



13 FURTHER MYCLIMATE TOOL CASE STUDIES OF THE ONE MEETING PROJECT METHODOLOGY APPLIED

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13 ADDITIONAL PROJECT CASE STUDIES FROM PARTNERS

In this supplementary document to The Business Case for The One Meeting Project in Europe we investigate 13 further case study scenarios, and we apply The One Meeting Project methodology to further demonstrate how the carbon footprint of EU projects could substantially be reduced by lowering the number of physical meetings to one.

The collection and development of the case studies in The Business Case for The One Meeting Project in Europe was a valuable exercise for The One Meeting Project partners to engage in. For many, it was the first time they considered and gauged the quantitative CO₂ impact of their EU work. The significant reduction in CO₂ of The One Meeting Project methodology has left a resounding impact on the ONE project partner organisations.

APPLYING THE ONE MEETING PROJECT METHODOLOGY

Passenger mobility causes energy consumption, carbon dioxide emissions and other exhaust emissions. The Business Case for The One Meeting Project in Europe sought to find out the ecological CO₂ impact of Erasmus+ projects in-person meetings in quantitative terms.

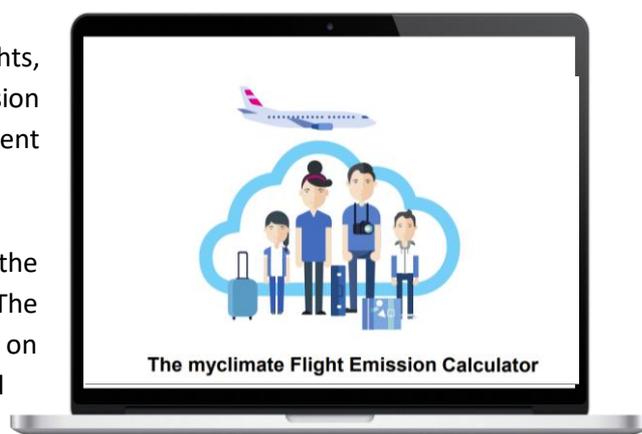
13 transnational partner meeting case study scenarios were selected and The One Meeting Project methodology was applied. The findings are presented in this document.

For each of the projects we include a 'Scenario 1' which is the actual environmental cost that the project had with respect to the pollution created by travelling to the different meeting locations, while the 'Scenario 2' exhibits the simulated scenario which, this time, relates to the project only consisting of one physical meeting. A comparison is then made on the carbon footprint for each of the two scenarios.

ABOUT MYCLIMATE TOOL

MyClimate is an online tool that calculates CO₂ emissions of flights, amongst other transportation methods. The flight emission calculator quantifies the direct and indirect CO₂-equivalent emissions per passenger for a given flight distance.

The estimated emissions represent an average value for the distance between a given pair of origin and destination airports. The quantification is based on the most recent international statistics on passenger and cargo loads and aircraft type usage. The estimated emissions per passenger and cargo loads and aircraft type usage.



[Carbon offset flights – Flight Carbon Calculator – myclimate.org](https://myclimate.org/Carbon_offset_flights_-_Flight_Carbon_Calculator)

CASE STUDY 1

The first project provided by the FernUniversität in Hagen counted with 6 meetings, 2 of which were online and 4 physical ones in Girona (Spain), Brussels (Belgium,) Tallinn (Estonia) and Vienna (Austria). It involved 11 partners located in 11 different countries.

Table 1. Carbon footprint under Scenario 1 for Case Study 1

	Partner	Origin	Means of transportation	Nº of attendees	CO2 amount (in t)
1 st Meeting Bonn – conducted online					
2 nd Meeting Dublin – conducted online					
3 rd Meeting Girona	German adult education centre association (DVV)	Bonn	Airplane	1	0.46
	European Association for the Education of Adults (EAEA)	Brussels	Airplane	1	0.42
	The Association of Austrian Adult Education Centres (VÖV)	Vienna	Airplane	1	0.53
	Association for Folk High Schools in Estonia (ERL)	Tartu	Airplane		1
	AONTAS	Dublin	Airplane	1	0.87
	Dafni Kek	Athens	Airplane	1	0.70
	The Danish Public Information Council (DFS)	Copenhagen	Airplane	1	0.65
	The Finnish Lifelong Learning Foundation (KVS)	Helsinki	Airplane	1	0.93
	The Catalan Association for Adult Education, Training and Research (ACEFIR)	Girona	N/A	1	N/A
	ProDidactica	Chisinau	Airplane	1	0.92
Swiss Federation for Adult Learning (SVEB)	Zurich	Airplane	1	0.39	
4 th Meeting Brussels	German adult education centre association (DVV)	Bonn	Train	1	N/A
	European Association for the Education of Adults (EAEA)	Brussels	N/A	1	N/A
	The Association of Austrian Adult Education Centres (VÖV)	Vienna	Airplane	1	0.41
	Association for Folk High Schools in Estonia (ERL)	Tartu	Airplane		0.59
	AONTAS	Dublin	Airplane	1	0.37
	Dafni Kek	Athens	Airplane	1	0.76
	The Danish Public Information Council (DFS)	Copenhagen	Airplane	1	0.36
	The Finnish Lifelong Learning Foundation (KVS)	Helsinki	Airplane	1	0.61
The Catalan	Girona	Airplane	1	0.45	

