1ST EMAS ENVIRONMENTAL STATEMENT

BY THE EUROPEAN MARITIME SAFETY AGENCY EMSA JANUARY 2019 – DECEMBER 2021

EMAS
VERIFIED ENVIRONMENTAL MANAGEMENT
PT-000125

EMSA

This initial environmental statement provides information to the public and other interested parties on the environmental performance, activities, and objectives of the European Maritime Safety Agency (EMSA). It is the first such statement produced by EMSA. Together with further information, it can be found on EMSA's website. Unless indicated otherwise, the data used for this statement refer to January 2019 to December 2021 and were collected and processed by EMSA.

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1. BUSINESS AND ENVIRONMENTAL CONTEXT

EMSA is an EU body, set up as an EU Agency by Regulation (EC) No 1406/2002 of the European Parliament and of the Council of 27 June 2002 establishing a European Maritime Safety Agency (EMSA Founding Regulation), as amended.

EMSA's mission is to serve EU maritime interests for a safe, secure, green, and competitive maritime sector. It works as a service provider for EU Member States and the European Commission, but also as a partner and knowledge hub for the maritime cluster at European and potentially at global level.

EMSA's business is public administration in the NACE[1], O.84 sector, predominantly related to safety within European and international contexts as under NACE O.84.2.1. and O.84.2.4.

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Código NACE: O.84 / O.84.2.1 / O.84.2.4.

No. STAFF: ca. 265

Greening Coordinator: Jens Affeld

Scope of EMAS/ISO14001 application

[1] NACE - Nomenclature generale des Activites economiques dans les Communautes europeennes is the European industry's statistical classification standard of economic activities, also commonly applied to authorities for EMAS/ISO14001 purposes.

The scope of EMSA's application of EMAS covers all environmental aspects of EMSA's activities, areas and items derived from the Agency's tasks, as stipulated in the Founding Regulation and detailed in the EMSA 5-years strategy and associated annual SPDs[2].

This encompasses:

- Providing technical and scientific assistance to the EU Member States and the Commission in the development and implementation of EU legislation on maritime safety, security, and prevention of and response to pollution by ships;
- Providing technical, scientific and operational assistance to EU initiatives linked to the European Green Deal, the European Maritime Security Strategy and the Sustainable and Smart Mobility Strategy, as well as maritime transport administrative simplification and digitalisation;
- Monitoring the implementation of EU legislation through visits and inspections;
- Building capacity of national competent authorities;
- Developing, managing, maintaining and operating maritime digital information and analytical services to support implementation, monitoring and enforcement tasks;
- Supporting Member States with surveillance and emission detection services, based on state of art technologies which include satellite imagery and remotely piloted aircraft systems;
- Carrying out operational preparedness, detection and response tasks with respect to pollution caused by ships and marine pollution by oil and gas installations, including assistance to third countries sharing a regional sea basin with the Union;
- Supporting national authorities responsible and relevant EU bodies for coast guard functions;
- Offering cooperation and assistance in the fields of maritime safety and security, prevention of pollution from ships and marine environmental issues to States applying for accession to the Union and to European Neighbourhood Policy (ENP) countries.

[2] Single Programme Document

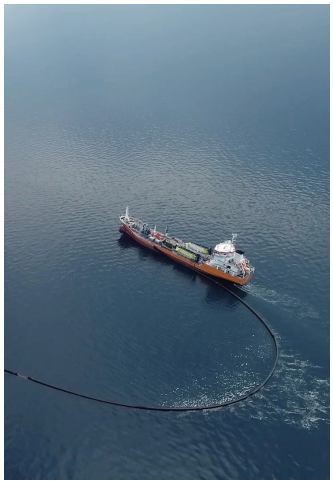
EMSA's work encompasses three types of activities with environmental impact:

A

A major part of EMSA's work is of an office-based, administrative, and technical character: The Agency provides its support largely through information, consultation, coordination, inspection, and data system management. Digitalisation is in full progress; digital services and the amounts of streamed and processed data handled by the Agency are constantly growing. EMSA conducts this work with its own staff of approximately 268 employees, largely maritime experts, who have their own office workspace for daily work in EMSA's office building in Lisbon, Portugal. This work is complemented by outsourced works, products and services procured from contractors or agreed with other EU bodies. Some contracted personnel work daily or regularly in the EMSA building. This administrative and technical business creates the typical environmental impacts of an office-based public administration, in combination with operating a conference centre, a number of small to mid-size meeting rooms, an in-house data centre (and its duplication as a business continuity facility abroad), an e-Laboratory and a Virtual Reality room.

B

EMSA's core task of inspections of and visits to maritime authorities and private organisations worldwide results in regular business trips (missions) by staff. Furthermore, EMSA organises many training courses, workshops, conferences, and other events at its premises and abroad, involving participants from across the EU, as well as from IPA[3] and ENP[4] countries. The support provided to the European Commission services and the interaction with other EU Bodies, such as other EU Agencies, the European Parliament, and the European Council, also requires that EMSA staff members travel frequently to Brussels. The Agency also closely follows, and contributes to, the work of the International Maritime Organization (IMO), which implies travelling to London where the IMO has its seat. These activities generate the standard environmental impacts resulting from travel by EMSA staff and event participants.



C

EMSA offers two specific, more operational services on-site and at sea: organising and supporting drills and exercises ensuring the readiness of its oil pollution response vessels (17 small to medium sized ships, on standby contracted by EMSA) and equipment, so that these can be used by EU Member States and other entrusted entities when needed. EMSA also provides the services of RPAS [5] (also called drones, approximately 19 airframes of four different types and/or ranges) to EU Member States and EU Bodies, to produce surveillance imaging and emission sampling from shipping. Both tasks are outsourced to contractors (which own and operate the vessels and RPAS) but are closely controlled by EMSA. They create the standard environmental impacts for ship and RPAS operations.

[3] Instrument for Pre-Accession Assistance (IPA)

[4] European Neighbourhood Policy (ENP)

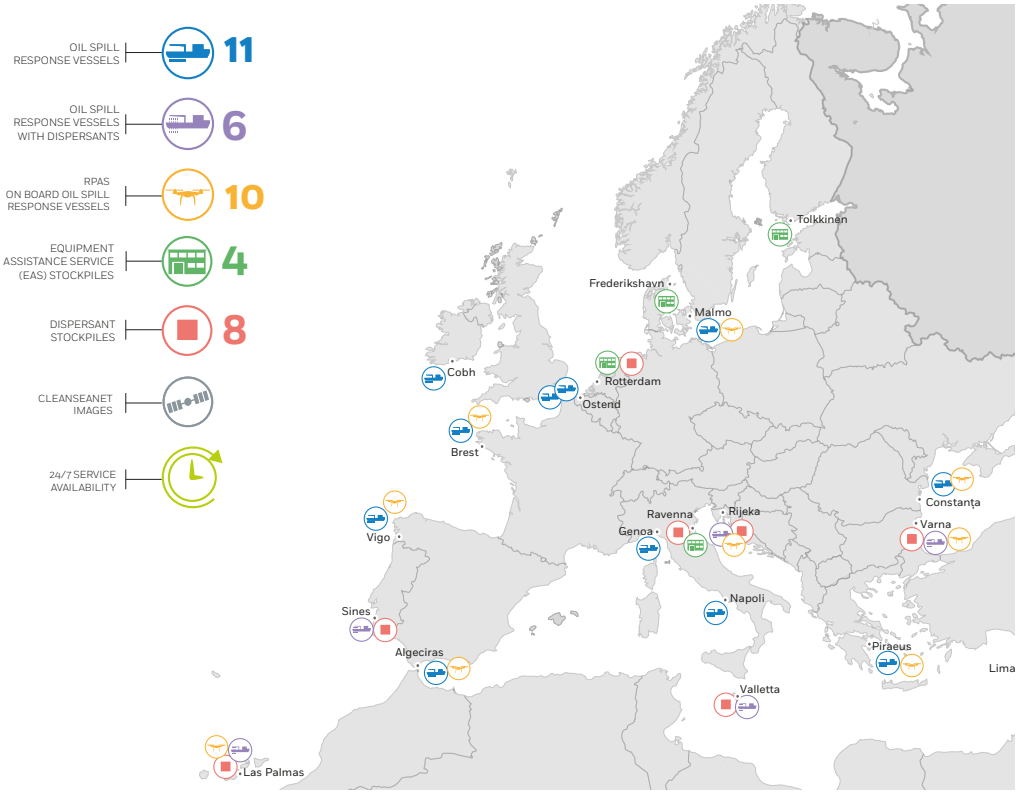
[5] Remotely Piloted Aircraft Systems (RPAS)

Sustainability is a key pillar of EMSA's five-year strategy (2020-2024) and is firmly embedded in the DNA of the Agency.

EMSA was created two decades ago in the wake of two major maritime accidents in EU waters, which led to massive pollution affecting vast tracts of ocean and thousands of kilometres of coastline. The environmental and economic cost of these accidents was huge. Under its mandate, EMSA works on two fronts to protect the environment in and around the sea – pollution prevention and pollution response – thereby supporting, where possible, the EU policies on marine and coastal environment and health protection, including regional cooperation, the circular economy in the maritime domain, the UN's sustainable development goals for climate change and Europe's ambition to be a climate-neutral continent.

EMSA's sustainability work is wide and deep[6]. It ranges from the provision of environmental expertise, facts, and data (including the first-ever report on the environmental impact of maritime transport – the European Maritime Transport Environmental Report (EMTER)), to supporting the European Commission and the EU Member States on the implementation of the relevant environmental legislation (including the MRV Regulation, the Port Reception Facilities Directive, and the Sulphur Directive). EMSA's activities also encompass work in alternative fuels and sources of renewable energy, marine litter, underwater noise, greenhouse gases at international and EU level, anti-fouling and ballast water, among many other issues. EMSA participates in a range of initiatives related to the European Green Deal by providing technical support

NETWORK OF STAND-BY OIL SPILL RESPONSE VESSELS AND EQUIPMENT



[6] EMSA Facts & Figures and EMSA Consolidated Annual Activity Report are available online at www.emsa.europa.eu

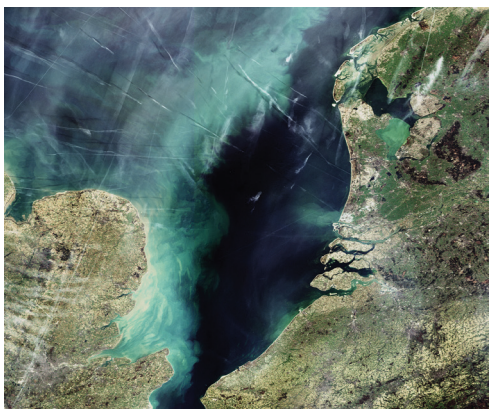
and data to the European Commission and Member States, including on the Fuel EU Maritime initiative, the Zero Pollution Action plan initiative and the work carried out at the International Maritime Organization on energy efficiency and carbon intensity.

