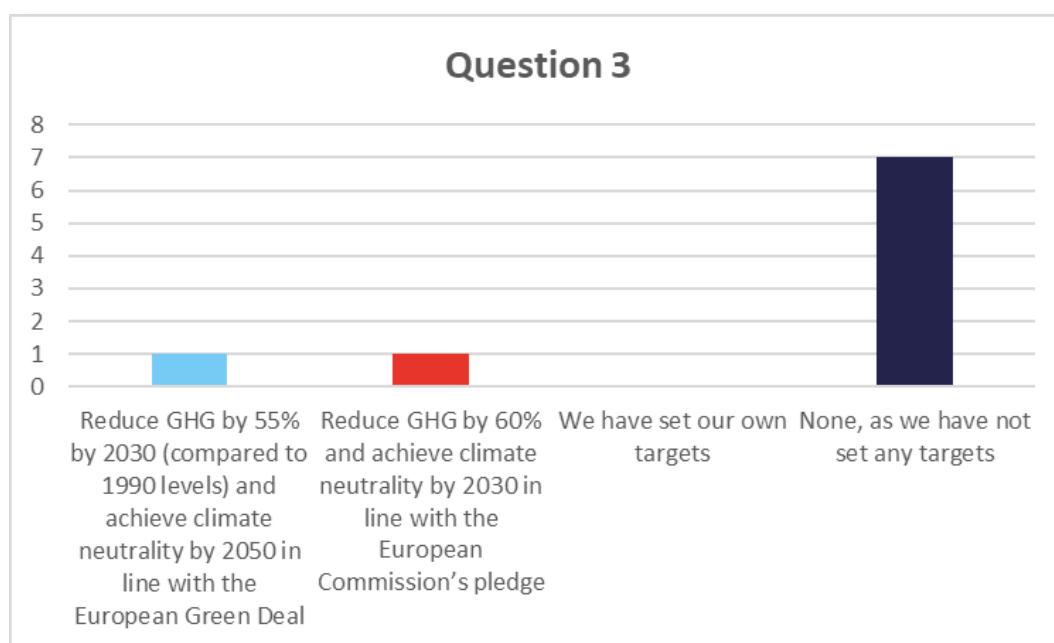
**Table 1: Sub-questions to question 2**

Reply	We plan to start implementation in:	We plan to seek registration in:
Yes, we are implementing EMAS prior to seeking registration		1 in 2024
Yes, we are planning to implement and seek EMAS registration	1 in 2023 1 In 2024 1 in 2024-2025 1 in 2025 1 after 2025 <sup>2</sup>	

<sup>2</sup> The agency explained that it is still at the evaluation phase, so the planned start is a guess and might not be accurate.



**Question 3: The European Commission has set environmental targets in the European Green Deal and pledged more ambitious ones for itself. Which of these target(s) is your Agency planning to achieve to reduce its greenhouse gas (GHG) emissions?**



When asked to indicate if any targets have been set in order to reduce GHG emissions, the majority of JHA agencies (seven out of nine) replied that no specific targets have been defined for the time being. Of the remaining two agencies, one is planning a reduction of 55 % to its GHG emissions by 2030 and is aiming to achieve climate neutrality by 2050 and the other is aiming for the more ambitious target and planning to reduce its GHG emissions by 60 % and achieve climate neutrality by 2030. Some of the respondents provided additional comments to qualify their replies (refer to Table 2 below).

**Table 2: Additional comments in relation to question 3**

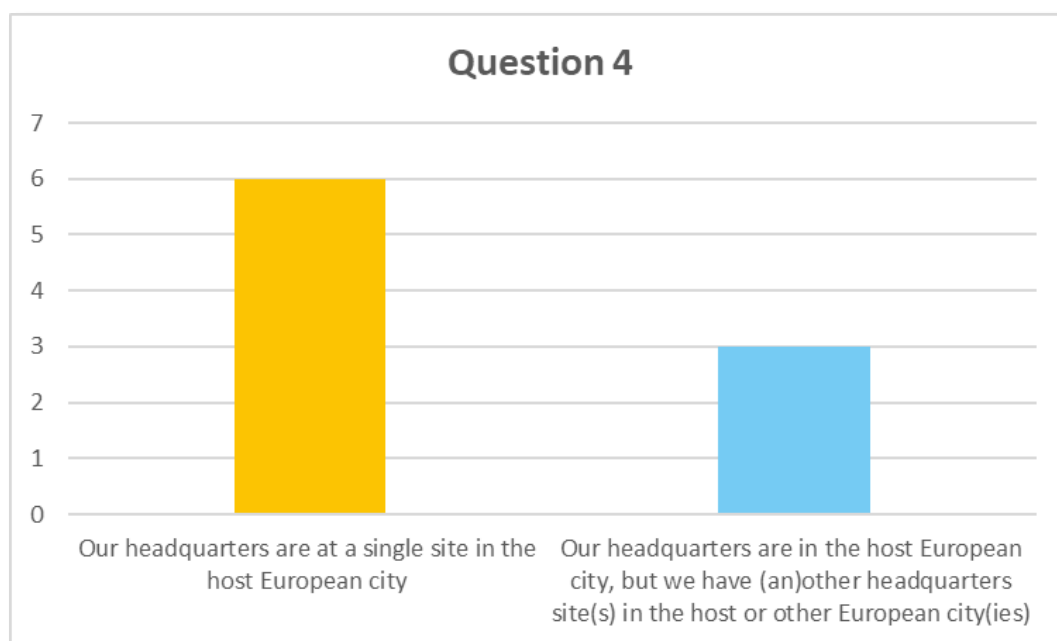
Reply	Additional comments provided by some agencies:
None, as we have not set any targets	<ul style="list-style-type: none"> <li>• <i>Targets may be set as and when a decision is made to proceed with EMAS implementation.</i></li> <li>• <i>We are looking to shared services or interagency projects that can advise on the topic of setting targets. The plan to develop the targets is already integrated in our SPD 2023-2025.</i></li> <li>• <i>We expect to calculate GHG in 2023 with 2022 data. Then targets will be defined.</i></li> </ul>



Reply	Additional comments provided by some agencies:
Reduce GHG by 55% by 2030 (compared to 1990 levels) and achieve climate neutrality by 2050 in line with the <a href="#">European Green Deal</a>	<i>Our GHG emissions reduction target for 2030 has been developed and submitted for review and approval to our Environmental Steering Committee. The targets are aligned with the Paris Agreement (1.5°C scenario).</i>
Reduce GHG by 60% and achieve climate neutrality by 2030 in line with the <a href="#">European Commission's pledge</a>	<i>Achieve climate neutrality by end of 2025.</i>

## Part 2: Agency headquarters and locations

**Question 4: Does your Agency conduct its activities from a single or more headquarters sites in a European city (excluding liaison and/or operational offices)?**