	Association for Adult Education, Training and Research (ACEFIR)				
	ProDidactica	Chisinau	Airplane	1	0.83
	Swiss Federation for Adult Learning (SVEB)	Zurich	Airplane	1	0.29
5 th Meeting Tallinn	German adult education centre association (DVV)	Bonn	Airplane	1	0.55
	European Association for the Education of Adults (EAEA)	Brussels	Airplane	1	0.59
	The Association of Austrian Adult Education Centres (VÖV)	Vienna	Airplane	1	0.52
	Association for Folk High Schools in Estonia (ERL)	Tartu	Train		N/A
	AONTAS	Dublin	Airplane	1	0.91
	Dafni Kek	Athens	Airplane	1	1.2
	The Danish Public Information Council (DFS)	Copenhagen	Airplane	1	0.39
	The Finnish Lifelong Learning Foundation (KVS)	Helsinki	Ferry	1	N/A
	The Catalan Association for Adult Education, Training and Research (ACEFIR)	Girona	Airplane	1	0.99
	ProDidactica	Chisinau	Airplane	1	0.92
Swiss Federation for Adult Learning (SVEB)	Zurich	Airplane	1	0.63	
6 th Meeting Vienna	German adult education centre association (DVV)	Bonn	Airplane	1	0.36
	European Association for the Education of Adults (EAEA)	Brussels	Airplane	1	0.41
	The Association of Austrian Adult Education Centres (VÖV)	Vienna	N/A	1	N/A
	Association for Folk High Schools in Estonia (ERL)	Tallinn	Airplane	1	0.52
	AONTAS	Dublin	Airplane	1	0.63
	Dafni Kek	Athens	Airplane	1	0.50
	The Danish Public Information Council (DFS)	Copenhagen	Airplane	1	0.40
	The Finnish Lifelong Learning Foundation (KVS)	Helsinki	Airplane	1	0.55
	The Catalan Association for Adult Education, Training and Research (ACEFIR)	Girona	Airplane	1	0.53
	ProDidactica	Chisinau	Airplane	1	0.41
Swiss Federation for Adult Learning (SVEB)	Zurich	Airplane	1	0.32	
TOTAL:					18.19

Source: Authors' elaboration based on data calculated in MyClimate

Under Scenario 2, only the first meeting in Bonn (which was in reality held online) would take place, we provide the calculations of the environmental footprint of this meeting in Table 2. As it can be observed, this initial meeting would have had an environmental impact translated into 4.47 tons of CO2 emissions.

Hence, compared to the real scenario where this amount was up to **18.19 tons**; the switch to a one meeting project would create a reduction of **13.72 tons** of negative emissions to the atmosphere.

Table 2. Carbon footprint under Scenario 2 for Case Study 1

	Partner	Origin	Means of transportation	Nº of attendees	CO2 amount (in t)
ONE Meeting Bonn	German adult education centre association (DVV)	Bonn	N/A	1	N/A
	European Association for the Education of Adults (EAEA)	Brussels	Train	1	N/A
	The Association of Austrian Adult Education Centres (VÖV)	Vienna	Airplane	1	0.36
	Association for Folk High Schools in Estonia (ERL)	Tallinn	Airplane		0.55
	AONTAS	Dublin	Airplane	1	0.42
	Dafni Kek	Athens	Airplane	1	0.73
	The Danish Public Information Council (DFS)	Copenhagen	Airplane	1	0.33
	The Finnish Lifelong Learning Foundation (KVS)	Helsinki	Airplane	1	0.56
	The Catalan Association for Adult Education, Training and Research (ACEFIR)	Girona	Airplane	1	0.46
	ProDidactica	Chisinau	Airplane	1	0.79
Swiss Federation for Adult Learning (SVEB)	Zurich	Airplane	1	0.27	
TOTAL:					4.47

Source: Authors' elaboration based on data calculated in MyClimate

CASE STUDY 2

The second project provided by the FernUniversität in Hagen counted with 3 physical meetings in Maastricht (The Netherlands), Barcelona (Spain) and Rome (Italy). It involved 11 partners located in 9 different countries.