Operationally, EMSA maintains a "toolbox" of oil recovery vessels and an Equipment Assistance Service, which can be used to top up Member States' own resources in the event of a pollution incident at sea. These vessels are also equipped with Remotely Piloted Aircraft Systems (RPAS) services for additional support at Member State level for emissions monitoring. RPAS are one of the very few options that can measure emissions from ships while they are sailing. From the skies, EMSA's Earth Observation products provide near-real-time information on potential pollution and/or incidents at sea. Combined with EMSA's integrated maritime services (IMS) the Agency has become the EU's "eyes on the sea," including in terms of monitoring for pollution.

Some of these activities, of course, have associated environmental impacts, However, these activities are associated with an overall environmental benefit in the EU maritime sphere.

EMSA's 5-year Strategy and Single Programming Documents (published) are steered and adopted by the Administrative Board of representatives from the EU Member States, Norway and Iceland, European Commission, and maritime industry.

EMSA's organisation is structured as follows: http://emsa.europa.eu/about/agency-structure.html EMSA's status and seat in Lisbon is the subject of a diplomatic agreement with the Republic of Portugal and a lease agreement with the Port of Lisbon (APL) as the owner of its premises. EMSA has quasi-diplomatic status, like an embassy; it is located within a special jurisdiction of the Port of Lisbon regarding land ownership and usage.



5 year strategy overview

Modern organisational management

efficient, stakeholder oriented, smart, transparent and gender balanced

An introduction to EMSA's five strategic priorities

SUSTAINABILITY

Contribute to the European green agenda for maritime transport by strengthening the EU capacity to protect the marine environment, manage climate change and respond to new environmental challenges.

SAFETY

Contribute to higher maritime safety standards, anticipate new maritime safety challenges and expectations, and provide knowledge-based solutions with the aim of contributing to the reduction of marine casualties and human loss.

SECURITY

Strengthen maritime security in Europe and globally where there is a European interest.

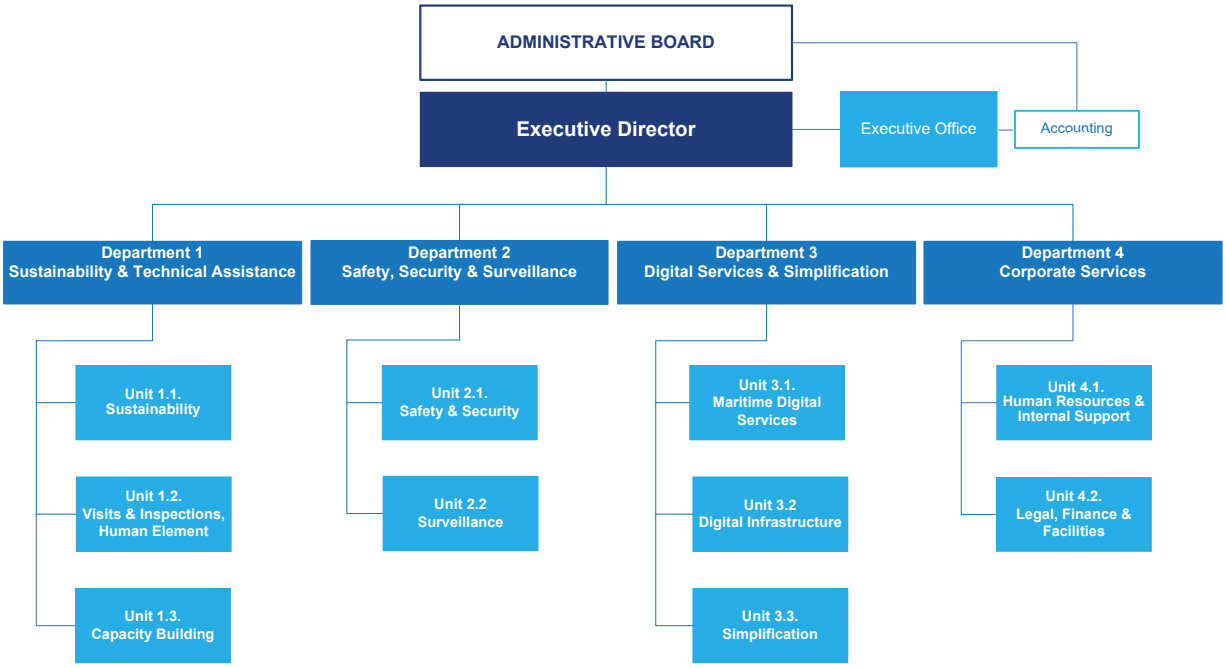
SIMPLIFICATION

Facilitate the simplification of EU shipping by supporting EU-wide digital maritime solutions.

SURVEILLANCE

Strengthen EMSA's role as the core information management hub for maritime surveillance.

EMSA Organigramme, Status and Premises



EMSA owns and operates two vehicles (combustion cars, one of which is an official car and the other a service vehicle) for driving services for its Executive Director, senior management, high ranking guests, group transfers, movement of equipment and logistics needs.

EMSA's headquarters consist of a compound of one main office building and an adjacent conference centre. An open patio and pathway area connect both, comprising a garden and terrace section with trees, grass, and other plants. The compound occupies a total of 3,359.54 m^2 of land, 169 m^2 of which is covered by garden and trees.

The EMSA buildings are part of a larger EU compound built around the Praça Europa, which also includes the office building of the European Monitoring Centre for Drugs and Drug Addiction (EMCDDA), a building housing a canteen, and an underground parking area in which EMSA occupies 101 parking slots for cars and 38 for bycicles. The canteen, the Conference Centre and parking area are jointly used by EMSA and EMCDDA. EMSA is incorporated into APL's waste disposal scheme across Lisbon's harbour and shoreline zone.

EMSA's office building is composed of three levels above ground and one level below ground, occupying 2,266.65 m2. Equipment to serve the building (including solar panels) and EMSA's data centre facilities are installed on one part of the flat top roof, while the other part of the roof is used as a terrace. The entire building comprises

10,666.93 m2 indoors and 2,200.18 m2 on the roof. The main building is now classed as an Energy Performance Class C and managed by a Siemens BMS system. (Certificate SCE 266432124, valid until 21/12/2029).

The conference centre has two levels above ground, and one level below ground, occupying 1,092,89 m2 of ground space. Part of its surface forms a terrace of 468 m2. Altogether, it comprises 2,116.26 m2 indoors floor and two roof areas of 353.45 and 271 m2. Conference Centre is classed as an Energy Performance Class B-. (Certificate SCE 266275836, valid until 21/12/2029).

On average, the number of people present in the main EMSA building is 250. The number of EMSA personnel and visitors has constantly grown since 2010, thus explaining the rising consumption of electricity and water.

Lisbon's climate has sun-intensive, hot summers and rainy, mildly cold winters. Every year, the largest amount of electricity is consumed in July/August, when the cooling of the main building by a chiller-fed central air conditioning system is used at maximum capacity. The second largest amount of electricity is used between December-March for heating purposes.

In the main building, EMSA operates a powerfully equipped data centre, the Maritime Support Services (MSS) centre (a 24/7 facility offering round-the-clock support), several mid-sized meeting rooms and an e-Laboratory/ Virtual Reality training room. EMSA's Maritime Digital Services include the provision and technical operation of maritime information systems and networks, data quality verification, operational analysis of maritime data, as well as the provision of analysed marine satellite imaging to relevant counterparts.

Meeting rooms and the conference centre are equipped for videoconferencing. They are accessible for all staff to run meetings in this form.

The conference centre, equipped with translation booths and a multi-media system, is frequently used for EMSA conferences and EMCDDA organised events, and is occasionally borrowed for conferences of other organisations under certain conditions.

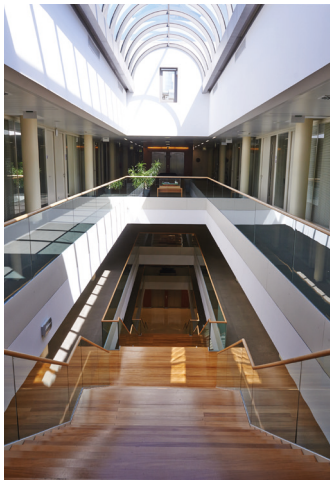
EMSA headquarters

Energy, water, and space consumptions of main and adjacent building are measured separately.

EMSA has identified its interested parties as resulting primarily from its maritime business, its status as an EU body and as an employer, and from the location of its headquarters:

For its maritime business, EMSA's major stakeholders as immediate clients are the national maritime authorities and services of the 27 Member States (as represented in EMSA's Administrative Board), Norway and Iceland, and the European Commission, as well as IPA and ENP countries and other EU agencies and organisations. As EMSA, through its sustainability work, also supports the shipping industry, and assists the European Commission in setting environmental legislation, standards, and guidance for competent authorities, EMSA itself is expected to perform adequately from an environmental perspective.

EMSA's maritime activities and overhead logistics are in part also outsourced to, and supplied by, contractors. Essential for EMSA's business performance, these products and services cause several environmental impacts.



As an EU body, EMSA is expected by the EU institutions, EU Member States and EU citizens to apply all environmental policies and recommendations of the EU, and to perform in an exemplary way that is also visible to EU citizens both in its host country and throughout the Union.

The Authority of the Port of Lisbon, as owner of EMSA's building, is another stakeholder in this framework. A major interested party is the City of Lisbon, which has invested strongly in the modernization and greening of the riverfront neighbourhood area - "Ribeira das Naus" - around EMSA. EMSA seeks to form strong links and local cooperation projects with these stakeholders.