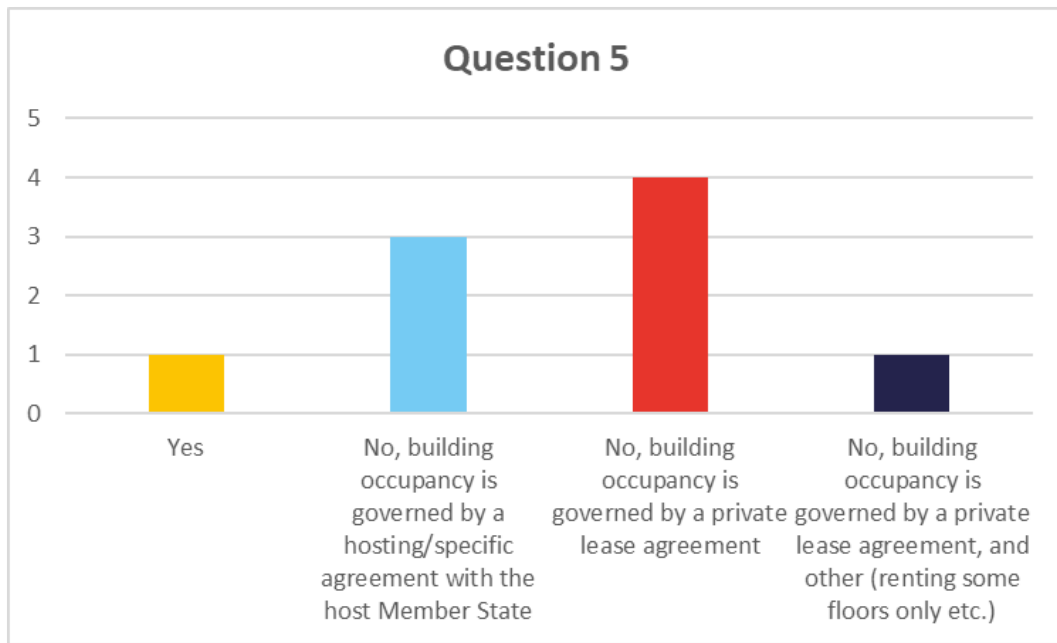


Among JHA agencies, six out of nine have their headquarters at a single site in the host European city. Of the remaining three, one agency has two headquarters sites in the host European city, whereas the other two agencies have three headquarters sites.





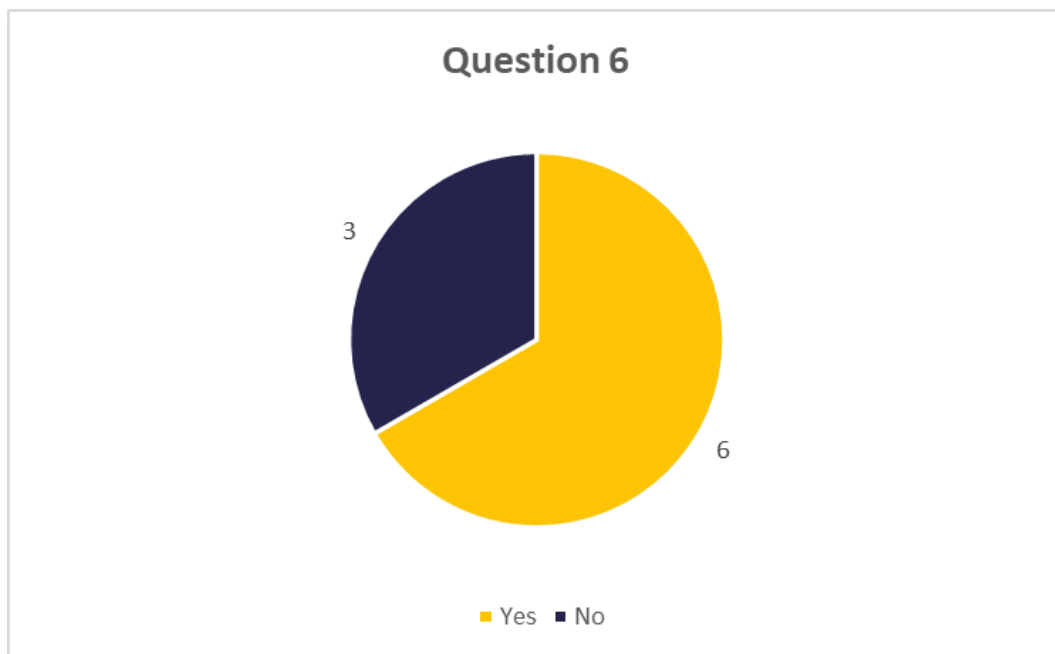
**Question 5: Does your Agency own the building in which the (main) headquarters are located?**



For the majority of JHA agencies (five out of nine) building occupancy is governed by a private lease agreement, one of which also rents some floors in two other buildings. Three other agencies have a hosting or specific agreement with the host Member State with of them actively seeking a second headquarters site in the host Member State that will likely be under a private lease agreement. Only one agency owns the building where its headquarters premises are located.



**Question 6: Has your Agency established liaison, regional, or main (not country-specific) operational offices in (an)other European city(ies)?**



Some of the JHA agencies (six out of nine) have established liaison, regional, or main (not country-specific) operational offices in other European cities other than the host European city. Details provided by six of these agencies are in Table 3 below.

The remaining three agencies have not established such offices.

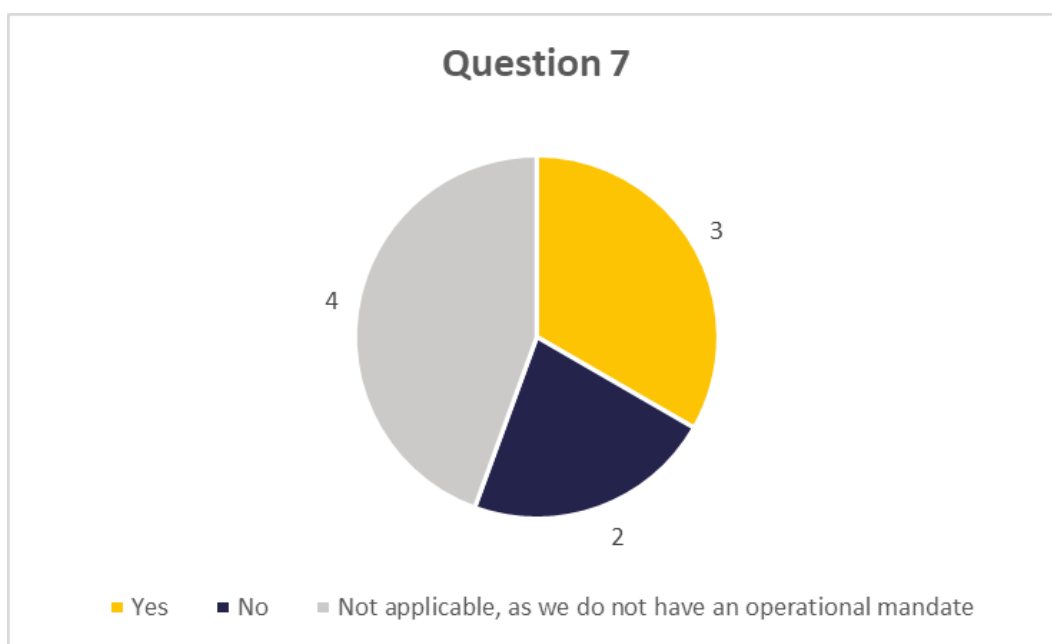
**Table 3: Details of additional offices provided by six agencies in relation to question 6**

	Details of other office - location 1	Details of other office - location 2	Details of other office – location 3
Agency 1	Brussels, Institutional Liaison Office		
Agency 2	Brussels, Institutional Liaison Office	Liaison Office to JHA agency	
Agency 3	Brussels, Institutional Liaison Office		
Agency 4	Brussels, Institutional Liaison Office	Operational Office	Administrative Office



	Details of other office - location 1	Details of other office - location 2	Details of other office - location 3
Agency 5	Brussels, Institutional Liaison Office and Liaison Office to Belgium, Luxembourg, Netherlands and Iceland	Ten other Liaison Offices (LO) to Member States <sup>3</sup>	
Agency 6 <sup>4</sup>	Brussels, Institutional Liaison Office	Liaison Office to international organisation	

**Question 7: Are any other premises\* being used as official operational offices in locations where the Agency provides country-specific (operational) support (including both EU and non-EU countries)?** (\*excluding additional headquarters and other premises referred to in questions 4 and 6)



Four out of nine JHA agencies replied that the question was not applicable, as they do not have an operational mandate.