Table 3. Carbon footprint under Scenario 1 for Case Study 2

	Partner	Origin	Means of transportation	Nº of attendees	CO2 amount (in t)
1 st Meeting Maastricht	Universidade Aberta	Lisbon	Airplane	1	0.66
	Kaunas University of Technology	Kaunas	Airplane	1	0.53
	KU Leuven	Leuven	Train	1	N/A
	Open University of Cyprus	Latsia	Airplane		1
	FernUniversität in Hagen	Hagen	Train	1	N/A
	Hellenic Open University	Patras	Airplane	1	0.70
	Open Universiteit	Amsterdam	Train	1	N/A
	Universidad Nacional de Educación a Distancia	Madrid	Airplane	1	0.55
	UNINETTUNO	Rome	Airplane	1	0.48
	Universitat Oberta de Catalunya	Barcelona	Airplane	1	0.47
	EADTU	Maastricht	N/A	3	N/A
2 nd Meeting Barcelona	Universidade Aberta	Lisbon	Airplane	1	0.43
	Kaunas University of Technology	Kaunas	Airplane	1	1.0
	KU Leuven	Leuven	Airplane	1	0.45
	Open University of Cyprus	Latsia	Airplane		1.3
	FernUniversität in Hagen	Hagen	Airplane	1	0.46
	Hellenic Open University	Patras	Airplane	1	0.94
	Open Universiteit	Amsterdam	Airplane	1	0.49
	Universidad Nacional de Educación a Distancia	Madrid	Train	1	N/A
	UNINETTUNO	Rome	Airplane	1	0.39
	Universitat Oberta de Catalunya	Barcelona	N/A	2	N/A
	EADTU	Maastricht	Airplane	2	0.98
3 rd Meeting Rome	Universidade Aberta	Lisbon	Airplane	1	0.69
	Kaunas University of Technology	Kaunas	Airplane	1	0.90
	KU Leuven	Leuven	Airplane	1	0.48
	Open University of Cyprus	Latsia	Airplane		0.85
	FernUniversität in Hagen	Hagen	Airplane	1	0.46
	Hellenic Open University	Patras	Airplane	1	0.68
	Open Universiteit	Amsterdam	N/A	1	0.47
	Universidad Nacional de Educación a Distancia	Madrid	Airplane	1	0.52
	UNINETTUNO	Rome	Airplane	2	N/A
	Universitat Oberta de Catalunya	Barcelona	Airplane	1	0.39
	EADTU	Maastricht	Airplane	2	0.96

TOTAL:	17.21
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Source: Authors' elaboration based on data calculated in MyClimate

Under Scenario 2, only the first meeting in Maastricht would take place, which would imply a total CO2 emissions amount of 4.39 tones.

Hence, compared to the real scenario where this amount was up to **17.21 tons**; the switch to a one meeting project would create a reduction of **12.82 tons** of negative emissions to the atmosphere.

CASE STUDY 3

The third project provided by the FernUniversität in Hagen counted with 5 meetings, 2 of which were online and the rest physical in Nürnberg (Germany), Barcelona (Spain) and Ankara (Turkey). It involved 4 partners from 4 different countries.

Table 4. Carbon footprint under Scenario 1 for Case Study 3

	Partner	Origin	Means of transportation	Nº of attendees	CO2 amount (in t)
3 rd Meeting Nürnberg	Middle East Technical University	Ankara	Airplane	2	2.1
	University of Lleida	Lleida	Airplane	2	1.2
	KU Leuven	Leuven	Train	2	N/A
	FAU Erlangen-Nürnberg	Nürnberg	N/A	2	N/A
4 th Meeting Barcelona	Middle East Technical University	Ankara	Airplane	2	2.5
	University of Lleida	Lleida	N/A	2	N/A
	KU Leuven	Leuven	Airplane	2	0.90
	FAU Erlangen-Nürnberg	Nürnberg	Airplane		1.2
5 th Meeting Ankara	Middle East Technical University	Ankara	N/A	2	N/A
	University of Lleida	Lleida	Airplane	2	2.5
	KU Leuven	Leuven	Airplane	2	1.8
	FAU Erlangen-Nürnberg	Nürnberg	Airplane	2	2.1
TOTAL:					14.3

Source: Authors' elaboration based on data calculated in MyClimate

Under Scenario 2, only a meeting in Nürnberg would take place, which would imply a total CO2 emissions amount of 3.3 tones.

Hence, compared to the real scenario where this amount was up to **14.3 tons**; the switch to a one meeting project would create a reduction of **11 tons** of negative emissions to the atmosphere.

CASE STUDY 4

The first project provided by the University of Jyväskylä counted with 3 physical meetings in Hagen (Germany), Lisbon (Portugal) and Jyväskylä (Finland). It involved 4 partners located in 4 different countries.

Table 5. Carbon footprint under Scenario 1 for Case Study 4

	Partner	Origin	Means of transportation	Nº of attendees	CO2 amount (in t)
1 st Meeting Hagen	University of Jyväskylä	Jyväskylä	Airplane	2	1.6
	FernUniversität in Hagen	Düsseldorf	Airplane	2	N/A
	Anadolu University	Ankara	N/A	2	1.7
	Universidade Aberta	Lisbon	Airplane	2	1.4
2 nd Meeting Lisbon	University of Jyväskylä	Jyväskylä	Airplane	2	2.7
	FernUniversität in Hagen	Düsseldorf	Airplane	2	1.4
	Anadolu University	Ankara	Airplane	2	2.4
	Universidade Aberta	Lisbon	N/A	2	N/A
3 rd Meeting Jyväskylä	University of Jyväskylä	Jyväskylä	N/A	2	N/A
	FernUniversität in Hagen	Düsseldorf	Airplane	2	1.6
	Anadolu University	Ankara	Airplane	2	2.1
	Universidade Aberta	Lisbon	Airplane	2	2.7
TOTAL:					17.6

Source: Authors' elaboration based on data calculated in MyClimate

Under Scenario 2, only the first meeting in Düsseldorf would take place, which would imply a total CO2 emissions amount of 4.7 tones.

Hence, compared to the real scenario where this amount was up to **17.6 tons**; the switch to a one meeting project would create a reduction of **12.9 tons** of negative emissions to the atmosphere.

CASE STUDY 5

The second project provided by the University of Jyväskylä counted with 3 physical meetings in Dublin (Ireland), Brussels (Belgium) and Barcelona (Spain). It involved 5 partners located in 5 different countries.