EMSA engages in dialogue with its maritime stakeholders through multiple forums, working groups and technical meetings. Further interested parties, notably those related to EMSA's location in Lisbon and EMSA's most relevant contractors, have been invited to specific, open dialogues on environmental matters according to a greening communication plan.

Interested parties

STAKEHOLDERS WHOSE INTERVENTION IMPACTS THE EMS OF EMSA	INT/EXT	RELEVANT STAKEHOLDER REQUIREMENTS, NEEDS OR EXPECTATIONS	COMPLIANCE OBLIGATION? (Y/N)	MONITORING OF FEEDBACK	RESULTS OF FEEDBACK FROM IP (AS FROM 2019)
European Commission (EC) and other EU bodies	Internal	Execution of tasks and activities in accordance with guidelines, regulations, legal acts, agreed terms of reference and specific requirements that the EC / others may express for specific activities.	Y	Comments provided in CAAR* Reply to EMAS related issues	Satisfactory audit results
Administrative Board	Internal	Execution of activities in accordance with the legal acts, guidelines and regulations stipulated, the agreed strategy and the associated implementation plans and / or methodologies.	Y	Comments provided in the CAAR*.	Positive results of activities - approval of CAAR. Approval of the new Strategic Plan.
Staff	Internal	Work environment according to health and safety rules. Work environment that expresses concerns for the environment, consistent with the Agency's mission.Work environment that provides forms and means of participation.	Y	Comments provided on the activities, actions and information disclosed. Feedback to invitations to participate (ideas, suggestions, concerns, etc.).	Staff feedback to Lunch time presentation: ideas provided by email.
PT authorities, including APA	External	Compliance with legal requirements. Compliance with bilateral contracts and agreements. Timely communication.	Y	Compliance with legal requirements. Compliance with established legal deadlines. Results of periodic inspections and audits.	No notifications for non compliance.
APL / CML	External		Y	Compliance with legal requirements. Compliance with established legal deadlines. Results of periodic inspections and audits.	No notifications for non compliance.
Contractors	External	Work environment in accordance with health, safety and environmental rules. Compliance with the contract and payment terms.	N	Results of periodic inspections and audits.	No notifications for non compliance. Renewed interest in procurements.
PT + EU public/media (inc neighbours)	External	Safer and cleaner seas, safe shipping and promotion of better knowledge in the maritime domain. Behavior of the organization consistent with its mission. Considering concrete impact on neighbours.	N	Comments, requests for information / clarifications, complaints.	Replies to requests for information received by email. No complaints received after replies.

* - Consolidated Annual Activities Report - 26/11/2021

2. EMSA'S ENVIRONMENTAL POLICY

In view of the EU's commitment to the environment, notably through the European Green Deal, and EMSA's mandate and leadership in the pollution prevention and protection of the marine environment through its own work, EMSA has a special responsibility to continually reduce the environmental impact of its own activities.

EMSA will therefore develop an Environmental Policy to apply an environmental management system to all its activities, in line with the EU's EMAS Regulation and ISO 14001, under which EMSA is committed to:

- prevent and minimise the environmental impact of everyday work,
- continuously improve individual and organisational environmental performance,
- support and stimulate innovation and development in marine-environmental matters,
- establish environmental objectives and tasks, defining clear responsibilities and openly providing information,
- comply with all environmentally relevant legislation and obligations, as well as with voluntarily assumed obligations, namely under the EMAS and ISO 14001 frameworks.

More specifically, EMSA is committed to:

- minimise its carbon dioxide emissions;
- promote the efficient use of energy and minimise its consumption;
- apply environmental criteria in its public procurement procedures;
- minimise the use of paper;
- minimise the production of waste and optimally manage it;
- encourage, train, and involve staff to achieve these goals.

EMSA undertakes to implement and pursue this Environmental Policy, in line with the principles listed above. EMSA will regularly and transparently communicate this policy and its implementation to staff, stakeholders, contractors, and any other interested parties.

Environmental commitments must translate into specific measures that will need to take into consideration the impact on human, material, and financial resources.

This policy and the environmental management system shall apply to all EMSA's activities, premises, and equipment in Lisbon and elsewhere.

Approved by the Executive Director ref. Ares(2020)141730 - 10/01/2020, as amended

3. ENVIRONMENTAL MANAGEMENT SYSTEM

EMSA took the decision to work towards the EMAS certification as an additional step in its overarching commitment to the protection of the environment. All EMSA's activities, areas and items come under the scope of its Environmental Management System, including inspections, training courses, information networks, and operational services for the maritime community across the EU.

EMSA assessed its entire business activities in an environmental context analysis, as part of the environmental review, in 2020.

Environmental management

Since moving into its current headquarters in 2009, EMSA has been taking multiple environmental measures, and has already achieved a good performance standard in many aspects.

Such measures included:

- Promotion of videoconferences instead of face-to-face meetings
- Use of 100% renewable energy *
- Installation of solar panels *
- Application of protective solar films on the windows contributing to reduction of energy usage
- Replacement of light bulbs by LEDs in the garage and corridors
- Modification of the air-conditioning system: Separation of installations by period of use
- Sliding doors to avoid heat losses
- Lighting of corridors: Reduction of the number of lamps switched on to 1/3
- Automatic motion detectors for office lighting and kitchenettes
- Forced turning off of computers, monitors and telephones at the end of the day
- Use of recycled paper *
- Reduction of paper use by digitalization
- Greening EMSA stationery catalogue and EMSA corporate gifts
- Banning single-use plastics
- Separation and recycling of wastes, including electrical equipment from staff *
- Provision of glass water bottles and ceramic coffee cups to all staff
- Filtered water dispensers made available in all kitchenettes and in meetings

- Purchase of EMSA bicycles, regular and electrical, available for personal use by EMSA staff, as well as a bicycle repair station to promote alternative ways of commuting *
- Installation of charging stations for electrical and hybrid vehicles *
- New flooring from recycled material
- Green team building day with a beach cleaning exercise was organised
- Greening information in EMSA intranet as one of the tools to maintain staff involved in the project

  * Implemented as a response to staff proposals

A first environmental review was conducted in 2020 with a view to registering under the European Eco-Management and Audit Scheme (EMAS) as provided by the revised Regulation (EC) No 2017/1505 ("EMAS III") and ISO 14001. Responding to its results and analysis, a dedicated environmental management system (EMS) was developed.

The EMS follows the classic ISO cycle of "plan-do-check-act" for continuous improvement and sets five environmental management processes: A - Strategic Management; B - Environmental and Operational Management; C - Environmental Management System Improvement; D - HR Management; E - Equipment and infrastructure (facilities management). For each process the EMS defines expected inputs, activities, and outputs. In the annexes of complementing procedures, specific responsibilities and an aspects/impacts/objectives/actions matrix provide the details of "what", "how", "who", "when".

Environmental responsibilities are laid down for specific job- or project-responsible staff in all EMSA's business areas, and at all levels of its hierarchy. "Greeners" have been trained and appointed to function as envoys across all EMSA units. In addition, EMSA's environmental policy and the EMS bind and involve all EMSA staff in the entire environmental apparatus of action and procedures, wherever the individual might be concerned. A quick-reference guide on essentials of EMSA's greening is communicated to all staff; access to essential data and analysis on EMSA's environmental performance is available in a transparent on the intranet of the Agency.

The horizontal 'Green Team' coordinates environmental activities across the Agency, including the work of the Greeners in each business unit. Staff in the Green Team have been trained in Environmental Management by TUV Rheinland, along with EMSA's quality management team ahead of a future connection with the Agency's ISO9001 quality management system and the EMAS / ISO14001 system.

Following the Green Public Procurement guidelines, EMSA procurement takes environmental principles into account, and environmental considerations are defined as requirements in tender specifications. Tenderers must comply with these requirements and fulfil the criteria to be awarded with contracts. EMSA gives staff dealing with these issues training in green procurement.

4. STAFF INVOLVEMENT: RAISING ENVIRONMENTAL AWARENESS

EMSA has dedicated many efforts to the participation and active involvement of staff in its greening. The major pillars for this are:

a) Representative structure of Greeners across all EMSA units

b) Regular information and activity promotions to all EMSA staff

EMAS is part of EMSA's induction and welcome programme, during which new employees are pointed to EMSA's greening policy, the EMAS application, and information on greening available in EMSA's intranet and internet.

Information on greening matters and the promotion of activities to staff is done by active and passive information and communication means.

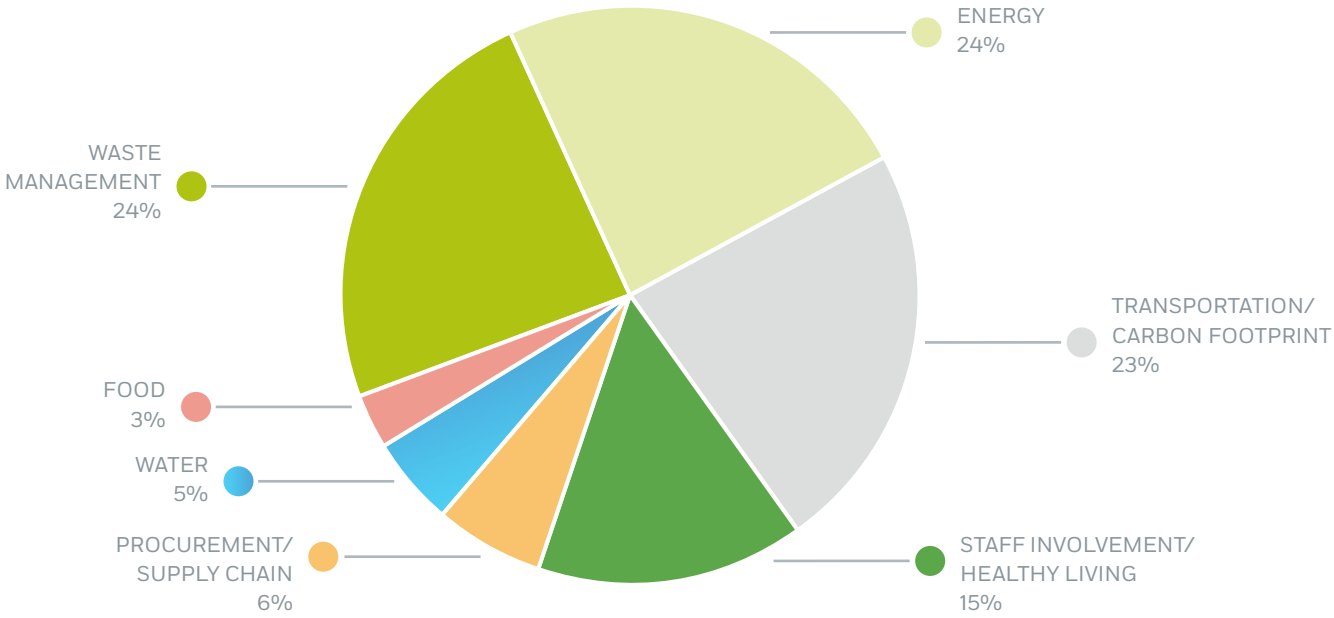
Staff are regularly informed on greening issues via a designated, permanent section in the intranet, as well as in the form of regular news flashes and newsletters. By inviting staff to contribute through sending input to the greening email address, and/or addressing the unit Greeners, this passive information stimulates active staff participation.