Of the five agencies that have an operational mandate, three are currently using other premises as official operational offices in EU locations where their Agency provides country-

<sup>3</sup> Stockholm: Sweden, Finland, Denmark, and Norway LO; Berlin: Germany, Austria, Liechtenstein, and Switzerland LO; Riga: Latvia, Lithuania, and Estonia LO; Bratislava: Slovakia, Poland, and Czech Republic LO; Rome: Italy and Malta LO; Madrid: Spain and Portugal LO; Paris: France LO; Budapest: Hungary, Romania, Croatia, and Slovenia LO; Sofia: Bulgaria LO; Athens: Greece and Cyprus LO.

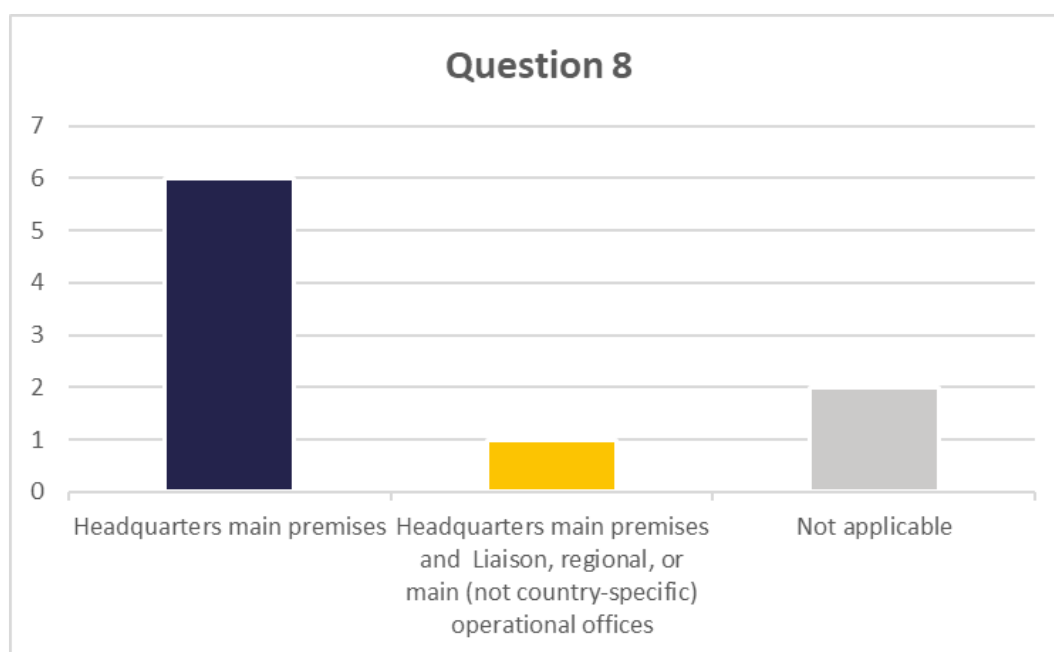
<sup>4</sup> Details were reported in reply to question 7 but are included here for consistency.

specific support and liaison or regional offices in third countries: one of these agencies has operational offices in eight other countries, the second in six and the third in four (refer to Table 4 below). The two remaining agencies provided a negative response to the question.

**Table 4: Details of offices in EU and third country locations provided by three agencies in relation to question 7**

	EU locations		Third country locations	
	Number	Arrangement	Number	Arrangement
Agency 1	3	Hosted by Member States	3	Hosted by EU Delegation
	2	Private lease		
Agency 2	-	-	6	Hosted by EU Delegation
Agency 3	2	Hosted by Member States	1	Hosted by third country
			1	Hosted by international organisation

**Question 8: Which of the premises referred to in questions 4 to 7 are or will be in scope of your EMAS registration?**



As shown in the above chart, for most JHA agencies (five out of nine) the scope of EMAS registration will be the headquarters main premises only. Another agency has included its headquarters and liaison, regional or main operational offices in its EMAS registration.

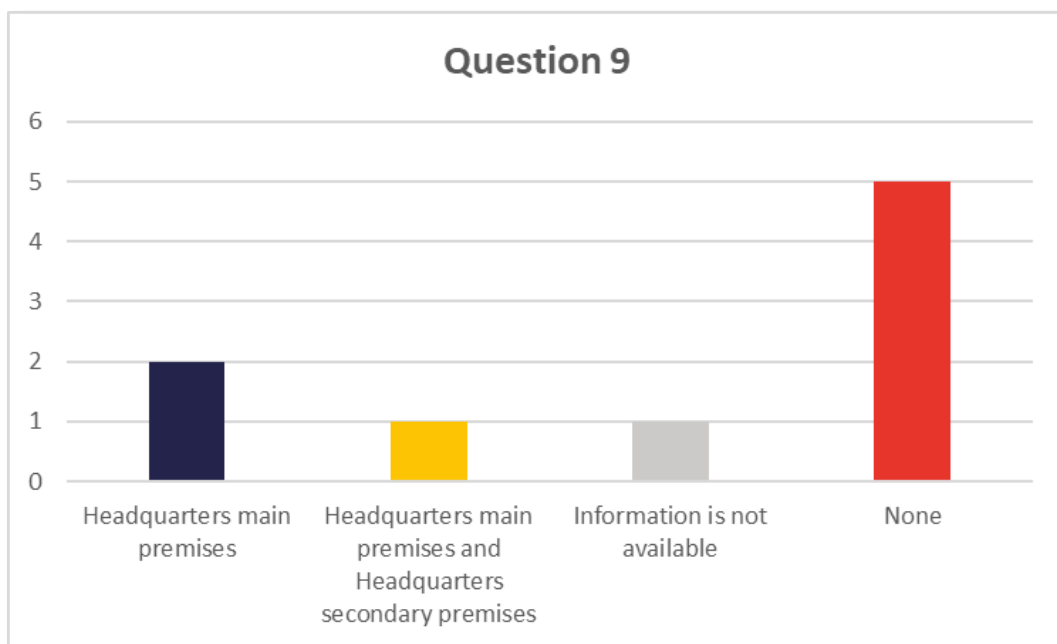
For the two remaining agencies the question was deemed not applicable, as one is currently not planning to seek EMAS registration due to the small size of the agency and the second is



constructing a new permanent headquarters building and is not seeking EMAS registration for the current temporary headquarters premises.

### Part 3: Building management

**Question 9: Which of the premises referred to in questions 4 to 7 have been assessed as being sustainable buildings and awarded a green building certification (e.g., BREEAM, LEED etc.)?**