Table 6. Carbon footprint under Scenario 1 for Case Study 5

	Partner	Origin	Means of transportation	Nº of attendees	CO2 amount (in t)
1 st Meeting Dublin	Uninettuno	Rome	Airplane	2	1.4
	Universitat Oberta de Catalunya	Barcelona	Airplane	2	1.1
	Dublin City University	Dublin	N/A	2	N/A
	Open Universiteit	Heerlen	Airplane	2	0.72
	University of Jyväskylä	Jyväskylä	Airplane	2	1.9
2 nd Meeting Brussels	Uninettuno	Rome	Airplane	2	0.95
	Universitat Oberta de	Barcelona	Airplane	2	0.9

	Catalunya				
	Dublin City University	Dublin	Airplane	2	0.74
	Open Universiteit	Heerlen	N/A	2	N/A
	University of Jyväskylä	Jyväskylä		2	1.6
3 rd Meeting Barcelona	Uninettuno	Rome	N/A	2	0.77
	Universitat Oberta de Catalunya	Barcelona	Airplane	2	N/A
	Dublin City University	Dublin	Airplane	2	1.1
	Open Universiteit	Heerlen	Airplane	2	0.98
	University of Jyväskylä	Jyväskylä		2	2.3
TOTAL:					14.46

Source: Authors' elaboration based on data calculated in MyClimate

Under Scenario 2, only a meeting in Rome would take place, we provide the calculations of the environmental footprint of this meeting in Table 7. As it can be observed, this initial meeting would have had an environmental impact translated into 4.79 tons of CO₂ emissions.

Hence, compared to the real scenario where this amount was up to **14.46 tons**; the switch to a one meeting project would create a reduction of **9.68 tons** of negative emissions to the atmosphere.

Table 7. Carbon footprint under Scenario 2 for Case Study 5

	Partner	Origin	Means of transportation	Nº of attendees	CO ₂ amount (in t)
ONE Meeting Rome	Uninettuno	Rome	N/A	2	N/A
	Universitat Oberta de Catalunya	Barcelona	Airplane	1	0.39
	Dublin City University	Dublin	Airplane	2	1.4
	Open Universiteit	Heerlen	Airplane	2	1
	University of Jyväskylä	Jyväskylä	Airplane	2	2
TOTAL:					4.79

Source: Authors' elaboration based on data calculated in MyClimate

CASE STUDY 6

The first project provided by EUCEN counted with 3 physical meetings in Nicosia (Cyprus), Pitesti (Romania) and Abo (Finland). It involved 6 partners located in 5 different countries.

Table 8. Carbon footprint under Scenario 1 for Case Study 6

	Partner	Origin	Means of transportation	Nº of attendees	CO ₂ amount (in t)
1 st Meeting Nicosia	Åbo Akademi University	Vaasa	Airplane	2	2.2
	EUCEN	Brussels	Airplane	2	2
	CARDET	Nicosia	N/A	2	N/A
	Universitatea Din Pitesti	Pitești	Airplane	2	0.97
	Innovade	Nicosia	N/A	2	N/A
	Latvijas	Riga	Airplane	2	1.8

	Universitate				
2 nd Meeting Pitești	Åbo Akademi University	Vaasa	Airplane	2	1.5
	EUCEN	Brussels	Airplane	2	1.3
	CARDET	Nicosia	Airplane	2	0.97
	Universitatea Din Pitești	Pitești	N/A	2	N/A
	Innovade	Nicosia	Airplane	2	0.97
	Latvijas Universitate	Riga	Airplane	2	1.1
3 rd Meeting Åbo	Åbo Akademi University	Vaasa	N/A	2	N/A
	EUCEN	Brussels	Airplane	2	1.3
	CARDET	Nicosia	Airplane	2	2.2
	Universitatea Din Pitești	Pitești	Airplane	2	1.5
	Innovade	Nicosia	Airplane	2	2.2
	Latvijas Universitate	Riga	Airplane	2	0.69
TOTAL:					20.69

Source: Authors' elaboration based on data calculated in MyClimate

Under Scenario 2, only the third meeting in Åbo would take place, which would imply a total CO2 emissions amount of 7.89 tones.

Hence, compared to the real scenario where this amount was up to **20.69 tons**; the switch to a one meeting project would create a reduction of **12.8 tons** of negative emissions to the atmosphere.

CASE STUDY 7

The second project provided by EUCEN counted with 6 physical meetings in Barcelona (Spain), Valetta (Malta), Cagliari (Italy), Iași (Romania) and Brussels (Belgium). It involved 11 partners located in 8 different countries, although only three of the organisations – located in the same country- will participate in the last meeting in Brussels.