In terms of active communication, promotion, and staff engagement, EMSA holds all-staff meetings, runs team building days and offers participation in specific actions. In 2020 EMSA held an all-staff kick-off greening meeting. The staff could then indicate interests in a live poll and by emails to the Green team after the meeting. The staff became very active in polling and input, resulting in nearly 100 input emails the following:

EMSA's appointed Greeners, in coordination with the Green team, establish another pillar of permanent contact with all staff at the level of business and units. All staff is encouraged to contact the Greeners in any matter related to greening; and all Greeners are expected to maintain close links with the staff in their departments and units. They should bring up greening as a topic in unit meetings and at other appropriate occasions at unit and department level, to encourage participation and to promote greening initiatives.

Furthermore, a specialised group of Greeners and specifically tasked staff members functions as a task force to deal with specific greening topics and support and enlarge the standing Green team. The staff involved in this represents and originates from all different departments of EMSA and reports through this group to management.

Greening ideas from staff by area



5. LEGAL REQUIREMENTS RELATED TO THE ENVIRONMENT

Various meetings of the Greeners, the task force group and the Green Team were held online during the COVID-19 pandemic, so that work towards fulfilling EMAS and ISO14001 could still progress and the greening network could consolidate its work in the EMSA environment.

EMSA's legal framework is based on EU law and, in the absence of relevant EU legal provisions, on Portuguese law. In terms of the direct environmental impacts of the Agency's operations, the relevant regulations for compliance purposes are mainly those

Regulations

THEME	REGULATION	EVIDENCE / OBSERVATIONS
Atmospheric Emissions	DL No. 144/2012 DL No. 39/2018	EMSA has two vehicles with the Periodic Inspection up to date. The organization only has emergency generators in this scope, which are explicitly excluded from this statute (Art.2 a)). Main building power generator: 440KVa; Data Center Power Generator 220KVa
Energy	Portaria No.37/70 DL No.740/74 DL No.303/76 DL No.446/76 Portaria No.228/90 Portaria No.949-A/06 DL No.72/2007 Despacho No.17313/2008 DL No.71/2008 DL No.68-A/2015 DL No.96/2017 DL No.101-D/2020 DL No.102/2021	DL No. 68-A:2015 – The main building and the Conference Center were audited in 2021 and have their respective certificates on display (level C and B- respectively). DL No. 71/2008 - Applicable only in case of annual consumption above 500 TEPs. EMSA's annual energy consumption is below 500TEP's: 2019 total: 352.98 TEPs 2020 total: 298.91 TEPs 2021 total: 305.08 TEPs Electric power consumption 2019 - 1,626,610 kWh x 0.000215 TEP/kWh = 352 TEPs 2020 - 1,389,065 kWh x 0.000215 TEP/kWh = 298.6 TEPs 2021 – 1,422,298 kWh x 0.000215 TEP/kWh = 305.08 TEPs 2019 - 1,626,610 kWh x 0.325 Kg CO^2/kWh = 528,648.25 Kg CO^2 2020 - 1,389,065 kWh x 0.325 Kg CO^2/kWh = 451,446,125 Kg CO^2 2021 - 1,422,298 kWh x 0.325 Kg CO^2/kWh = 462,246.9 Kg CO^2 Transformer station, respective transformers and submission of a report to the DGEG under the responsibility of APL, owner of the building. License and Responsible Technician TDGI – TRIESP Engº Bruno Filipe Annual inspections - 07/18/2020; 11/20/2021 Dry transformer TRIHAL KVA 1000, 2007. DGEG Registration 12/01/2022 - Conference Center - 17.69TEP DGEG Registration 28/01/2022 - Main building - 286.09TEP EMSA has two vehicles. Diesel consumption: residual. Periodic Inspection up to date. Diesel consumption 2019 - 69.98 W x 0.835:1,000x1.034 = 0,060 TEPs 2020 - 69.25 W x 0.835: 1,000x1.034 = 0,059 TEPs 2021 - 194,44 L x 0,835:1.000x1,034 = 0,168 TEPs Gasoline consumption 2019 - 1,144.15 W x 0.75: 1,000x1.075 = 0.92 TEPs 2020 - 322 W x 0.75: 1,000x1.075 = 0.26 TEPs 2021 - 422,4 L x 0,75:1.000x1,075 = 0,34 TEPs Conversions carried out on the SGCIE website pursuant to Order No.17313/2008, of 26 June.

(CONT.)

THEME	REGULATION	EVIDENCE / OBSERVATIONS
Fluorinated Gases	Portaria nº 145/2017	The organization has a variety of equipment that uses refrigerant fluids and has equipment covered by the obligation to periodically check for leaks. The chillers are charged with R134a gas, and leak checks are carried out every six months and the respective form is prepared for CENTERM. The VRV and the splits are charged with R410a gas and the verification is carried out every 12 months and the respective sheets are prepared for CENTERM. There have been no gas leaks so far. • Qualified technician, certificate no. FLU 00097-R valid until 11/13/2025 • TDGI certified company, certificate no. SAC-025/2014 valid until 5/12/2028 • Ex: CENTERM Cards n. FLU 347 522-536 (12/2020; 06/2021) Fluorinated Gas Form - APA, communication for the year 2019 sent on 6/15/2020, communication for the year 2020 sent on 03/16/2021 with correction on 10/28/2021.
ODS	DL No. 35/2008	A organização só possui equipamentos com gases fluorados, pelo que não possui equipamentos abrangidos por este diploma. Inspeções anuais pela empresa Segur-Fogo Comércio de Equipamentos Contra Fogo, Lda - Empresa registada na ANPC com o No. 28. Relatórios anuais de intervenção arquivados na receção da Agência. Verificações trimestrais dos extintores realizadas internamente (Safety Report).
Waste	DL nº 277/99 Decisão 2014/955/EU Portaria nº 289/2015 Portaria nº 145/2017 DL 152-D/2017 DL 102-D/2020 DL 102/2021 Lei 20/2021 Lei 52/2021	The waste managed by EMSA is paper, WEEE and hygiene waste; the remaining waste is managed by the building owner . Waste storage is carried out accordingly in order to maintain the separation of different types and prevent soil contamination. Compliance with the Waste Management procedure; duly licensed operators. • BLUEOTTER, hired by the building owner (APL), collects and treats waste. – Single Environmental Title D20190704000979 valid until 07/02/2024 • Reisswolf, contracted by EMSA, collects and treats WEEE and paper. - Ex: e-GARs 20191119207795; 20191210124804; - MIRR 2019 submitted on 6/29/2020 - MIRR 2020 submitted on 3/16/2021 • NGO Entrajuda, contracted by EMSA, collects and treats WEEE, batteries and light bulbs. – Single Environmental Title D20181102031621 valid until 11/01/2023 • Rentokil, subcontracted by iBerlim (contracted by EMSA), collects and treats hygiene waste. - Ex: e-GAR PT20210719233308 - MIRR 2019 submitted on 6/29/2020 • TDGI, contracted by EMSA, collects and treats the air filters collected at EMSA (LER 150203 - Absorbents, filter materials, cleaning cloths and protective clothing not covered in 150202). – MIRR 2020 submitted on 03/15/2021

(CONT.)

THEME	REGULATION	EVIDENCE / OBSERVATIONS
Water	DL No. 236/98, alterado pela Dec. Retificação 22-C/98 DL No. 152/2017 Regulamento para Lançamento de Efluentes Industriais na Rede de Colectores de Lisboa	EMSA is connected to the public network – EPAL. Wastewater Sanitation Service: Águas do Tejo Atlântico Water consumption 2019 – 2,445 m3 2020 – 1,411 m3 2021 – 1,734 m3
Fire safety	Portaria No. 773/2009 DL No. 220/2008 Portaria No. 1532/2008 DL No. 224/2015 Lei 123/2019	Empresas que efetuam a manutenção nos equipamentos e sistemas de segurança autorizadas pela ANPC. Medidas de Autoproteção aprovadas pela ANPC em 14-01-2015. Localização, acessos e edifício em conformidade com a Portaria. Relatórios de manutenção sempre disponíveis.
Sound emissions	DL No. 146/2006 DL No. 221/2006 DL No. 9/2007, retificado pela Declaração de Retificação No. 18/2007 e alterado pelo DL No. 278/2007	EMSA'S ACTIVITIES ARE ADMINISTRATIVE, SO THEY ARE NOT NOISY.
Environmental responsibility	DL 147/2008	Not applicable as the activity is not covered by Annex III of this document

6. ENVIRONMENTAL ASPECTS

related to water, energy, and waste management. For indirect impacts, the relevant regulations are mainly those related to environmental information management and public procurement. The relevant regulations, and the status of EMSA's compliance with them, are reviewed on a regular basis.

Assessment of the significance of environmental aspects and impacts

After the identification of environmental aspects and impacts, their significance was evaluated, in accordance with the procedure for assessing environmental aspects and impacts related to typical office-related and overhead aspects applicable to the EMSA building and staff.

For all EMSA's activities and assets, the significance of each environmental impact was assessed. Aspects considered significant or close to significant are monitored and improvements planned.