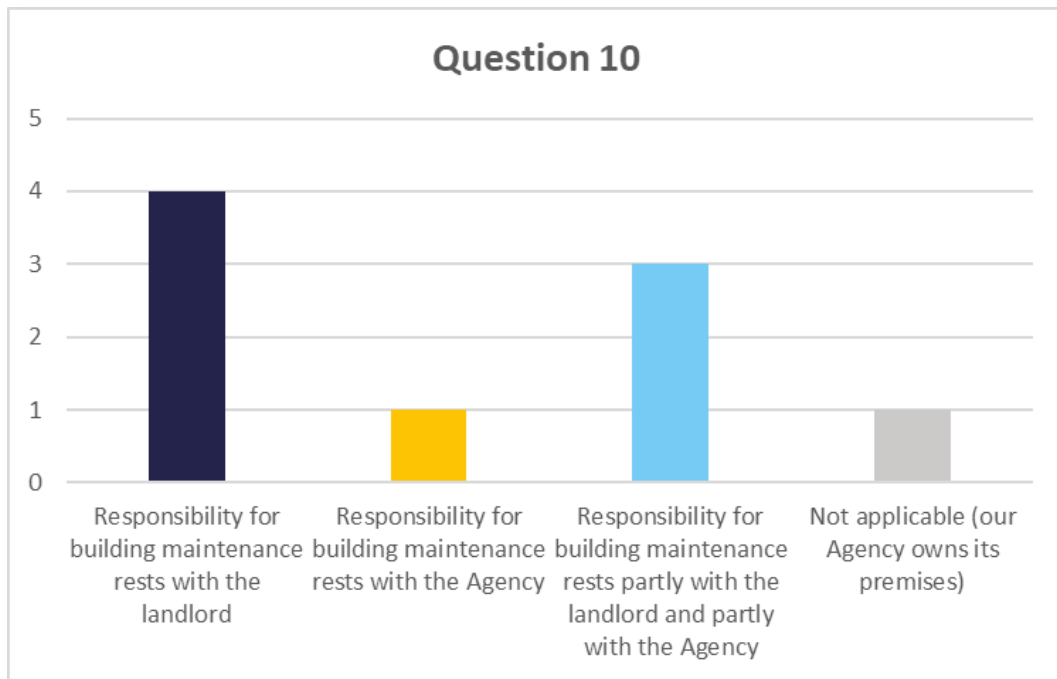


The breakdown of the responses to this question shows that the majority of premises occupied by JHA agencies have not been certified as sustainable buildings (five out of nine), with one other agency responding that no information is available in this respect.

On the other hand, of the three agencies that replied in the affirmative, one has green building certification for its main headquarters premises, the second has won a green award for its headquarters, and the third agency holds BREEAM certification for both its main and secondary headquarters premises.



**Question 10: If the headquarters premises are occupied under a hosting or lease agreement, who is responsible for carrying out building maintenance?**

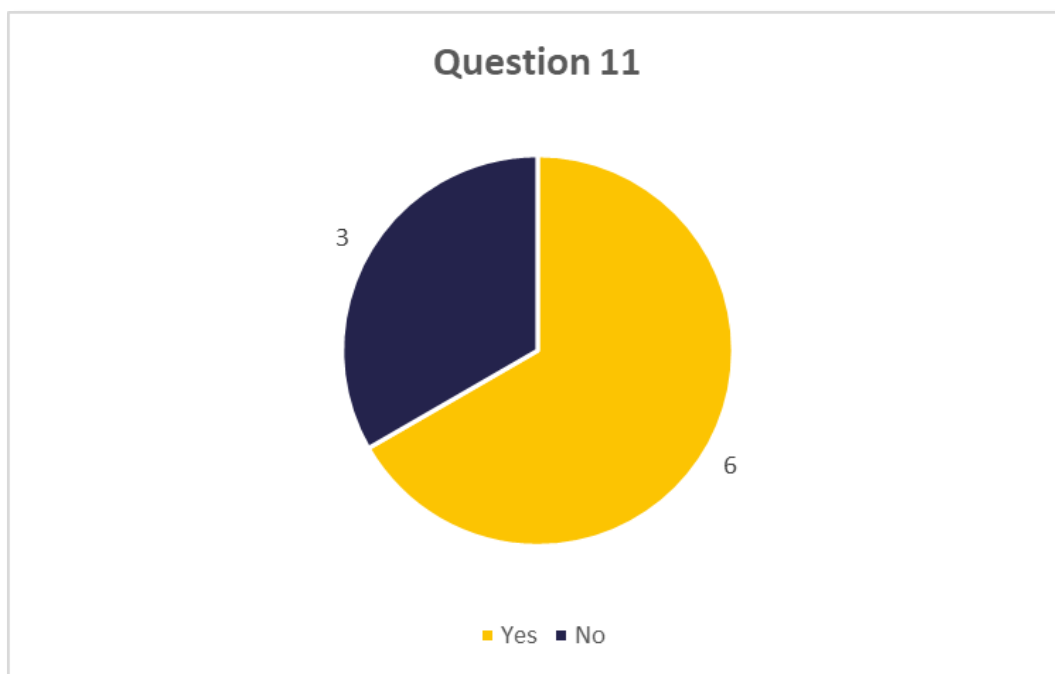


The responses received for this question show a diverse situation in relation to responsibility for building maintenance. Four JHA agencies replied that the landlord is responsible for carrying out building maintenance, whereas for three agencies such responsibility is shared between the landlord and the respective agency.

Another agency claimed sole responsibility for building maintenance, and for the remaining agency the question was not applicable, as the premises are owned by the agency.



**Question 11: Has the Agency or the landlord carried out any infrastructural upgrades, retrofitting, renovations etc. to make the headquarters building(s) more sustainable and energy-efficient?**



With respect to building sustainability the trend is overall quite positive, as in the majority of the JHA agencies (six out of nine) various works have been carried out that contribute to making the headquarters building(s) more sustainable and energy efficient. Only three agencies provided a negative response to this question.

Improvement works cited by the six agencies included installation of LED lighting, water taps with sensors, replacement of external doors, new pipes, photovoltaic (PV) panels, UV films on windows, building automation systems, upgraded audio-visual systems.

**Question 12: If the headquarters are occupied under a hosting or lease agreement, what challenges and constraints have been encountered by your Agency in terms of building upgrades, retrofitting, implementation of energy-efficient structural and/or service changes etc.?**

Most JHA agencies where headquarters occupancy is governed by a hosting or lease agreement identified a challenges and constraints in relation to the implementation of building upgrades, retrofitting etc. Six agencies listed the challenges shown in Table 5 on the next page.

One agency replied that no constraints have been encountered, as its premises are located in modern buildings with high environmental performance. For the two remaining agencies the question is not applicable, as they own their headquarters premises.

**Table 5: Challenges and constraints cited in response to question 12**

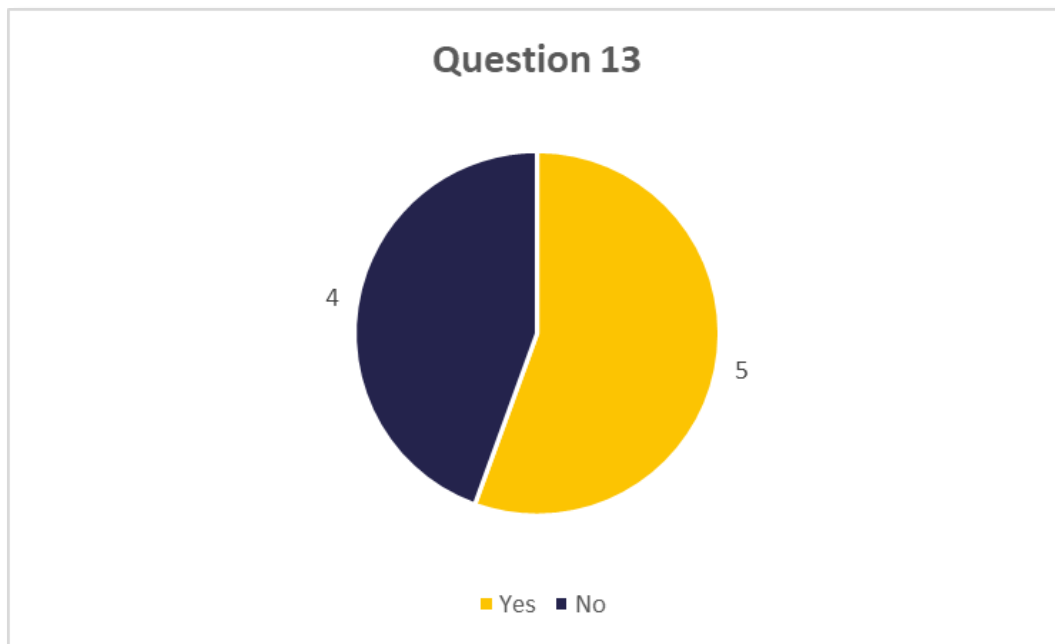
- The building facade is protected, and building features limit any option for a change.
- The building capacity was designed according to the agency's needs at the time, and the shape and size are limited by urban planning rules and the plot size. As the agency's mandate was expanded in 2023, the capacity of the building no longer suffices. Options for getting extra accommodation space are being considered together with the host Member State.
- There are limitations to the improvement works that can be made to the headquarters building due to, e.g., design constraints. Prior approval of the landlord and possibly of the building planning authority may be required.
- As the agency is in a multipurpose building with several tenants, it is difficult for the landlord to accommodate the changes suitable for all tenants. However, the agency is now purchasing 100% renewable energy.
- The agency enjoys a smooth collaboration with the host Member State. Upgrades are being implemented via projects (run mainly for the facilities function of the agency) and/or corrective and preventive maintenance activities. Challenges and constraints are usually related to timing, resource availability, security requirements, impact on business operations etc.
- The upgrade of the air-conditioning system is the responsibility of the landlord, but the investment is too high.





