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-edition



# SUSTAINABLE MOBILITY RESOURCE

TRANS EUROPE HALLES



# 1. INTRODUCTION

TEH Meetings are where the network becomes tangible. They bring people together to exchange knowledge, build trust, develop collaborations, and put shared values into practice. As such, the way meetings are organised is part of the network's culture and has a direct influence on their environmental, social, and economic impact.

Cultural centres are not travel agencies, but they can shape the conditions that influence how people travel, gather, and relate to places. By providing clear mobility information, encouraging shared journeys, recognising barriers related to time, cost, and accessibility, and designing programmes that support slower travel, they can make lower-impact choices more visible and achievable.

This is also a question of care. Sustainable mobility is not only about reducing emissions, but about maintaining the relationships, infrastructures, and conditions that enable people to collaborate across territories over time. Information, hospitality, trust, and mutual support are as important as transport itself in making participation possible.

This guide was developed to work as a practical framework to support more informed and coherent mobility decisions across the Trans Europe Halles network and beyond. Rather than prescribing a single way of travelling, it brings together common criteria, practical tools, and shared learnings that can be adapted to different local contexts. The guide is targeted to hosts and participants of the TEH Conference and Camp Meetings, for TEH Coordination Office itself, and for anyone within the TEH network and beyond who is organising events and meetings in their local contexts.

The guide should be understood as the starting point for a shared TEH sustainability resource: a living resource that can evolve through successive meetings, helping the network progressively align ecological responsibility, accessibility, and meaningful participation. As an example, we have applied this framework to TEH102 Camp Meeting in BASIS Vinschgau Venosta in Silandro, Italy.

Thank you to the contributors of this guide: N.E.S.T. (Network of Ecological and Social Transitions) Hub – one of the TEH thematic hubs – together with TEH102 Camp Meeting host BASIS Vinschgau Venosta and Trans Europe Halles.





# 2. WHAT IS SUSTAINABLE MOBILITY?

Sustainable mobility is not only a technical matter of choosing one mode of transport over another. For a cultural network such as Trans Europe Halles, mobility is also a cultural, organisational, and relational practice. It shapes who can participate, how people encounter one another, how time is allocated, which territories become connected, and how ecological responsibility is translated into everyday decisions.

The journey, the stay, and the conditions of hospitality all contribute to the environmental, social, and economic footprint of a meeting. Sustainable mobility should therefore be understood as an approach to organising travel, accommodation, and hospitality in ways that reduce environmental impact while supporting accessibility, affordability, care, and meaningful participation.

Rather than prescribing a single correct behaviour, the aim is to build shared conditions that enable more informed and coherent choices for organisers and participants alike. The sustainable mobility approach of this guide combines four interconnected dimensions:

## **CLIMATE IMPACT**

reducing greenhouse gas emissions and other environmental pressures associated with travel, accommodation, and food.

## **ORGANISATIONAL COHERENCE**

aligning the way we travel, host, and gather with the ecological values and practices that TEH Members promote through their programmes, partnerships, and everyday work.

## **ACCESSIBILITY AND CARE**

ensuring that lower-impact options do not create new exclusions or disproportionate burdens for people with limited resources, caring responsibilities, disabilities, health needs, complex visa situations or longer travel distances.

## **COLLECTIVE LEARNING AND TRANSITION**

gathering comparable data, sharing experiences, and developing repeatable practices that allow each meeting and event to learn from the previous one and strengthen the network's capacity for ecological transition.



# 3. PRACTICAL GUIDANCE FOR SUSTAINABLE MOBILITY

The following guidance is intended for both hosts and participants. Rather than fixed rules, it provides a practical framework for balancing environmental impact, accessibility, affordability, and care when planning TEH Meetings. Sustainable mobility is most effective when considered throughout the meeting lifecycle: from the first planning decisions to post-event evaluation.

## 3.1 Plan early and reduce unnecessary travel

The greatest opportunities to reduce environmental impact arise before travel is booked. Early planning allows organisers to make lower-carbon options more visible, accessible, and attractive.

When planning a meeting:

- Consider whether some activities could be delivered remotely, regionally or through hybrid formats without compromising the objectives of the event.
- Consider venues and accommodation with good rail, coach, and local public transport connections.
- Identify the main countries and cities of origin expected among participants.
- Explore measures that reduce barriers to lower-carbon travel, such as slow-travel allowances, additional accommodation nights or shared transfers.

Participants should be encouraged to plan journeys early, allowing sufficient time to compare routes, costs, and travel times before booking.

## 3.2 Make informed travel choices

When planning a journey, participants and organisers can follow a simple decision hierarchy:

**Reduce → Combine → Shift → Improve → Learn**



1

**Reduce:** avoid unnecessary travel where meaningful alternatives exist.

2

**Combine:** connect the meeting with another professional commitment, residency, peer-learning visit or collaboration whenever possible.

3

**Shift:** prioritise train, coach, night train, and local public transport where these options are realistic, safe, and accessible.