EMSA currently collects and monitors quantitative data on the following items:

Regarding its headquarters,

- waste production (recycled/landfill)
- electricity consumption (main building/conference centre))
- water consumption (main building/conference centre)
- commuting to work by private cars (number of cars in garage)
- greening and biodiversity in its land use (m^2 of vertical or horizontal soil/floor/walls/other greened)

Based on this quantitative measuring, and qualitative measuring for other aspects and impacts, EMSA analyses its performance. Where available, EMSA analyses quantitative data monthly.

EMSA is currently developing an approach to collecting, measuring, and analysing its CO_2 emissions, aiming to minimise these emissions.

Methodology

EMSA identified the aspects of its activities that are anticipated to have an environmental impact. In accordance with the below definitions and assessment factors, the characteristics of each environmental aspect and its impacts were then assessed to decide whether it is direct or indirect, and how significant it is regarding frequency, probability, gravity, quantity, and control capacity. Following this, a final figure is defined, which identifies each aspect as significant or non-significant. The resulting significant aspects are listed and described below under EMAS's environmental performance 2020/2021.

This whole assessment is done in the Matrix for the Identification of Significant Environmental Aspects and Impacts. Compliance obligations are also considered for each environmental aspect.

Where an aspect is identified as significant, it is so declared, and the related actions and objectives are described in the environmental programme. Where applicable, these are oriented towards the benchmark values provided by the EMAS Sectoral Reference Document (SRD) for Public Administration.

EMSA has also used this same methodology to assess its maritime core business activities, which partly involve normal office work, and partly involve more technical and operative actions. Inspections and visits involve frequent travel, as do training events held at EMSA's headquarters and abroad. The technical operation of maritime data networks and systems requires an elevated energy consumption. However, as these activities largely relate to flight travel and energy consumption in the EMSA building, they are deemed to be still falling within, or being near, typical aspects resulting from an office administration with international connections.

In terms of its procurement procedures for oil pollution response vessels, the Agency aims towards including environmental factors in the procedures, where possible, thus encouraging contractors to apply environmental measures as well.

Definitions[7]

- 'Environmental aspect' means an element of an organization's activities, products or services that has or can have an impact on the environment;
- 'Significant environmental aspect' means an environmental aspect that has or can have a significant environmental impact;
- 'Direct environmental aspect' means an environmental aspect associated with activities, products and services of the organization itself over which it has direct management control
- 'Indirect environmental aspect' means an environmental aspect which can result from the interaction of an organization with third parties and which can to a reasonable degree be influenced by an organization;
- 'Environmental impact' means any change to the environment, whether adverse or beneficial, wholly, or partially resulting from an organization's activities, products or services.

Assessment factors

Frequency (F)

- Low (1): Appearance occurs or can occur no more than once a month.
- Moderate (2): Appearance occurs or may occur more than once a month up to a maximum of once a week.

[7] Regulation (EC) No 1221/2009 of The European Parliament and of the Council of 25 November 2009 as amended by Commission Regulation (EU) 2017/1505 of 28 August 2017

- High (3): Appearance occurs or may occur more than once a week up to a maximum of once a day.
- Very High (4): Appearance occurs more than once a day or continuously.

Probability (P)

- Unlikely (1): The chances of occurrence are virtually nil.
- Unlikely (2): There are few hypotheses of occurrence.
- Probable (3): There are some hypotheses of occurrence.
- Very likely (4): It is almost certain/expected to occur.

Gravidade (G)

- Negligeable (1)
- Slightly Serious (2)
- Serious (3)
- Very serious (4)

Quantity (Q) of each Aspect, considering the following options:

- Irrelevant (1): Quantity virtually imperceptible in relation to the maximum quantity of this Aspect produced by the Organisation;
- Low (2): Small quantity in relation to the maximum quantity of this Aspect produced by the Organisation;
- Average (3): Considerable quantity in relation to the maximum quantity of this Aspect produced by the Organisation;
- High (4): Maximum amount of this Aspect produced by the Organisation.

Control Capacity (CC) on environmental aspect:

- Sufficient (1): Sufficient and well implemented, occasionally deficient;
- Occasionally deficient (2): Some deficiencies in procedures and lack of implementation of others;
- Deficient (3): Serious deficiencies;
- Non-existent (4): Do not exist or are unknown.

Significance Level (S) of the Environmental Aspect is calculated through the expression:

S = ([F or P] + G + Q + CC)

Significance, depending on the value obtained:

S ≥ 11: The Aspect is Significant (S)

S < 11: The Aspect Is Non-Significant (NS)

7. ENVIRONMENTAL IMPACTS

As validated during the environmental review, EMSA fulfils all legal requirements under EU and Portuguese environmental law.

For the pre-COVID stage, the significant environmental impacts of EMSA's activities were:

SIGNIFICANT DIRECT ASPECTS				
ENVIRONMENTAL ASPECT	**ACTIVITY/AREA**	**ENVIRONMENTAL IMPACT**	**OPERATIONAL CONDITIONS**	**CONTROL METHODS**
Energy Consumption	Transversal consumption of energy in building by regular activities	Depletion of natural resources	Normal	Monitoring of consumption; equipment adaptation
	ICT Data Centre			Monitoring of consumption; equipment adaptation
Water consumption	Transversal consumption of water in building by regular activities	Depletion of natural resources	Normal	Monitoring of consumption; Equipment adaptation;

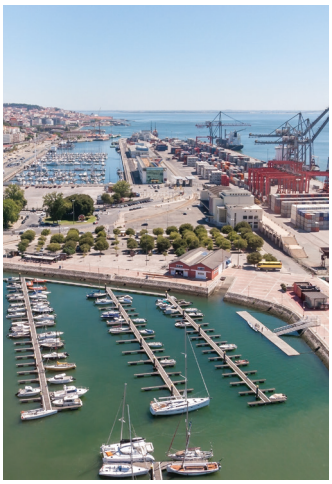
SIGNIFICANT INDIRECT ASPECTS				
ENVIRONMENTAL ASPECT	**ACTIVITY/AREA**	**ENVIRONMENTAL IMPACT**	**OPERATIONAL CONDITIONS**	**CONTROL METHODS**
Energy Consumption	Travel flights	Depletion of natural resources	Normal	Monitoring of missions and meetings
	Staff commuting by personal vehicle			Number of cars in garage per day
	Staff commuting by public transport			None
Atmospheric emissions	Travel flights	Atmospheric pollution	Normal	Monitoring of missions and meetings
	Staff commuting by personal vehicle			Number of cars in garage per day

The COVID-19 pandemic was declared during EMSA's review of environmental aspects and impacts in 2020.Different levels of consecutive office shutdowns caused by the pandemic changed EMSA's environmental impacts as initially reviewed by May 2020. For most of the year, the majority of staff moved to teleworking, with approximately 15-25% of the total workforce in the office, on average, at any one time. From January to April 2021 most staff members returned to teleworking with less than 10% of the workforce in the office at any given time. Therefore, the environmental impacts differed during these phases; the more staff remained in telework mode, the less environmental impact occurred from travel and commuting. However, some consumptions and impacts linked to the maintenance of the building remained.

These aspects are continuously followed up for improvement through EMSA's greening initiative and its environmental management system (EMS) as established at the end of 2020.

Strategy 2021-2022

EMSA developed its first strategy for environmental improvement in 2021-2022, when anti-COVID-measures were still applied from local to global levels, taking care to review data and experiences before and during the COVID-19 pandemic.



EMSA's environmental strategy 2021/22 is supported by the following goals:

A) Visibly and effectively implement the EU's environmental policy and action programmes, within the EMAS framework.

B) Apply a philosophy in steering, managing and work that seeks not only growth, but that can accept and nurture an environmentally driven business restraint.

C) Integrate lessons learned in terms of good environmental performance during the COVID-19 pandemic into best practice during "return to normal" working.

D) Create synergies by leading by example in greening, internal team building and neighbourhood/ external relations.

E) Select and take focused action in priority areas. The first focus is on minimising Emissions and Waste.

F) With the involvement of all EMSA staff, evaluate and prepare measures in other priority areas and measures.

8. PERFORMANCE DETAILS AND TRENDS

Where available, and as selected by EMSA, the Agency's performance is portrayed below against the indicators and benchmarks provided by Section 3 of the EMAS sectoral reference document on best environmental management practices, sector environmental performance indicators and benchmarks of excellence for the public administration sector (Commission Decision (EU) 2019/61 of 19 December 2018).

Details are provided in the tables and notes below. Where indicators and benchmarks were not attained, justification is provided.

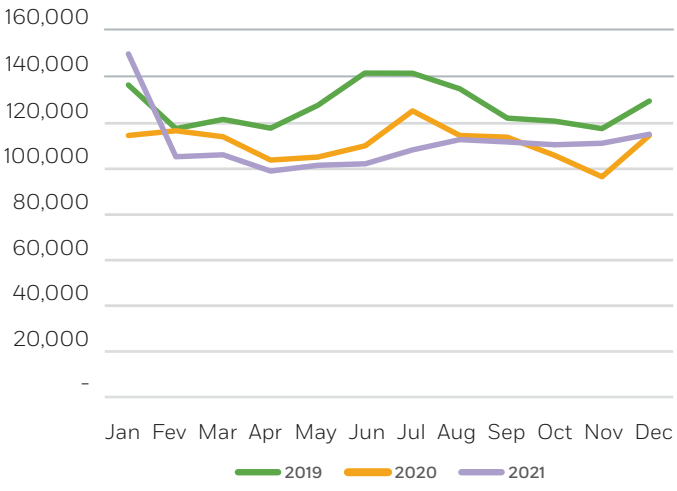
Managing the EMSA Premises

The environmental impact of running EMSA's offices is detailed in the time series tables below (2019 – 2021, depending on availability of data).