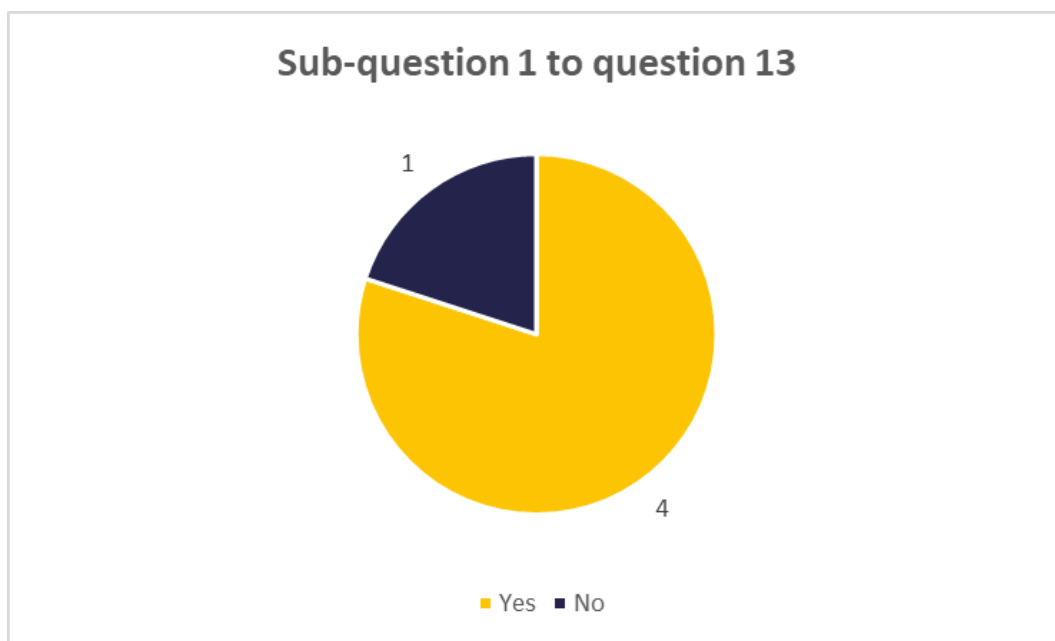
## Part 4: Missions and operational mandate

**Question 13: Is the Agency required by its legal mandate to be operationally present and deploy staff, experts etc. in Member States requesting operational and/or technical support (as well as support to third (non-EU) countries)?**



With regard to the nature of their legal mandate, the responses to this question show that JHA agencies are almost equally split into two, with five agencies being required by their operational mandate to be present and deploy staff, experts etc. in Member States requesting operational and/or technical support (as well as support to third (non-EU) countries) and four agencies not having an operational mandate.

The five operational agencies replied to a **first sub-question on whether operational missions make up more than 50 % on average of their agency's missions in a year**. Four of them replied in the affirmative.



These five operational agencies were asked a **second sub-question on whether they had identified any significant constraints to the achievement of their (planned/future) environmental targets and reduction in GHG emissions through a decrease in mission travel, due to the nature of their operations.** Their replies are shown in Table 6 below.

**Table 6: Constraints to the achievement of environmental targets cited in response to sub-question 2 to question 13**

- The agency is following the Commission guidelines on mission management, i.e., instructing travellers to use public transport only, to travel by train for short distance travels (instead of travelling by plane) etc.
- Operational travel is essential and cannot easily be curtailed particularly at a time when the number of operations is high due to the war in Ukraine. In future, essential travel is expected to increase as well due to new roles such as the fundamental rights officer, and liaison officers to Member States and third countries, etc.
- Due to COVID-19, the agency does not have a baseline to define objectives.
- As deploying staff is in the nature of the agency's operations, a decrease in this activity is not foreseen.
- The issue has been addressed in a feasibility study supporting the agency's management decision-making on decarbonisation targets, i.e., 55 % reduction, currently under review.

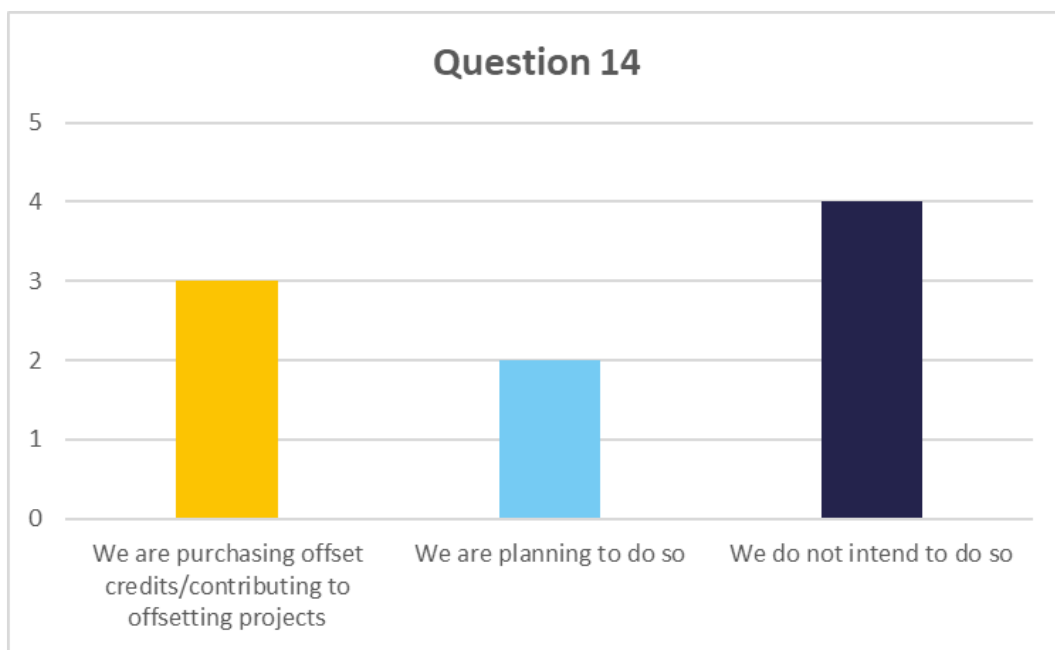
The four agencies that do not have an operational mandate replied to a **third sub-question as to whether they have been able to achieve a decrease in mission travel and consequently reduce their GHG emissions.** Their replies are shown in Table 7 below.