Table 9. Carbon footprint under Scenario 1 for Case Study 7

	Partner	Origin	Means of transportation	Nº of attendees	CO2 amount (in t)
1 st Meeting Barcelona	EUCEN	Brussels	N/A	2	N/A
	European Students Union	Brussels	N/A	1	N/A
	Johannes Gutenberg-Universität Mainz	Mainz	Airplane	1	0.243
	Maynooth University	Maynooth	Airplane	1	0.37
	University of Turku	Turku	Airplane	1	0.57
	University of Malta	L-Imbida	Airplane	1	0.68
	Università degli Studi di Cagliari	Cagliari	Airplane	1	0.52
	Gheorghe Asachi	Iași	Airplane	1	0.65

	Technical University of Iași				
	Fundació Solidaritat UB	Barcelona	Airplane	1	0.45
	NOTUS	Barcelona	Airplane	1	0.45
	SOLIDAR Foundation	Brussels	N/A	1	N/A
2 nd Meeting Valetta	EUCEN	Brussels	Airplane	2	1.4
	European Students Union	Brussels	Airplane	1	0.68
	Johannes Gutenberg-Universität Mainz	Mainz	Airplane	1	0.61
	Maynooth University	Maynooth	Airplane	1	0.91
	University of Turku	Turku	Airplane	1	0.98
	University of Malta	L-Imsida	N/A	1	N/A
	Università degli Studi di Cagliari	Cagliari	Airplane	1	0.32
	Gheorghe Asachi Technical University of Iași	Iași	Airplane	1	0.62
	Fundació Solidaritat UB	Barcelona	Airplane	1	0.49
	NOTUS	Barcelona	Airplane	1	0.49
	SOLIDAR Foundation	Brussels	Airplane	1	0.68
	3 rd Meeting Cagliari	EUCEN	Brussels	Airplane	2
European Students Union		Brussels	Airplane	1	0.52
Johannes Gutenberg-Universität Mainz		Mainz	Airplane	1	0.48
Maynooth University		Maynooth	Airplane	1	0.71
University of Turku		Turku	Airplane	1	0.91
University of Malta		L-Imsida	Airplane	1	0.32
Università degli Studi di Cagliari		Cagliari	N/A	1	N/A
Gheorghe Asachi Technical University of Iași		Iași	Airplane	1	0.64
Fundació Solidaritat UB		Barcelona	Airplane	1	0.33
NOTUS		Barcelona	Airplane	1	0.33
SOLIDAR Foundation		Brussels	Airplane	1	0.52
4 th Meeting Iași		EUCEN	Brussels	Airplane	2
	European Students Union	Brussels	Airplane	1	0.64
	Johannes Gutenberg-Universität Mainz	Mainz	Airplane	1	0.54
	Maynooth University	Maynooth	Airplane	1	0.89
	University of Turku	Turku	Airplane	1	0.57
	University of Malta	L-Imsida	Airplane	1	0.62
	Università degli Studi di Cagliari	Cagliari	Airplane	1	0.64

Source: own	Gheorghe Asachi Technical University of Iași	Iași	N/A	1	N/A	Authors'	
	Fundació Solidaritat UB	Barcelona	Airplane	1	0.77		
	NOTUS	Barcelona	Airplane	1	0.77		
	SOLIDAR Foundation	Brussels	Airplane	1	0.64		
	5 th Meeting Barcelona	EUCEN	Brussels	Airplane	2		0.90
		European Students Union	Brussels	Airplane	1		0.45
		Johannes Gutenberg- Universität Mainz	Mainz	Airplane	1		0.45
		Maynooth University	Maynooth	Airplane	1		0.56
		University of Turku	Turku	Airplane	1		0.91
		University of Malta	L-Imsida	Airplane	1		0.49
		Università degli Studi di Cagliari	Cagliari	Airplane	1		0.33
		Gheorghe Asachi Technical University of Iași	Iași	Airplane	1		0.77
		Fundació Solidaritat UB	Barcelona	Airplane	1		N/A
		NOTUS	Barcelona	Airplane	1		N/A
		SOLIDAR Foundation	Brussels	Airplane	1		0.45
	6 th Meeting Brussels	EUCEN	Brussels	N/A	2		N/A
		Fundació Solidaritat UB	Barcelona	Airplane	1		0.45
		NOTUS	Barcelona	Airplane	1		0.45
	TOTAL:						30.44

elaboration based on data calculated in MyClimate

Under Scenario 2, only one meeting in Barcelona would take place, which would imply a total CO2 emissions amount of 3.92 tones.

Hence, compared to the real scenario where this amount was up to **30.44 tons**; the switch to a one meeting project would create a reduction of **26.51 tons** of negative emissions to the atmosphere.

CASE STUDY 8

The first project provided by the University of Milan Bicocca in Milan counted with 6 physical meetings in Lugano (Switzerland), Graz (Austria), Bellinzona (Switzerland), Istanbul (Turkey), Santander (Spain), Helsinki (Finland) and Maastricht (The Netherlands). It involved 4 partners in 4 different countries.