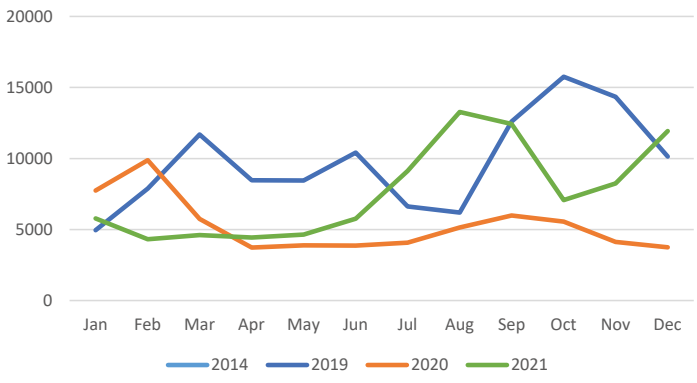
The number of people working at EMSA is expressed as full-time equivalents (FTEs). Currently all persons regularly working in the building have been counted as FTE – irrespective of their actual work hours or their work status (e.g. counting part-timers and fully employed staff, regardless of the type of contract with EMSA). There are currently 268 FTEs, and this is the number used bellow, in all calculations of consumption per staff per year.

Consumption of electricity (in KWh)[8]

Electricity in main building



Electricity in Conference Center



[8] The figures related to 2020 reflect the impact of the COVID-19 pandemic

Consumption of electricity

In 2013, a study carried out by a consultant concluded that the Data Centre consumed more than 60% of EMSA's electricity, the Agency's only segmentation of consumption so far. Possibilities to re-perform this analysis are under consideration.

The figures for 2020 and 2021 reflect the impact of the COVID-19 pandemic. The work of the data centre and all facilities (HVAC) had to be kept in operation, therefore the reduction of energy consumption during the Covid -19 constraint period was not very significant. The peak in August 2021 at the Conference Centre was due to maintenance works.

In 2021 EMSA used 100% of energy from renewable sources, through a contract with Galp Energia, verified by Declaration dated 19/11/2019 stating on honour that the electricity to be supplied to EMSA is produced entirely from renewable sources.

Following the installation of a set of photovoltaic panels in May 2021, EMSA produced 12.57 MWh between May 2021 and January 2022.

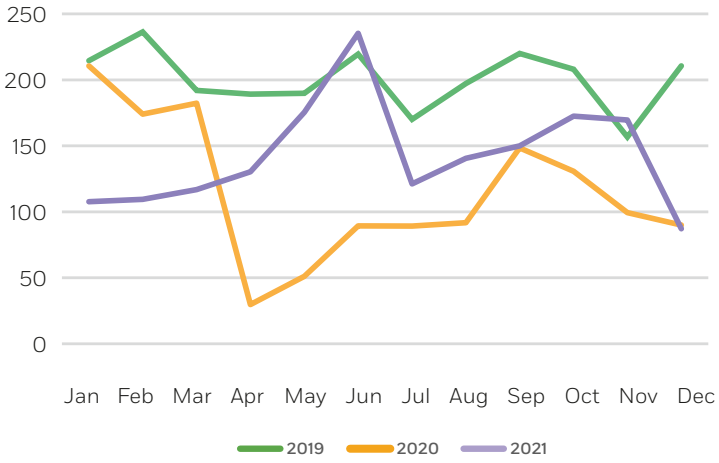
MAIN BUILDING	2019	2020	2021
KWh/year	1,509.108	1,325.561	1,330.680
Per staff/year	5.631	4,946.12	4,965.22

C CENTRE	2019	2020	2021
KWh/year	117.502	63.504	91.618
Per staff/year	438	237	342

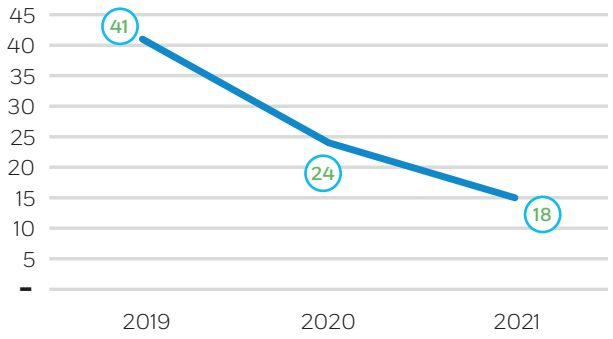
ELECTRICITY		2019	2020	2021
EMAS indicator/ benchmark	(i2) Total annual energy use per full time equivalent (FTE) employee, expressed as final energy (kWh/FTE/year). No benchmark value given under EMAS.	Not applicable		
EMSA self-set benchmark	5,000 KWh/FTE/year (for main building)	EMSA set the benchmark of 5,000 KWh/FTE/year only in mid-2020, based on the 2019 and 2020 consumptions and considering that further means to reduce energy consumption will be applied in 2021.		Benchmark achieved

Consumption of water in m³

Water in main building



Water in CC



MAIN BUILDING	2019	2020	2021
Litres	2,404	1,387	1,716
Per staff/year	9.87	5.17	6.4

CONFERENCE CENTRE	2019	2020	2021
Litres	41	24	18
Per staff/year	0.15	0.09	0.07

WATER		2019	2020	2021
EMAS indicator/ benchmark	(b1) Total water use in office buildings is lower than 6.4 m³ / FTE / year This indicator is considered only for the main building	Benchmark not achieved. Measures for water consumption in the building had not yet been taken.	Benchmark achieved	Benchmark achieved

The figures for 2020 and 2021 reflect the impact of the COVID-19 pandemic. Due to the containment measures, water consumption has been significantly reduced and fluctuated according to the presence of staff on the premises, adapting to the different periods of restrictions. Water-saving measures implemented in the meantime (e.g. touchless taps) are expected to contribute to minimising overall water consumption in the future.

Stationery and paper expenditure

The table below reflects the stationery and paper purchases by EMSA, not consumption (consumption is steady, whereas purchase is occasional). In 2020 and so far in 2021 there were no purchases.

STATIONERY	2019	2020	2021
Expenditure in year	6,599.40	0	0
Euro/staff/month	2.05	0	0

STATIONERY		2019	2020	2021
EMAS indicator/ benchmark	(i13) Annual cost of office consumables purchased per full time equivalent (FTE) employee (EUR/ FTE/year).	Not applicable		
EMSA self-set benchmark	2.5 €/FTE/month	Benchmark achieved	Benchmark achieved	Benchmark achieved

At the moment EMSA does not have in place a system to measure the actual paper usage by its staff per time periods, but purchased paper. As EMSA is moving away from paper consumption and towards digital-based systems, it was decided not to introduce a more precise measuring system at this stage. EMSA uses 100% recycled paper since 2019.

PAPER	2019	2020	2021
Pages purchased/year	355,000	0	300,000
Pages/staff/working day	5.02	0	4.24

PAPEL		2019	2020	2021
EMAS indicator/ benchmark	(b4) <15 A4 sheets/FTE/ working day	Benchmark achieved	Benchmark achieved	Benchmark achieved
	(b5) Office paper used is 100 % recycled or certified according to an ISO Type I ecolabel (12) (e.g., EU Ecolabel)	Benchmark achieved	Benchmark achieved	Benchmark achieved

Waste

In 2020 EMSA identified shortcomings in its monitoring and managing of waste and seeks to improve in this area.

EMSA's general waste is collected by the Authority of the Port of Lisbon (APL), for a fixed fee, irrespective of volume or weight, as is the common practice for tenants of the port. Hence, there is no recorded data for the weight or volume of waste generated by EMSA in previous years. The only type of waste that EMSA manages itself is paper sent for recycling as sensitive documentation.

2020	PESO EM TONELADAS – OPERAÇÃO R12
Papel - LER 200101	1.031000t

Within the building, waste is separated and sent for recycling: paper, plastic/metal and glass. EMSA plans an awareness campaign in 2022 to further assist staff in learning about the recycling process. The Agency has also investigated possibilities for the separate collection of organic waste, something currently unavailable under its current contractual framework.

In 2020 EMSA began to plan to measure waste produced in the offices. A scale was acquired and installed and weighing started in April 2021 for recyclable materials and undifferentiated waste.

The initial weights (Kg) of measured waste for the months May – October 2021 are:

2021	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	ANNUAL
Paper sent for recycling LER 200101	38.85	55.54	49.44	20.78	124.22	164.77	145.91	113.22	712.74
Plastic sent for recycling LER 200139	4.62	5.14	5.4	0	8.16	8.55	12.21	8.35	52.43
Glass sent for recycling LER 200102	19.3	0	0	0	0	0	38.96	0	58.26
General / non-recyclable LER 200301	159.80	133.93	136.64	99.13	197.64	229.92	281.85	148.95	1,387.87
Total Waste in 2021 (Kg)									**2,211.29**

WASTE		2020	2021
EMAS indicator/ benchmark	(b2) Zero waste generated in the office buildings is sent to Landfill.	Not applicable	5.25 Kg/FTE of non-recycled waste* Benchmark NOT achieved No measures were taken to minimize waste generation in the building.
	(b3) Total waste generation in office buildings is lower than 200 kg/FTE/ year.		2,211.29kg/268 ETI = 8.25 Kg/FTE/year * Benchmark achieved

*Consumption from May to December 2021

Apart from these types of wastes, EMSA has been collecting batteries and lamps that staff brings along and deposits in the collection areas

Electronic waste is donated to a circular economy NGO which is certified for this activity. EMSA has also made arrangements for staff members to be able to donate their private electronic waste through this scheme.

Single use plastics have been eliminated from EMSA's premises and cafeteria in 2020.

WASTE TYPE	COMPANY MANAGING
Paper (general)	APL / Blueotter
Plastic/metal	
Glass	
General / non-recyclable	
Hygiene	iBerlim /Rentokil
Maintenance	TDGI
Paper (confidential)	Reisswolf
Electronic equipment	Entreajuda
Batteries	
Lamps	

Carbon dioxide emissions

EMSA has identified issues in its monitoring and managing of carbon dioxide emissions and has made this a focus area and a subject dealt with by a dedicated task force.

In terms of staff commuting by car, EMSA has started to raise awareness of the issue emissions generated by offering a fleet of regular and electric bicycles to be used during the week. The purpose of this action is to give staff the possibility to test the solution without any risk or cost and see if it can be an option within their lifestyle.

EMSA has also installed two charging points in the garage for staff's electric cars to be charged (currently free of charge).

While awaiting for the European Commission's related rules to be applied from 2022 onwards EMSA in the transition period applies rile of up to 2 days of teleworking per week.

Following the COVID-19 pandemic, most of the meetings and trainings organised by EMSA are now virtual. In 2020 and 2021, new audio-visual equipment was installed with the capacity for such major meetings.