**Table 7: Actions to reduce mission travel cited in response to sub-question 3 to question 13**

- Environmental targets have not been set. With the agency’s new strategy, an increase, rather than a decrease in mission travel, is foreseen.
- The agency has decreased mission travel significantly. There is a 42 % reduction when comparing the budget for missions in 2022 with that in 2019 (before COVID-19). The planned budget for missions in 2023 is 29 % below the 2019 level. The agency is also organising fewer in-person consultation meetings and opting for virtual consultations. In the case of in-person meetings, the number of participants is reduced by allowing some of them to join virtually (hybrid approach). The agency offsets the GHG emissions of staff missions with the Sustainable Aviation Fuel (SAF) programme for Lufthansa Group Airlines.
- After the pandemic there is a target to reduce missions by 50 %.
- The allocated budget is 50 % below 2020 level.

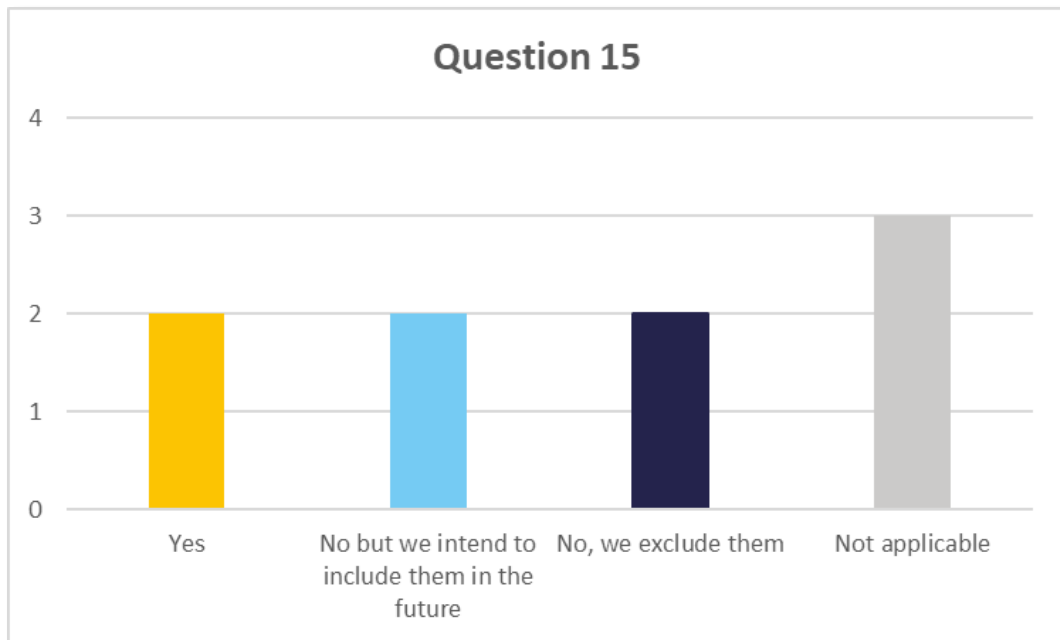
**Question 14: Is your Agency balancing out its carbon footprint through the purchase of offset credits or contributing to offsetting projects?**



When asked about their offsetting schemes, three JHA agencies indicated that they are purchasing offset credits or contributing to offsetting projects, whereas two agencies are planning to move in that direction in the future. The remaining four at present do not intend to balance out their carbon footprint.



**Question 15: Are GHG emissions from mission travel of experts (excluding staff members) participating in your Agency’s operational and/or technical support to specific Member States calculated as part of your Agency’s carbon footprint?**

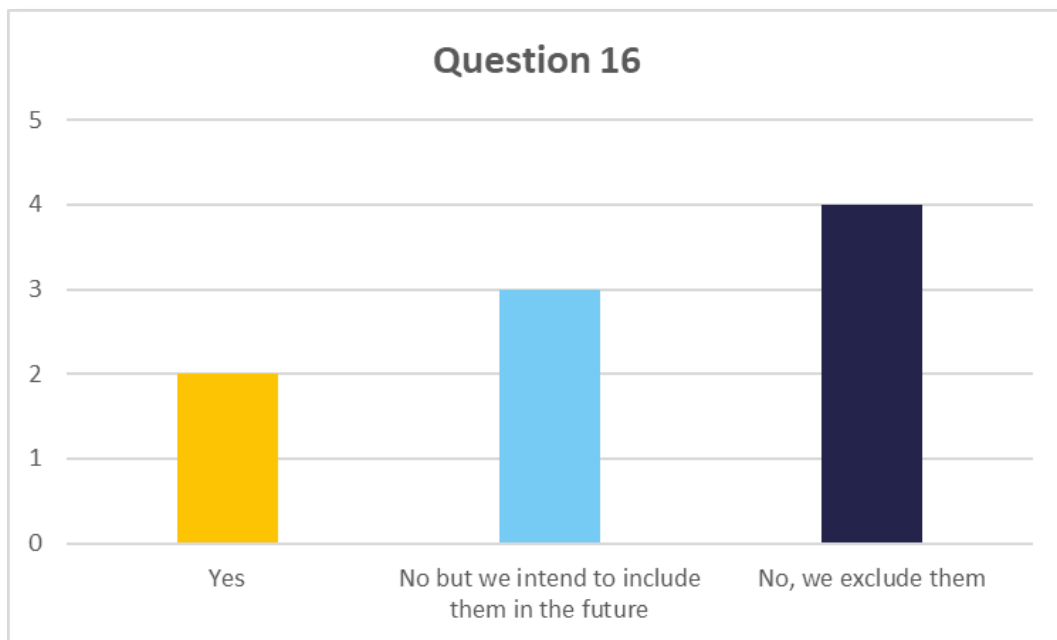


In relation to GHG emissions from mission travel of experts (excluding staff members) participating in JHA agencies’ operational and/or technical support to specific Member States, three out of nine agencies responded that this question is not applicable.

As regards the other five agencies, two are currently including such emissions in their carbon footprint calculation, two intend to do so in the future and two exclude them from their calculations.



**Question 16: Are GHG emissions from mission travel of experts and delegates attending meetings, workshops, training activities etc., organised by your Agency calculated as part of the Agency’s carbon footprint?**

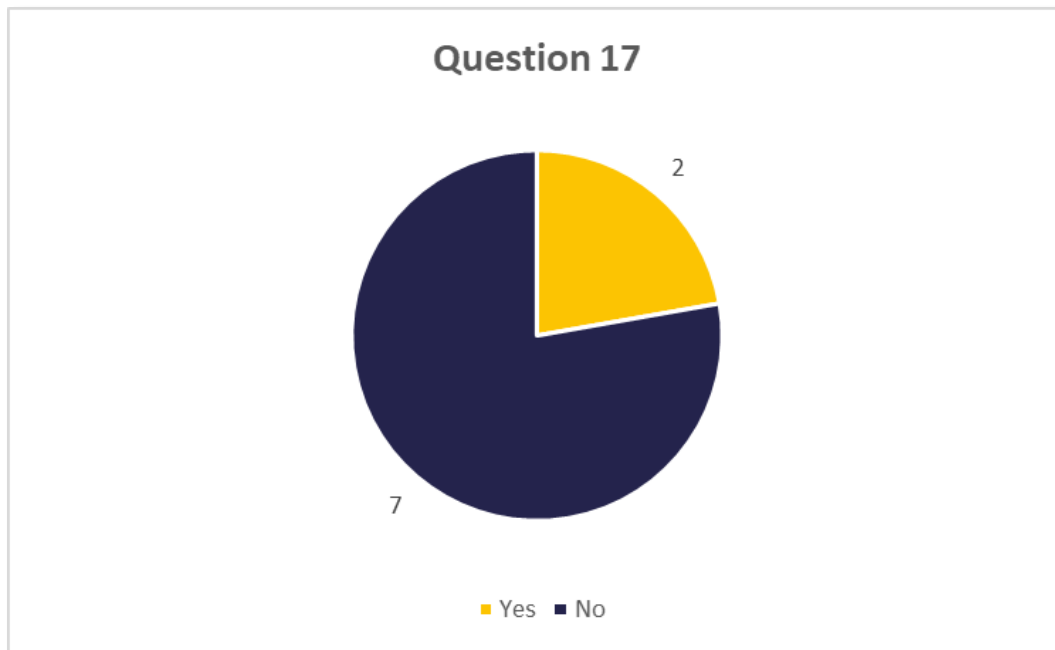


In relation to GHG emissions from mission travel of experts and delegates attending meetings, workshops, training activities etc. organised by JHA agencies, four out of nine agencies replied that they exclude such emissions from their carbon footprint calculation.

