



Experiences › Routes › Europe › 18 days

ITINERARY

Where things are actually made

Eighteen days built around a question an international programs office asks first and that almost no program survives: **did you visit factories, or just museums?** This variant adds to the European route a second Italian city, a day inside a working German car plant and a day devoted to a Dutch technology campus.

On this route you walk into a working factory. In the catalog beyond two days there are few, and on a multi-country route it happens only here and on variant C.

Fact sheet

01

DAYS

18

COUNTRIES

Italy, Germany, the Netherlands, Denmark, Finland

CITIES

Milan, Bologna, Berlin and Wolfsburg, Amsterdam and Eindhoven, Copenhagen, Helsinki

RECOMMENDED
SEASON

January

GROUP

12 to 15 participants, with the group split in two for one guided visit

LANGUAGE OF THE VISITS	English at the northern sites; German available in Germany; in Italy it is confirmed on booking
SCHENGEN DAYS USED	18 out of 90, counting the day of entry and the day of exit
PRICE	Quotation on request

→ **Request a quotation · Download the itinerary in PDF**

In the quotation we write which sites are confirmed and which are being confirmed, one by one.

The map, described

02

The same climbing line as the other variants, with three more nodes and an opening leg by train. You start in Milan, drop down an hour by train to Bologna, and from there climb in four air stops: Berlin, Amsterdam, Copenhagen, Helsinki. Inside two of the northern countries there are two one-day trips that do not leave the country: Wolfsburg from Germany, some 230 kilometers away, and Eindhoven from the Netherlands, a little over an hour by train.

The line does not double back. The return flight is bought from Helsinki.

The route, country by country

03

Country	Days	The content	What you visit	Next transfer

Italy, Milan	3	Design as a system	ADI Design Museum (<i>bookable, closed on Fridays</i>) · La Centrale dell'Acqua (<i>bookable, closed Tuesdays and Thursdays</i>) · Fondazione Pirelli (<i>on request</i>)	train to Bologna
Italy, Bologna	2	The first working factory	Ducati Museum and factory tour, going into the working plant (<i>bookable, online booking compulsory</i>) · CUBO Museum (<i>on request, Monday to Friday</i>)	flight to Berlin
Germany, Berlin	3	Scale-up and corporate venture	EUREF-Campus (<i>bookable, groups of up to 15</i>) · Startup SAFARI, three to five startups chosen according to the group's subjects (<i>on request</i>)	trip to Wolfsburg
Germany, Wolfsburg	1	The second working factory	Autostadt, 90-minute FactoryTour inside the plant (<i>bookable, Monday to Friday only, minimum age 10</i>) and guided visit of the park (<i>maximum 10 people per slot</i>)	flight to Amsterdam
The Netherlands, Amsterdam	2	The brand as an asset	Heineken Experience (<i>bookable</i>)	trip to Eindhoven

The Netherlands, Eindhoven	1	Deep tech	High Tech Campus Eindhoven (<i>on request, weekdays only</i>)	flight to Copenhagen
Denmark, Copenhagen	3	Design and the city	BLOXHUB (<i>on request; its public form lists students among the types of delegation</i>) · Danish Architecture Center (<i>bookable</i>)	flight to Helsinki
Finland, Helsinki and Espoo	3	Student entrepreneurship	Maria 01, private visit (<i>on request</i>) · Startup Sauna, student hub in Espoo (<i>on request</i>) · A Grid, the Aalto campus (<i>on request</i>)	return

Why Bologna and not another second Italian city. The choice was between two cities and we made it on a single criterion. One of the two brings two excellent company museums, with a public price list and the lowest cost on the route; **Bologna brings a factory that produces today and that you can walk into.** The first question an international programs office asks about a program like this is whether factories were visited or only museums, and in our catalog beyond two days the working factories can be counted on one hand. **Where you can have one, you take it.** The margin is recovered somewhere else, the answer to that question is not.

Schengen days used: 18

04

This route uses up **18 of the 90 days** a Mexican national may spend in the Schengen area within a 180-day period without a visa. **Every** day of stay counts, including arrival and departure, and the count is **cumulative across the whole area**: the five countries on the route are all inside Schengen, so the eighteen days add up to each other and add to any earlier trip by the same participant in the last six months.

Since **10 April 2026** the European entry-exit registration system has been fully operating at all external crossings of the 29 countries that use it: the count no longer depends on passport stamps. The European Commission provides an **official calculator of available days**, public and also in Spanish, which however does not count stays begun before 10 April 2026.