As for **operational travel**-related CO2 emissions, given its worldwide business, air travel is by far EMSA's most used means of transport in missions and contributes almost its entire CO2 footprint from travel.

EMSA has contracted carbon-footprint calculations from its travel agency since 2019. A first review is being conducted as the data is not yet consistent and reliable enough for a full analysis

CO_2 BUSINESS TRAVEL FOOTPRINT		2020	2021
EMAS indicator/ benchmark	(b6) Tools for promoting sustainable commuting for employees are implemented and promoted.	Benchmark NOT achieved. EMSA has reduced commuting just by end 2021, by introducing up to 2 telework days per week. Further tools to promote sustainable commuting will be considered in 2022.	
	(b7) Carbon budgeting is implemented for all business travel.	Benchmark NOT achieved. EMSA's internal data systems are not yet capable to practice an efficient and reasonable Carbon budgeting. The data systems will be addressed in 2022 and an approach to carbon budgeting be developed (goal set for 2022).	
	(b8) Videoconferencing facilities are available to all staff and their use is monitored and promoted.	Benchmark achieved	Benchmark achieved

NOTES: Until 2021 EMSA did not offset its CO_2 impact automatically through ticketing or by other means. An approach on how to reduce CO_2 emissions generated from EMSA's activities is currently being explored.

So far EMSA has not separated, in the recordings of mileage and $kgCO_2e$ totals, the different types of air travel, such as inspection & visits, operational (e.g., drills, exercises, trials), training, management or meeting missions.

Data on reimbursed air tickets are not monitored as they are not available to EMSA.

Fuel consumption: EMSA vehicles[9]

YEAR	OFFICIAL CAR (PETROL) L/ KM	SERVICE CAR (DIESEL) L/ KM
2019	11L/100km	6.5L/100km
2020	11L/100km	20.7L/100km
2021	11L/100km	11.9L/km

[9] The figures related to 2020 reflect the impact of the COVID-19 pandemic

FUEL CONSUMPTION		2019	2020	2021
EMAS indicator/ benchmark	(i15) Percentage of staff commuting by car daily, as single passenger (%)	Not applicable		
	(i16) Percentage of staff commuting by walking, cycling or public transport at least 3 times per week (%)			
	No benchmark value set under EMAS.			
	EMSA does not set itself a benchmark value for these % yet and has no full data on commuting modes yet. Measurements of values for different commuting modes are being piloted, and projects planned to lower (i15) and (i16) percentages.	Not applicable		
EMSA self-set benchmark	The only related data currently available is the consumption of fuel of EMSA-operated cars. The benchmarks of consumption/100Km is set in the programmes of official cars as: Official Car: 7.6l/100Km * Service Car: 8.2L/100Km Proposed targets from 2022: 10% reduction from 2021 values, i.e., Official Car: 9.9L/100Km * Service car 13.1L/100Km.	Official Car: Benchmark NOT achieved Service Car: Benchmark achieved	Official Car: Benchmark NOT achieved Service Car: Benchmark NOT achieved	Not yet available

Soil occupation

EMSA has started to monitor the ratio of total m^2 of soil used and usable floor/terrace m^2 of its headquarters compound (main building and conference centre) with that of m^2 of greened structure surface (e.g., greened by garden, plants in offices and elsewhere in- or outdoors)..

	USED SOIL (M^2)	FLOOR/ TERRACE/ ROOF AREA (M^2)	PERMEABLE/ GREENED SURFACE (M^2)	% OF GREEN AREA (FROM TOTAL)	FLOOR/GREEN RATIO	GREEN M^2/FTE
2021	3,359.54	12,783.19	169.00	5	0.01	0.63
2020	3,359.54	12,783.19	169.00	5	0.01	0.63
2019	3,359.54	12,783.19	169.00	5	0.01	0.63

SOIL CONSUMPTION / GREENING		2019	2020	2021
EMAS indicator/ benchmark	(i78) Implementation of measures to mitigate the urban heat island effect, such as green areas, green roofs or use of reflective materials (y/n)	Yes	Yes	Procurement on going to study options for greening the building
	(i84) Percentage of surface covered with green roofs out of the total surface of the urban area (m^2 green roof/m^2 urban area)	5%	5%	5% As the building is rented and designed to fit into its surroundings under the public space approach to the "Ribeira dos Naus" area by the City of Lisbon, EMSA cannot unilaterally decide significant changes in soil consumption and visible greening to EMSA's building and close surrounding.

9. ENVIRONMENTAL PROGRAMME 2021/2022

2021

A) OBJECTIVES RELATED TO CORE INDICATORS FOR WHICH THE PERFORMANCE IS MEASURED AGAINST THE NUMBER OF FTE OR OTHER UNIT, BASED ON THE A (INPUT) / B (OUTPUT) = R (RATIO) FORMULA OF THE EMAS USERS' HANDBOOK

B) OBJECTIVES RELATED TO ABSOLUTE VALUES OR A STATUS TO BE ACHIEVED

C)THE GAINING, MEASUREMENT, MONITORING OR ANALYSIS OF INFORMATION ON ENVIRONMENTAL ASPECTS OR PERFORMANCE IN ORDER TO LATER SET FURTHER OBJECTIVES, OR IN OTHER WAYS CONTRIBUTE TO THE IMPROVEMENT OF THE ENVIRONMENT

ASPECT/IMPACT	SOURCE	ACTION PLAN	REFERENCE / PERFORMANCE INDICATOR / BENCHMARK / TARGET USER[10] / SRD[11] / GIME[12]	STATUS IN PROGRESS • • • FINISHED ✓ DEADLINE
CO_2 emissions / greenhouse effect	All EMSA activities directly or indirectly causing CO_2 emissions	Adopt CO_2 footprint calculation method for EMSA (CO_2 Task Force).	$kgCO_2e$/year/FTE[13] • USER: Ch. 2, 3.2 • SRD: Section 2 – Scope/Core business; Sec 3.15, (i18) (i19) (b7) • GIME guidelines • Greenhouse Gas Protocol	✓ By 31.10.2021
CO_2 emissions / greenhouse effect	EMSA activities indirectly causing CO_2 emissions	Continue interested parties' dialogue, gain and use data to contribute to building EMSA CO2 inventory under CO_2 footprint calculation method.	$kgCO_2e$/year/FTE • SRD: Sec 3.15, (i18) (i19) (b7) • GIME guidelines[14] • Greenhouse Gas Protocol	• • • Continuous

[10] EMAS Users Handbook.

[10] EMAS Sectoral Reference Document "Public Administration" (SRD)

[12] EU's Inter-institutional Environmental Management Group (GIME) instrument "Calculating, reporting, reducing and compensating greenhouse gas emissions - Guidelines for European Institutions and Bodies".

[13] Kilogram of CO_2 equivalent gases per year and per full time equivalent.

[14] EU's Inter-institutional Environmental Management Group (GIME) instrument "Calculating, reporting, reducing and compensating greenhouse gas emissions - Guidelines for European Institutions and Bodies".

2021 (cont.)

ASPECT/IMPACT	SOURCE	ACTION PLAN	REFERENCE / PERFORMANCE INDICATOR / BENCHMARK / TARGET USER / SRD / GIME	STATUS IN PROGRESS • • • FINISHED ✓ DEADLINE
CO_2 emission / greenhouse effect	Commuting by car	Monitor staff's commuting behaviour, incl. usage of the garage. Calculate CO_2 emission by commuting by car.	• SRD: Sec 3.15, (i14-i16) (b6)	• • • Report in annual environmental report 2021 by 31.03.2022
CO_2 emission / greenhouse effect	Fuel consumption by EMSA official car (gasoline) driving service, and by service car (diesel) transports.	Improve car fleet usage.	BMW: 7.6l/100Km – Proposed target: 10% reduction from 2021 values, i.e. 9.9L/100Km Mercedes: 8.2L/100Km - Proposed target: 10% reduction from 2021 values, i.e. 13.1L/100Km • SRD: Sec 3.15	• • • By 31.12.2021
CO_2 emission / greenhouse effect	CO_2 from food production	Develop "Eat green" for cafeteria menus. Influence (EMCDDA-hosted) canteen menus accordingly.	SRD: Sec 3.16, (i21) (i24) (i25)	✓ By 31.12.2021
CO_2 emission / greenhouse effect	ICT data centre activities causing CO_2 emissions	Reducing the energy consumption of ICT DC by: a) Installing new more energy efficient chillers; b) Upgrading the INROW data centre cooling units to work with the new Chillers, improving efficiency; c) Upgrade the UPS for improved batteries, being more efficient by using better technology.		a) ✓ b) ✓ c) ✓ By 31.12.2021

2021 (cont.)

ASPECT/IMPACT	SOURCE	ACTION PLAN	REFERENCE / PERFORMANCE INDICATOR / BENCHMARK / TARGET USER / SRD / GIME	STATUS IN PROGRESS ••• FINISHED ✓ DEADLINE
Waste production	Waste production and collection in offices, cafeterias and by maintenance work.	Install weighing device in garage, measure and record waste weights.	• SRD: Sec 3.16, (i22) (i23)	✓ By 31.12.2021
Internal environment	Environment in buildings/health and safety aspects	Make greening a team-spirit raising and common identity exercise. Plan and commence linking greening measures with well-being and team-spiriting across EMSA.		••• Report in annual environmental report 2021 by 31.3.2022
Waste production	One-use cups and pourers, vending machines.	"Go ceramics" for coffee/tea. Promote and supply own glass/ceramic cups and spoons for staff. Phase out vending machine's single use cups.	Zero single use cups & stirrers. • SRD: Sec 3.1.3, (i7), (i9), (i10), (b2), (b3)	✓ By 31.12.2021
Waste for recycling	Waste production and collection in offices, cafeterias and by maintenance work. Unclear/ missing colouring and explanatory labelling of separation bins in kitchenettes, non-awareness of staff. Bins for paper and general garbage in every office.	EMSA goes digital, minimal paper use. Abandonment of paper bins in offices. Paper must be brought to waste separation stations (i.e. printing rooms). Develop solution for collection and storage of organic waste to reach collectable amounts..	Efficient waste separation for 100% of recyclable and special waste materials: • Paper • Plastics & Metals • Electric/electronic waste • Organics • Batteries & other special • SRD: Sec 3.1.3, (i10), (b2)	••• By 31.12.2021
Waste for landfill	Non-use or incorrect use of waste separation stations	Awareness campaign and reorganisation of separation/ recycling stations, labelling and instructions. Abandonment of waste bins in offices. Waste must be brought to waste separation stations (i.e. kitchens, printing rooms)	Zero landfill waste. • SRD: Sec 3.1.3, (i7), (i9), (i10), (b2)	••• Continuous

2021 (cont.)