Of the other five agencies, two are currently including such emissions in their calculation and three intend to do so in the future.



**Question 17: Are you aware of any official guidelines on the calculation of mission travel emissions that recommend that emissions attributed to delegates or experts participating in an organisation’s activities should be calculated as part of the organisation’s total carbon footprint?**

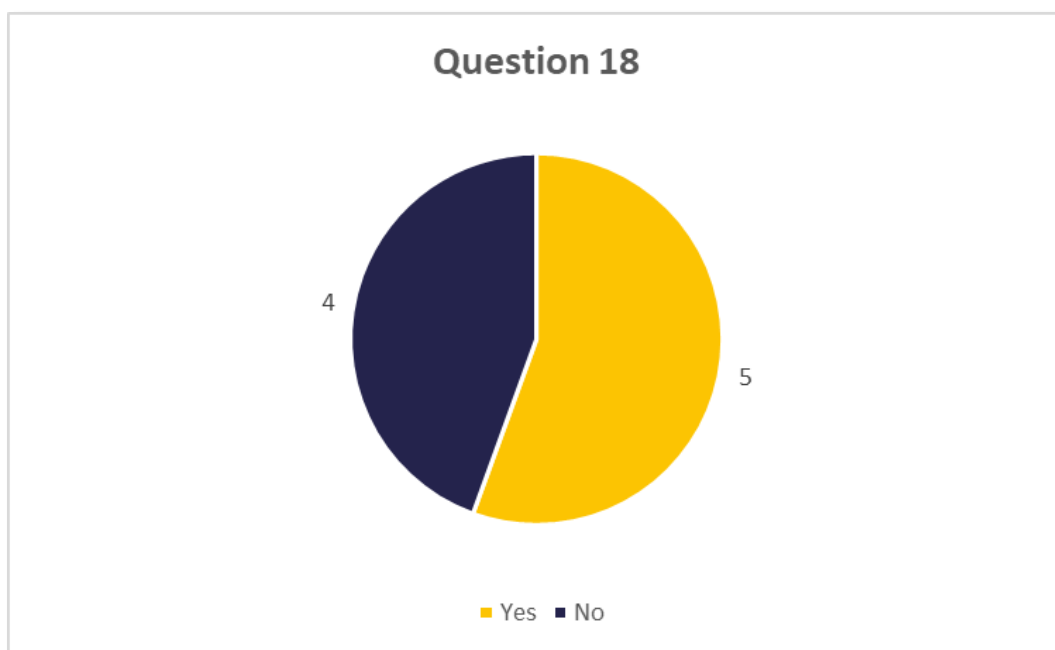


The majority of JHA agencies (seven out of nine) stated that they are not aware of any official guidelines on the calculation of mission travel emissions that recommend that emissions attributed to delegates or experts participating in an organisation’s activities should be calculated as part of the organisation’s total carbon footprint.

The two remaining agencies made reference to ‘scope 3’<sup>5</sup> business travel emissions in the context of EMAS. Their understanding of this scope was that they had to include all individuals participating in person at meetings organised by an agency in the calculation of the total carbon footprint.

<sup>5</sup> Based on the [Greenhouse Gas Protocol](#) ‘scopes’ defined for GHG accounting and reporting purposes.

**Question 18: Do you consider that there is a risk of double counting the carbon footprint of mission travel of experts and delegates participating in your Agency’s activities by both your Agency and their organisations in the respective carbon footprint calculations resulting in an overestimation of the carbon footprint?**



There are mixed opinions in relation to the risk of double counting the carbon footprint of mission travel of experts and delegates participating in JHA agencies’ activities by both the JHA network and their organisations in the respective carbon footprint calculations.

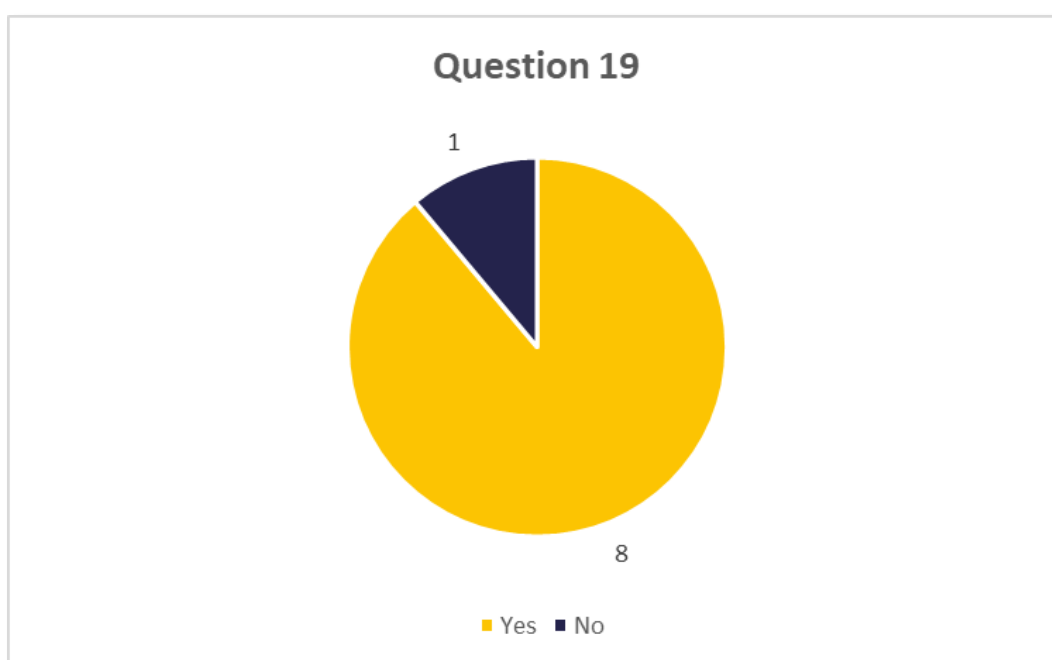
Five agencies see this as a possible risk, while four do not consider that there is a risk of overestimation of the carbon footprint. The reasons cited by the agencies are in Table 8 below.