Table 10. Carbon footprint under Scenario 1 for Case Study 8

	Partner	Origin	Means of transportation	Nº of attendees	CO2 amount (in t)
1 st Meeting Brussels	Scuola Universitaria Professionale della Svizzera Italiana	Lugano	Airplane	3	1
	Vrije Universiteit Brussel (VUB)	Brussels	N/A	3	N/A
	Graz University	Graz	Airplane	2	1.2
	Maastricht University	Maastricht	Car	4	0.024
2 nd Meeting Graz	Scuola Universitaria Professionale della Svizzera Italiana	Lugano	Airplane	3	1.6
	Vrije Universiteit Brussel (VUB)	Brussels	Airplane	3	1.2
	Graz University	Graz	N/A	2	0
	Maastricht University	Maastricht	Airplane	4	1.5
3 rd Meeting Bellinzona	Scuola Universitaria Professionale della Svizzera Italiana	Lugano	Train	3	0.008
	Vrije Universiteit Brussel (VUB)	Brussels	Airplane	3	1
	Graz University	Graz	Airplane	2	0.61
	Maastricht University	Maastricht	Airplane	4	1.4
4 th Meeting Istanbul	Scuola Universitaria Professionale della Svizzera Italiana	Lugano	Airplane	1	0.63
	Vrije Universiteit Brussel (VUB)	Brussels	Airplane	2	1.6
	Graz University	Graz	Airplane	2	0.99
	Maastricht University	Maastricht	Airplane	4	3.2
5 th Meeting Santander	Scuola Universitaria Professionale della Svizzera Italiana	Lugano	Airplane	1	0.43
	Vrije Universiteit Brussel (VUB)	Brussels	Airplane	1	1.3
	Graz University	Graz	Airplane	2	1.2
	Maastricht University	Maastricht	Airplane	3	3.9
6 th Meeting Helsinki	Scuola Universitaria Professionale della Svizzera Italiana	Lugano	Airplane	1	0.66
	Vrije Universiteit Brussel (VUB)	Brussels	Car	2	0.02
	Graz University	Graz	Airplane	2	0.76
	Maastricht University	Maastricht	Airplane	3	1.8
TOTAL:					26.03

Source: Authors' elaboration based on data calculated in MyClimate

Under Scenario 2, only the first meeting in Brussels would take place, which would imply a total CO2 emissions amount of 2.22 tones.

Hence, compared to the real scenario where this amount was up to **26.03 tons**; the switch to a one meeting project

would create a reduction of **23.81 tons** of negative emissions to the atmosphere.

CASE STUDY 9

The first project provided by the University of Milan Bicocca in Milan counted with 3 physical meetings in Milan (Italy), Leitrim (Ireland) and Leeuwarden (The Netherlands). It involved 6 partners in 6 different countries.

Table 11. Carbon footprint under Scenario 1 for Case Study 9

	Partner	Origin	Means of transportation	Nº of attendees	CO2 amount (in t)
1 st Meeting Milan	Università degli Studi di Milano-Bicocca	Milan	N/A	2	N/A
	Momentum Marketing Services Limited	Leitrim	Airplane	2	1.1
	Stichting Learning Hub Friesland	Leeuwarden	Airplane	2	0.80
	Universidade de Aveiro	Aveiro	Airplane	2	1.1
	European E-Learning Institute	Copenhagen	Airplane	2	0.94
	Mitropolitiko College Anoymi Ekpaideytiki Etairia	Maroussi Athens	Airplane	2	1.1
2 nd Meeting Leitrim	Università degli Studi di Milano-Bicocca	Milan	Airplane	1	0.54
	Momentum Marketing Services Limited	Leitrim	N/A	1	N/A
	Stichting Learning Hub Friesland	Leeuwarden	Airplane	1	0.36
	Universidade de Aveiro	Aveiro	Airplane	1	0.53
	European E-Learning Institute	Copenhagen	Airplane	1	0.49
	Mitropolitiko College Anoymi Ekpaideytiki Etairia	Maroussi Athens	Airplane	1	1
3 rd Meeting Leeuwarden	Università degli Studi di Milano-Bicocca	Milan	Airplane	1	0.38
	Momentum Marketing Services Limited	Leitrim	Airplane	1	0.36
	Stichting Learning Hub Friesland	Leeuwarden	N/A	1	N/A
	Universidade de Aveiro	Aveiro	Airplane	1	0.59
	European E-Learning Institute	Copenhagen	Airplane	1	0.33
	Mitropolitiko College Anoymi Ekpaideytiki Etairia	Maroussi Athens	Airplane	1	0.79
TOTAL:					10.41

Source: Authors' elaboration based on data calculated in MyClimate

Under Scenario 2, only the first meeting in Milan would take place, which would imply a total CO2 emissions amount of 5.04 tones.

Hence, compared to the real scenario where this amount was up to **10.41 tons**; the switch to a one meeting project would create a reduction of **5.37 tons** of negative emissions to the atmosphere.

CASE STUDY 10

The first project provided by Momentum in Leitrim (Ireland) counted with 4 physical meetings in Münster (Germany), Leitrim (Ireland), Ljubljana (Slovenia) and Osijek (Croatia). It involved 5 partners in 4 different countries.

Table 12. Carbon footprint under Scenario 1 for Case Study 10

	Partner	Origin	Means of transportation	Nº of attendees	CO2 amount (in t)
1 st Meeting Münster	Fachhochschule Münster	Münster	N/A	2	N/A
	Inovacijsko-Razvojni Institut Univerze v Ljubljani	Ljubljana	Airplane	1	0.41
	Sveuciliste Josipa Jurja Strossmayera u Osijeku	Osijeku	Airplane	1	0.47
	Momentum Marketing Services	Leitrim	Airplane	1	0.49
	Univerza v Ljubljani	Ljubljana	Airplane	1	0.41
2 nd Meeting Leitrim	Fachhochschule Münster	Münster	Airplane	1	0.49
	Inovacijsko-Razvojni Institut Univerze v Ljubljani	Ljubljana	Airplane	1	0.68
	Sveuciliste Josipa Jurja Strossmayera u Osijeku	Osijeku	Airplane	1	0.79
	Momentum Marketing Services	Leitrim	N/A	1	N/A
	Univerza v Ljubljani	Ljubljana	Airplane	1	0.68
3 rd Meeting Ljubljana	Fachhochschule Münster	Münster	Airplane	1	0.41
	Inovacijsko-Razvojni Institut Univerze v Ljubljani	Ljubljana	N/A	1	N/A
	Sveuciliste Josipa Jurja Strossmayera u Osijeku	Osijeku	Airplane	1	0.26
	Momentum Marketing Services	Leitrim	Airplane	1	0.68
	Univerza v Ljubljani	Ljubljana	N/A	1	N/A
4 th Meeting Osijek	Fachhochschule Münster	Münster	Airplane	1	0.47