ASPECT/IMPACT	SOURCE	ACTION PLAN	REFERENCE / PERFORMANCE INDICATOR / BENCHMARK / TARGET USER / SRD / GIME	STATUS IN PROGRESS ••• FINISHED ✓ DEADLINE
Loss of soil, plants & biodiversity	Sealing and use of soil, floors and surfaces	Commence visible greening in main building lobby and conference centre atrium. Experiment a pointed approach and modern solutions for safe and clean greening by indoor plants. Explore cooperation with City of Lisbon for show-case projects in indoor and outdoor visible greening with plants and raising of biomass and biodiversity (roof / outer structures / 2m belt around EMSA).	Expand plant-greened floor or other surfaces by >25m^2. • SRD: Sec 3.4.2, 3.5.3 (i78) (i84)	••• By 31.12.2022
Water consumption	Water consumption in toilets by mechanical tap-control	Install of sensor-controlled water taps.	EMAS benchmark: Total water use in office buildings <6,4 m^3 / full time equivalent employee/year. SRD: Sec 3.1.2, (i5), (b1	✓ By 31.12.2021

2022

ASPECT/IMPACT	SOURCE	ACTION PLAN	PERFORMANCE INDICATOR / BENCHMARK / TARGET	DEADLINE
All	Relevant EMSA activities	Develop and provide 1st annual EMSA environmental report.		••• By 31.03.2022
CO_2 emissions / greenhouse effect	Relevant EMSA activities directly or indirectly causing CO_2 emissions	Apply CO_2 footprint calculation method in pilot testing for establishing CO_2 inventory and the possibility to calculate and report CO_2 footprint and establish CO_2 budgeting.	$kgCO_2e$/year/FTE Apply with the aim to calculate EMSA's CO_2 footprint for 2022 as pilot • SRD: Section 2 – Scope/Core business; Sec 3.15, (i18) (i19) (b7) • GIME guidelines • Greenhouse Gas Protocol	By 31.12.2022

2022 (cont.)

ASPECT/IMPACT	SOURCE	ACTION PLAN	PERFORMANCE INDICATOR / BENCHMARK / TARGET	DEADLINE
CO_2 emission / greenhouse effect	Business travel	Develop a process of registering and monitoring missions, notably the reasons to deviate from the principle "Virtual meetings over missions"; monitoring and analysing the CO_2 emission calculations of the contracted travel agency. Analysis in annual environmental report.	For all business travel in 2022 register and analyse • $kgCO_2e$ • mileage • price EUR • type of travel Monthly analysis, quarterly report to MR. Transparent availability of reports to all staff. SRD: Sec 3.15, (i18) (i19) (b7	By 31.12.2022
CO_2 emission / greenhouse effect	Business travel	Prepare to introduce selection criteria (CO_2 of flight) in the booking phase of missions	SRD: Sec 3.15, (i17) (i18) (i19) (b7)	By 31.12.2022
CO_2 emission / greenhouse effect	Oil Pollution Response Vessels	Include environmental factors in procurement procedures, where possible.	• SRD: Sec 2 - Scope – address core business	Report in annual environmental report 2022 by 31.3.2023
CO_2 emission / greenhouse effect	Commuting by car	Activate staff awareness on CO2 issue and appeal to EMSA's leadership role. Campaign for using bicycles. Establish scheme of at least one teleworking day per week in functions feasible for telework (subject to legislation in place). Promote and facilitate use of electric cars.	1/2 days/week telework (subject to legislation in place) Days of use of means by transport other than combustion-driven cars transporting just its driver. • DRS: SEC 3.15, (i17) (i18) (i19) (i20) (b6) (b8)	Report in annual environmental report 2022 by 31.3.2023
Waste production	Total of waste	Continue awareness campaign. Reduced orders for stationery, paper, printing, office items.	Reduce average monthly total of 2021 by 5%. • SRD: Sec 3.1.3, (i7) (b3)	By 31.12.2022

2022 (cont.)

ASPECT/IMPACT	SOURCE	ACTION PLAN	PERFORMANCE INDICATOR / BENCHMARK / TARGET	DEADLINE
Internal and external environment	Greening in EMSA's public procurements	Arrange system ensuring, recording and monitoring of EMSA's green public procurement	• SRD: Sec 3.11.1, (i118)	By 31.12.2022
CO_2 emission / greenhouse effect	CO_2 from food production	Continue: Develop and apply principle "Eat green" for cafeteria menus. Influence (EMCDDA-hosted) canteen menus accordingly.	SRD: Sec 3.16, (i21)	By 31.12.2022
Electricity consumption	Cooling in data centre. No separate measuring since 2013.	Installing an amperometric clamp or similar study to monitor consumption of data centre. Develop concept for less energy-consumption by data centre.	• SRD: Sec 3.1.1 (i1)	Report in annual environmental report 2022 by 31.3.2023
Internal environment	Environment in building / health and safety aspects	Apply greening as a team-spirit raising and common identity exercise. Practice a coordinated approach to staff well-being in line with EMAS, notably on individual and common office spaces, imbedding visible greening, modern meeting/brainstorm/leisure zoning, cafeteria and other common areas and offices.		Report in annual environmental report 2022 by 31.3.2023
Soil & biodiversity loss	Sealing and use of soil, floors and surfaces	Continue visible greening in EMSA headquarters compound. Arrange more tree/plant islands, e.g. in patio. Start cooperation project with City of Lisbon on indoor and outdoor visible greening with plants and raising of biomass and biodiversity (roof / outer structures / 2m belt around EMSA).	Expand permeable/earth-covered soil by >10m^2. Expand plant-greened floor or other surfaces by >70 m^2. • SRD: Sec 3.4.2, 3.5.3 (i78) (i84)	By 31.12.2022

10. DECLARATION SIGNED BY ENVIRONMENTAL VERIFIER

A confirmation regarding the requirements of Article 25(8) and the name and accreditation or authorization number of the environmental verifier, together with the validation date. As an alternative, the declaration referred to in Annex VII, signed by the environmental verifier, may be used.

Declaração ambiental EMAS 2022

10. DECLARAÇÃO ASSINADA PELO VERIFICADOR AMBIENTAL

Declaração do verificador ambiental sobre as atividades de verificação e validação (Anexo VII)

A **TÜV Rheinland Portugal, Lda.**, com o número de registo de verificador ambiental EMAS PT-V-0005, acreditado ou autorizado para o âmbito "Prestar assistência técnica e científica aos Estados-Membros da UE e à Comissão na elaboração e aplicação da legislação da UE em matéria de segurança marítima, prevenção e combate à poluição por navios; Prestar assistência técnica, científica e operacional às iniciativas da UE relacionadas com o Pacto Ecológico Europeu, a Estratégia Europeia de Segurança Marítima e a Estratégia de Mobilidade Sustentável e Inteligente, bem como a simplificação administrativa e a digitalização dos transportes marítimos; Acompanhar a aplicação da legislação da UE através de visitas e inspeções; Reforçar as capacidades das autoridades nacionais competentes; Desenvolver, gerir, manter e explorar serviços de informação digital marítima e serviços de análise para apoiar as tarefas de execução, acompanhamento e execução; Apoiar os Estados-Membros com serviços de vigilância e deteção de emissões, com base em tecnologias de ponta que incluam imagens de satélite e sistemas de aeronaves telepilotadas; Executar tarefas operacionais de preparação, deteção e resposta no que diz respeito à poluição causada por navios e à poluição marinha por instalações petrolíferas e gasíferas, incluindo a assistência a países terceiros que partilham uma bacia marítima regional com a União; Apoiar as autoridades nacionais responsáveis e os organismos competentes da UE nas funções de guarda costeira; Prestação de cooperação e assistência nos domínios da segurança marítima, da prevenção da poluição por navios e das questões relativas ao meio marinho aos Estados candidatos à adesão à União e aos países abrangidos pela Política Europeia de Vizinhança (PEV).", (códigos NACE: 84.21 e 84.24) declara ter verificado toda a organização, tal como indicado na declaração ambiental da organização Agência Europeia de Segurança Marítima (AESM), cumpre todos os requisitos do Regulamento (CE) n.º 1221/2009 do Parlamento Europeu e do Conselho, de 25 de novembro de 2009, alterado pelo Regulamento (UE)2017/1505, de 28 de agosto e pelo Regulamento (UE) 2018/2026, de 19 de Dezembro de 2018, que permite a participação voluntária de organizações num sistema comunitário de ecogestão e auditoria (EMAS).

Assinando a presente declaração, declaramos que:

- a verificação e a validação foram realizadas no pleno respeito dos requisitos do Regulamento (CE) n.º 1221/2009, na sua atual redação;

- o resultado da verificação e validação confirma que não existem indícios do não cumprimento dos requisitos legais aplicáveis em matéria de ambiente;

- os dados e informações contidos na declaração ambiental atualizada da organização refletem uma imagem fiável, credível e correta dos locais de atividade, no âmbito mencionado na declaração ambiental.

O presente documento não é equivalente ao registo EMAS. O registo EMAS só pode ser concedido por um organismo competente ao abrigo do Regulamento (CE) n.º/ 1221/2009, na sua atual redação. O presente documento não deve ser utilizado como documento autónomo de comunicação ao público.

Feito em Miraflores, em 25/02/2022

Ana Jorge
Verificador Ambiental
TUV Rheinland Portugal, Lda.

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ABOUT THE EUROPEAN MARITIME SAFETY AGENCY

The European Maritime Safety Agency is one of the European Union's decentralised agencies. Based in Lisbon, the Agency's mission is to ensure a high level of maritime safety, maritime security, prevention of and response to pollution from ships, as well as response to marine pollution from oil and gas installations. The overall purpose is to promote a safe, clean and economically viable maritime sector in the EU.

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