**Table 8: Reasons for responses to question 18**

Reply	Reason for the reply
Yes	<i>We do not calculate the carbon footprint. If that were to be done, we believe there could be a risk of double counting by the participants’ own organisations and the agency organising the event.</i>
Yes	<i>We are aware of that risk and will address it when we start to calculate the carbon footprint.</i>
Yes	<i>It appears that some organisations are including the mission travel of experts and delegates in their own calculations. In our opinion that would give rise to double-counting.</i>
Yes	<i>We count the participant and the participant’s organisation, which can be an EU institution or not, does the same.</i>

Reply	Reason for the reply
Yes	<i>To avoid this risk, it could be possible when calculating the carbon footprint to have a specific part with data to extract if a consolidation with another agency is required, in order not to double-count the travels.</i>
No	<i>Our contractor calculates the carbon emissions for participants of our events and consultation meetings whenever we cover the travel expenses. The carbon emissions are offset for these participants. Following the approach that the carbon emissions are calculated by the party initiating the travel and covering the cost, the risk of double calculation is reduced to a minimum. If there is no such unified approach, the risk of double counting exists.</i>
No	<i>As we do not calculate them, we do not have any records at the moment, so this is not a risk.</i>
No	<i>The agency financing the travel should be the one reporting the carbon emissions.</i>
No	<i>The mission CO<sub>2</sub> related to travel includes staff, experts and visitors that are paid by the agency. If transport is provided by other organisations, the CO<sub>2</sub> is calculated at their level. Events in house are covered by the facilities' CO<sub>2</sub> emissions calculations.</i>

**Question 19: In light of the different mandates of the JHA agencies with some that engage in operations in Member States and others that do not, do you agree that JHA agencies could consider teaming up and pooling together their carbon footprints with the objective of collectively achieving carbon neutrality (e.g., those that cannot reduce their missions considerably are offset by those that can)?**





The responses to this question show that the vast majority of JHA agencies (eight out of nine) are in favour of exploring an approach to work together to offset emissions that cannot be avoided due to constraints imposed by the operational mandate of some of the JHA network agencies. One agency expressed reservations but provided a practical solution.

Comments provided by seven of the agencies are provided in Table 9 below.

**Table 9: Comments provided in support of responses to question 19**

Reply	Comments
Yes	<i>It could be considered as long as it will not be mandatory. Budget consequences can be significant (which is also the reason why we have refrained from carbon offsetting our flights).</i>
Yes	<i>We would welcome an initiative that allows agencies to work together to offset emissions that cannot be avoided due to constraints imposed by their legal mandate.</i>
Yes	<i>We need to take into account the very different types of operations of agencies in the cluster. It depends on the methodology chosen to ensure a balanced contribution of agencies of different sizes and operational activities.</i>
Yes	<i>This could be an option to be explored but the final decision could depend on the circumstances.</i>
Yes	<i>It would be good in order to rationalise the use of resources and benefit from economies of scale at a wider European level.</i>
Yes	<i>It could be further explored. However, we think that it would be quite challenging to implement properly such an approach.</i>
No	<i>EMAS requires that each Agency is considered a legally separate body which is responsible for its own footprint. EMAS is certified at national level and requires solutions at this level. An EU solution would not be acceptable at national level. What might work would be an EU-wide framework contract for CO<sub>2</sub> offsetting projects. Each agency could then compensate its residual CO<sub>2</sub> footprint to become carbon neutral.</i>

### 3. Analysis of results

The results of the survey on JHA agencies' environmental and greening activities are overall encouraging, as they suggest that JHA agencies share a strong commitment to supporting the EU's 'green transition' and becoming greener and more environmentally friendly organisations.

The majority of JHA agencies have set their sights on EMAS registration, which is certainly a positive environmental trend. Most of them are still at the early planning stage of EMAS implementation, so there is scope for follow-up on these agencies' plans. This could also explain why most JHA agencies have not yet set themselves targets to reduce their GHG emissions. Nonetheless, it is important to acknowledge as well that very small agencies consider EMAS registration to be a challenge in view of the resources required to implement and maintain an environmental management system (EMS).

The EU institutions and bodies that are working on reducing their carbon footprint are focusing primarily on the two major contributors to their emissions: buildings and mission travel. The second, third and fourth parts of the survey addressed these aspects to establish an understanding of the similarities and differences between JHA agencies.

The responses to questions on headquarters sites, additional offices and building management are quite diverse. Almost all JHA agencies do not currently own the premises where their headquarters are located, which poses some challenges and constraints in terms of building maintenance, retrofitting and the implementation of infrastructural works to make their buildings more sustainable and energy efficient.

Considering that two-thirds of JHA agencies have additional buildings in the host Member States, in other European cities and/or in third country locations, the inclusion of such sites in their EMAS registration could add a level of complexity and require more effort. Therefore, it is not surprising that most agencies intend to limit the scope of their EMAS registration to the headquarters. It would be interesting to see whether this trend would change some years down the line once they have established their EMS and may be able to channel their efforts to extending the scope of their EMAS registration. On the other hand, it is positive to note the synergies arising from hosting some agencies' additional offices in the representations in Member States and diplomatic EU delegations in third countries, as EMAS registration of these locations will increasingly be addressed by the European Commission's and European Parliament's efforts in this regard.

The nature of the legal mandate of JHA agencies has a major impact on their ability to significantly reduce their carbon footprint to meet climate targets, as agencies with an operational mandate are faced with a higher number of essential operational missions than agencies that do not have an operational mandate. Operational missions cannot be curtailed in view of legal obligations for deployment of staff, experts and other personnel in locations across Europe and beyond. The unpredictability of crises or emergencies that trigger the need for operational and technical support pose an additional obstacle to target setting and an effective reduction of the carbon footprint.

Whereas JHA agencies are clear on their obligations to monitor, measure and report on GHG emissions arising from staff travel, the survey responses suggest that a harmonised approach in relation to mission travel of experts and delegates participating in JHA agencies' activities could be lacking. This could be a topic for further discussion, particularly to support agencies



that are yet to embark on their EMAS journey and do not have experience calculating GHG emissions.

Almost all JHA agencies expressed their interest in teaming up and pooling together their carbon footprints with the objective of collectively achieving carbon neutrality. As rightly noted by one of the agencies, this may not be possible through a twinning or similar arrangement due to EMAS constraints but could be achieved through a joint offsetting project. Nonetheless, a mechanism for offsetting the carbon footprint across agencies should be considered in addition to and not as a replacement for the actions to be done by each agency, as each one is responsible for its own carbon footprint calculation. The compensation could be integrated in the calculation as long as each agency manages or implements its own GHG reduction projects.



## 4. Conclusion and recommendations

This survey provides a baseline of the current state of play across all JHA agencies with regard to their environmental programmes and future agendas. It can be a reference that helps guide JHAA agencies in planning and prioritising topics for the forthcoming JHAAN presidencies.

As shown by the survey results, JHA agencies share a strong commitment to stepping up their environmental and greening activities, at a time when environmental protection and sustainability are very high on the EU agenda. The JHA agencies are undoubtedly aware of the institutions' expectations in this regard and are likely to increasingly reach out to each other for support and sharing of experiences.

As an outcome of the survey, the following recommendations are made for the consideration of the JHAAN.

### **Recommendation 1: Access to capacity building and support on EMAS implementation**

With most JHA agencies still at the planning stage of their EMAS journey, there could be benefits from opportunities to engage together, ask questions, and share experiences and information. As available agency resources are likely to be limited given that environmental and sustainability activities inevitably come on top of all other obligations, advantage could be taken of existing initiatives such as the EUAN<sup>6</sup> Greening Network's EMAS twinning programme that was launched in 2023.

### **Recommendation 2: Follow-up surveys on JHA agencies' environmental and greening activities**

In the future, this survey could be repeated every few years (e.g., every two to three years) to establish an updated baseline of the state of play of JHA agencies' efforts and progress made in this regard. The questions could be adapted to the needs at the time, in order to ensure the relevance and added value of the exercise.

### **Recommendation 3: Topics to be considered for prioritisation**

Two forward-looking topics have emerged, namely:

- i) the calculation of mission travel emissions of experts and delegates participating in JHA agencies' activities, and
- ii) a mechanism for offsetting the carbon footprint across agencies (to be considered in addition to and not as a replacement for the actions to be done by each agency to reduce its own carbon footprint).

These topics could be considered for discussion by future JHAAN presidencies, as they would give JHA agencies an opportunity to discuss areas for cooperation and alignment. Alternatively, they could be followed up in the EUAN Greening Network if these same topics are raised in that forum.

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<sup>6</sup> European Union Agencies Network.