Eighteen days are a fifth of the annual total. If the group is thinking of coming back to Europe in the same semester, even for something short, the sum is done now and not later. → **Visa and residence permit**

What changes with 15 and what changes with 30 participants

	15 participants	30 participants
Wolfsburg, guided visit of the park	The group is already split in two , because the guide takes 10 people: the day is about an hour and a half longer and it is written that way in the program from day one	Three or four guide slots are needed on the same day, and the factory becomes the logistically hardest day on the whole route
Bologna, factory tour	The whole group goes in at the booked times	Two time slots, at different moments, and half the group waits
Berlin, EUREF-Campus	The whole group goes in, on one single visit	The campus takes up to 15 people per visit: two visits are needed
Berlin, Startup SAFARI	It is the ideal size the format declares, between six and fifteen	It is above the range: the conversation is lost, and the conversation is the value
Copenhagen and Helsinki	Delegations of this size are the format those hubs routinely receive	A delegation twice the size has to be negotiated, and nobody publishes a ceiling

Amsterdam, Heineken Experience	No group discount	It is the only site on the route that rewards a large group: the discount applies above twenty people
Cost per person	It is the lowest point on the curve	It does not go down, and on some lines it goes up. On this variant more than on the others, because the two factory days have the lowest capacity on the whole route

Above 15 this variant is the one that holds up worst, and we say so plainly instead of discovering it on day three: the factories have the tightest capacities. A group of thirty that wants the industrial substance anyway needs a different route, with fewer sites and more slots, and we write that in the quotation.

The fallback plan for the transfers

06

Four flights, one train and two one-day trips across eighteen days. The rules we build the calendar with are four and they are written into the program handed over.

- 1. The calendar is built backwards from the constraints, and on this variant there are five.** The factory visit in Wolfsburg runs **Monday to Friday only**; the Eindhoven campus **closes to the public at weekends**; the Berlin campus visit has **the lowest capacity** on the route; the Milan design museum closes on Fridays; the Milan water plant closes on Tuesdays and Thursdays. Those five are fixed first, then the flights are bought. With five calendar constraints across eighteen days, **the program is built in one direction only** and there is no room for improvisation.
- 2. No visit on the day of a flight, and never in the morning.** Each transfer takes up the first half of the day, and that day's visit is in the afternoon, in the city of arrival.
- 3. One reserve day, declared, in three countries out of five.** In Italy, in Denmark and in Finland one of the days includes a classroom session, which can be moved at no cost. In Germany and in the Netherlands that reserve **does not exist**,

because the Wolfsburg and Eindhoven days are tied to the working week: if one of those two falls through, the site is lost and not recovered. It is the price of having the factory inside, and it has to be known beforehand.

4. **The overland alternative is checked when quoting, not along the way**, for each of the four flights, with the warning that the last leg towards Finland is the one with the fewest alternatives.

And one rule that falls on us: the person from the Istituto traveling with the group has the mandate to rewrite the day on the spot, informing the institution's office the same day.

What is included and what is not

07

Included: admissions and visits to the confirmed sites, including the multiple slots of the Wolfsburg guided visit, the booking and coordination with all the sites, the guided working sessions in each country, the materials, one person from the Istituto with the group for all eighteen days, the final report handed to the institution that brings the group and the certificate of participation. Not included: the intercontinental flight, the four internal flights, the Italian train and the overland transfers to Wolfsburg and Eindhoven, lodging, meals, urban transport, travel insurance, which is compulsory and paid by whoever travels (the accident and public liability cover for the activities is taken out by us).

The season, and why January

08

Like the other variants of the European route, this one is meant **for January**. All the sites are urban or industrial and indoors, and none of them depends on the weather or the farming season. In January the cities of northern Europe work at full pace while tourism is at a standstill. And there is one more reason that holds for this variant alone: **the two factory days work better in a month of full production**. A stopped assembly line is exactly what this variant does not want to show.

Two warnings we give first: **the Berlin campus walk takes place largely outdoors; in Copenhagen and Helsinki the hours of daylight in January are**

few, and in those two cities the itinerary is built around the hours of daylight and not around waking hours. The Italian part runs **from 8 January** and not before: Italian companies reopen after 6 January, and a factory visit in the first week of the year does not exist. The reason, month by month, is on the **Seasons** page.

Cover

09

The program includes an accident and public liability policy for the whole stay. The sums insured, the insurer and the policy number are published once it is taken out and are attached to the contract; until then they can be requested in writing, with an answer within two working days.

Do you want it to count as training, with a certificate? This route can be built as an Istituto program, with classroom hours in each country, a piece of work delivered at the end and a certificate of attendance. → **For groups**

→ **Request a quotation**

Related routes

10

Five European business models, compared (15 days, **the variant we recommend**) · Five countries, one city in each (15 days) · Six countries, and a meeting with the person who designs (20 days)

What changes compared with the other three

11

This page exists for one question alone: «**did you visit factories or just museums?**» It is the question an international programs office asks first, and this is the only fifteen-to-eighteen-day variant that answers yes twice.

This one (B)	The recommended one (D)	One city in each (A)	Six countries (C)

Days	18	15	15	20
Italian cities	two	one	one	two
Working factories	two	none	none	two
Transfers	4 flights, 1 train, 2 trips	4 flights, 2 trips	4 flights	5 flights, 1 train, 3 trips
Reserve days	three countries out of five	five out of five	four free days	three countries out of six
How well it holds 30 people	badly : the factories have the lowest capacities	badly	badly	badly

You choose this one if whoever approves the trip inside the university wants to see production, or if the group studies engineering, operations or supply chain. It costs three days and one budget step more than D, and in exchange it gives two factories and a second Italian city.

You choose D, which we recommend, if what you are after is the comparison between business models and not production: in fifteen days and with fewer calendar constraints you bring the office a document that reads as a program.

You choose A if the institution wants to fit in days of its own.

You choose C if on top of the factories you also want Paris and the meeting with the person who designs a product.

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