	Inovacijsko-Razvojni Institut Univerze v Ljubljani	Ljubljana	Airplane	1	0.26
	Sveuciliste Josipa Jurja Strossmayera u Osijeku	Osijeku	N/A	2	N/A
	Momentum Marketing Services	Leitrim	Airplane	1	0.79
	Univerza v Ljubljani	Ljubljana	Airplane	2	0.26
TOTAL:					7.55

Source: Authors' elaboration based on data calculated in MyClimate

Under Scenario 2, only the first meeting in Münster would take place, which would imply a total CO2 emissions amount of 1.77 tones.

Hence, compared to the real scenario where this amount was up to **7.55 tons**; the switch to a one meeting project would create a reduction of **5.78 tons** of negative emissions to the atmosphere.

CASE STUDY 11

The first project provided by Momentum in Leitrim (Ireland) counted with 4 physical meetings in Vilnius (Lithuania), Akureyri (Iceland), Stockholm (Sweden) and London (United Kingdom). It involved 6 partners in 4 different countries.

Table 13. Carbon footprint under Scenario 1 for Case Study 11

	Partner	Origin	Means of transportation	Nº of attendees	CO2 amount (in t)
1 st Meeting Vilnius	Vilniaus Gedimno Technikos Universitetas	Vilnius	N/A	1	N/A
	University of Greenwich	London	Airplane	1	0.63
	Icelandic Tourism Research Centre	Akureyri	Airplane	1	0.93
	Momentum Marketing Services	Leitrim	Airplane	1	0.79
	Swedish Tourism Innovation Center	Stockholm	Airplane	1	0.35
	Canice Consulting Ltd	Lisburn	Airplane		0.73
2 nd Meeting Akureyri	Vilniaus Gedimno Technikos Universitetas	Vilnius	Airplane	2	0.49
	University of Greenwich	London	Airplane	1	0.68
	Icelandic Tourism Research Centre	Akureyri	N/A	1	N/A
	Momentum Marketing Services	Leitrim	Airplane	1	0.53

	Swedish Tourism Innovation Center	Stockholm	Airplane	1	0.70
	Canice Consulting Ltd	Lisburn	Airplane	1	0.53
3 rd Meeting Stockholm	Vilniaus Gedimno Technikos Universitetas	Vilnius	Airplane	2	0.351
	University of Greenwich	London	Airplane	1	0.54
	Icelandic Tourism Research Centre	Akureyri	Airplane	1	0.70
	Momentum Marketing Services	Leitrim	Airplane	1	0.64
	Swedish Tourism Innovation Center	Stockholm	N/A	1	N/A
	Canice Consulting Ltd	Lisburn	Airplane	1	0.57
	4 th Meeting London	Vilniaus Gedimno Technikos Universitetas	Vilnius	Airplane	2
	University of Greenwich	London	N/A	1	N/A
	Icelandic Tourism Research Centre	Akureyri	Airplane	1	0.68
	Momentum Marketing Services	Leitrim	Airplane	1	0.34
	Swedish Tourism Innovation Center	Stockholm	Airplane	1	0.54
	Canice Consulting Ltd	Lisburn		1	0.79
TOTAL:					12.14

Source: Authors' elaboration based on data calculated in MyClimate

Under Scenario 2, only the first meeting in Vilnius would take place, which would imply a total CO2 emissions amount of 2.81 tones.

Hence, compared to the real scenario where this amount was up to **12.14 tons**; the switch to a one meeting project would create a reduction of **9.33 tons** of negative emissions to the atmosphere.

CASE STUDY 12

The first project provided by Canice Consulting Ltd in Lisburn counted with 4 physical meetings in Milton Keynes (United Kingdom), Leitrim (Ireland), Lisburn (United Kingdom) and Istanbul (Turkey). It involved 6 partners in 5 different countries.

Table 14. Carbon footprint under Scenario 1 for Case Study 1 of Canice Consulting

	Partner	Origin	Means of transportation	Nº of attendees	CO2 amount (in t)
1 st Meeting Milton Keynes	National Enterprise Network	Milton Keynes	N/A	2	N/A
	ANCES	Malaga	Airplane	1	0.62

	Northern Chamber of Commerce	Szczecin	Airplane	1	0.44
	Momentum Marketing Services	Leitrim	Airplane	1	0.32
	ACEEU	Muenster	Airplane	1	0.31
	Canice Consulting Ltd	Lisburn	Airplane	1	0.3
2 nd Meeting Leitrim	National Enterprise Network	Milton Keynes	Airplane	2	0.64
	ANCES	Malaga	Airplane	1	0.67
	Northern Chamber of Commerce	Szczecin	Airplane	1	0.59
	Momentum Marketing Services	Leitrim	N/A	1	N/A
	ACEEU	Muenster	Airplane	1	0.46
	Canice Consulting Ltd	Lisburn	Airplane	1	0.24
3 rd Meeting Lisburn	National Enterprise Network	Milton Keynes	Airplane	2	0.60
	ANCES	Malaga	Airplane	1	0.73
	Northern Chamber of Commerce	Szczecin	Airplane	1	0.53
	Momentum Marketing Services	Leitrim	Airplane	1	0.24
	ACEEU	Muenster	Airplane	1	0.42
	Canice Consulting Ltd	Lisburn	N/A	1	N/A
4 th Meeting Istanbul	National Enterprise Network	Milton Keynes	Airplane	2	0.62
	ANCES	Malaga	Airplane	1	0.72
	Northern Chamber of Commerce	Szczecin	Airplane	1	0.30
	Momentum Marketing Services	Leitrim	Airplane	1	0.46
	ACEEU	Muenster	Airplane	1	N/A
	Canice Consulting Ltd	Lisburn	Airplane	1	0.42
TOTAL:					9.62

Source: Authors' elaboration based on data calculated in MyClimate

Under Scenario 2, only the first meeting in Milton Keynes would take place, which would imply a total CO₂ emissions amount of 1.92 tones.

Hence, compared to the real scenario where this amount was up to **9.62 tons**; the switch to a one meeting project would create a reduction of **7.7 tons** of negative emissions to the atmosphere.

CASE STUDY 13

The second project provided by Canice Consulting Ltd in Lisburn counted with 4 physical meetings in Szczecin (Poland), Madrid (Spain), Leitrim (Ireland) and Copenhagen (Denmark). It involved 6 partners in 5 different countries.

Table 15. Carbon footprint under Scenario 1 for Case Study 13

Partner	Origin	Means of	N ^o of attendees	CO ₂ amount
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			transportation		(in t)
1 st Meeting Szczecin	NOT Szczecin	Szczecin	N/A	2	N/A
	Madrid University	Madrid	Airplane	1	0.73
	TEC Denmark	Copenhagen	Airplane	1	0.23
	Momentum Marketing Services	Leitrim	Airplane	1	0.59
	ZUT Szczecin	Szczecin	N/A	2	N/A
	Canice Consulting Ltd	Lisburn	Airplane	1	0.53
2 nd Meeting Leitrim	NOT Szczecin	Szczecin	Airplane	2	1.462
	Madrid University	Madrid	N/A	1	N/A
	TEC Denmark	Copenhagen	Airplane	1	0.75
	Momentum Marketing Services	Leitrim	Airplane	1	0.54
	ZUT Szczecin	Szczecin	Airplane	1	1.46
	Canice Consulting Ltd	Lisburn	Airplane	1	0.59
3 rd Meeting Leitrim	NOT Szczecin	Szczecin	Airplane	2	1.18
	Madrid University	Madrid	Airplane	1	0.54
	TEC Denmark	Copenhagen	Airplane	1	0.54
	Momentum Marketing Services	Leitrim	N/A	1	N/A
	ZUT Szczecin	Szczecin	Airplane	1	1.18
	Canice Consulting Ltd	Lisburn	Airplane	1	0.24
4 th Meeting Copenhagen	NOT Szczecin	Szczecin	Airplane	2	0.47
	Madrid University	Madrid	Airplane	1	0.75
	TEC Denmark	Copenhagen	Airplane	1	N/A
	Momentum Marketing Services	Leitrim	Airplane	1	0.54
	ZUT Szczecin	Szczecin	Airplane	1	0.47
	Canice Consulting Ltd	Lisburn	Airplane	1	0.48
TOTAL:					13.26

Source: Authors' elaboration based on data calculated in MyClimate

Under Scenario 2, only the first meeting in Szczecin would take place, which would imply a total CO2 emissions amount of 2.08 tones.

Hence, compared to the real scenario where this amount was up to **13.26 tons**; the switch to a one meeting project would create a reduction of **11.54 tons** of negative emissions to the atmosphere.

SUMMARY TABLE ON CASE STUDIES

To conclude this report, a table summarising the main figures of our findings is provided in Table 16. The table gives the amount of CO2 emissions under each scenario for each of the case studies provided by the partners of the ONE project as well as the differential gain from switching to doing only one meeting during the project implementation.

Table 16. Summary of the environmental gain of switching to ONE meeting projects under each partner case study

Institution	Nº	Scenario 1	Scenario 2	Difference
FernUniversität in Hagen	1	18.9	4.47	13.72
	2	17.21	4.39	12.82
	3	14.3	3.3	11
University of Jyväskylä	4	17.6	4.7	12.9
	5	14.46	4.79	9.68
EUCEN	6	20.69	7.89	12.8
	7	30.44	3.92	26.51
University Milan Bicocca	8	24.23	2.22	22.01
	9	10.41	5.04	5.37
Momentum Marketing Solutions	10	7.55	1.77	5.78
	11	12.14	2.81	9.33
Canice Consulting Ltd.	12	9.62	1.92	7.7
	13	13.26	2.08	11.54
TOTAL		211.43	50.39	160.7

Source: Authors' elaboration based on data calculated in MyClimate