4

**Improve:** if flying or driving is unavoidable, minimise impacts by choosing direct economy flights, avoiding unnecessary stopovers, sharing cars where appropriate, and extending stays where this reduces repeated travel.

5

**Learn:** compare travel scenarios, record the selected option, and contribute mobility data after the meeting to support collective learning.

Lower-carbon options may require additional travel time or higher upfront costs. Whenever possible, organisers should consider measures that help reduce these barriers, recognising that sustainable mobility must remain accessible and inclusive.

Carbon offsetting should only be considered after opportunities to avoid, combine, shift or improve travel have been explored.





## 3.3 Design meetings that enable slow travel

Travel choices are strongly influenced by programme design. Slow travel becomes more feasible when travel time is recognised as part of participation rather than time lost between destinations.

### Where possible:

- avoid very early starts on the first day and very late endings on the last;
- include arrival windows, informal gatherings or optional pre-meetings that allow participants travelling longer distances to arrive without missing key content;
- provide additional accommodation nights or targeted support for participants choosing lower-carbon travel options when resources allow.

For venues where the “last mile” represents a significant accessibility barrier, mobility planning should include clear information on local public transport, walking routes, accessible transport options, shared transfers, and contact points for participants with specific accessibility needs.

## 3.4 Choose responsible hospitality

Mobility extends beyond transport. Accommodation and food are also part of the environmental and social footprint of a meeting.

### Accommodation

- Prioritise accommodation within walking distance or with easy access to public transport.
- Avoid accommodation models that contribute to pressure on local housing markets, particularly in areas already facing housing challenges.
- Where appropriate, explore shared accommodation, local partnerships or community-hosting options that reduce costs while strengthening relationships with the host community.
- Prefer accommodation providers demonstrating responsible practices regarding energy, water, waste, and procurement, without making formal certification the sole criterion.



## Food

- Make plant-forward or vegetarian meals the default option while respecting health, cultural, and dietary requirements.
- Prioritise local and seasonal producers whenever possible.
- Reduce packaging and food waste through realistic registration, portion planning, reusable tableware and redistribution of surplus food where feasible.

## 3.5 Communicate and support participants

Sustainable mobility should be communicated as practical support rather than as a moral obligation. Members already navigate different constraints related to time, budgets, visas, accessibility, health, and caring responsibilities.

Organisers can support better decisions by:

- publishing a mobility brief alongside registration materials, including route information, estimated travel times, and booking links;
- identifying opportunities for shared travel and travel buddy groups;
- sending reminders highlighting lower-carbon travel options before bookings are finalised;
- collecting preliminary information on expected travel modes to identify barriers and support needs.

Before booking, participants may find it useful to ask:

- Can I reach the meeting by train, coach or a combined route?
- Can I combine this journey with another commitment?
- Can I travel with someone else?
- What are the differences in emissions, cost, and travel time?
- If I need to fly, how can I minimise the impact?







## 3.5 Learn and improve over time

Sustainable mobility is an ongoing learning process rather than a fixed set of rules. To support this process, the hosts could:

- collect information on travel modes, origins, accommodation nights, and barriers encountered;
- publish a short mobility summary highlighting lessons learned and opportunities for improvement;
- gather comparable mobility data across meetings to support the development (see page 16 for suggested data points)

Visual tools can reinforce this learning process. Rather than simply presenting statistics, they should help participants understand mobility as a collective and organisational practice. Useful graphics may include:

- a TEH mobility snapshot comparing travel patterns across meetings;
- a travel decision hierarchy (Reduce → Combine → Shift → Improve → Learn);
- a mobility cycle illustrating continuous improvement (Plan → Travel → Evaluate → Improve);
- a mobility and care compass balancing emissions, cost, time, and accessibility;
- an infographic showing the journey as infrastructure, connecting travel, accommodation, hospitality, and food to the overall experience and impact of a meeting.





## 4. APPLYING THE FRAMEWORK: TEH102 IN SILANDRO



### A rural approach to sustainable mobility

As a cultural hub located in a rural the North Italy Alpine region, host for the TEH102 Camp Meeting – BASIS Vinschgau Venosta – approaches mobility with sustainability as a necessary starting point. Reaching the hub in Silandro often requires several modes of transport, multiple connections, and careful planning. Sustainable mobility is therefore not only a question of reducing emissions, but also a question of time, accessibility, organisation, and available resources.

Rather than treating travel as time lost, BASIS considers it part of the meeting itself: an opportunity for reflection, exchange, and relationship-building. Journeys are often planned collectively, allowing participants to use travel time for rest, conversation or collaborative work. Sustainable mobility thus becomes not only a way of reaching a destination, but also an opportunity to make better use of both personal and planetary resources.

This perspective reflects BASIS's broader understanding of sustainability as an ecological, social, and economic practice. Alongside reducing environmental impacts, the organisation seeks to strengthen local relationships, support community participation, and make the most of existing resources. This approach is visible throughout the site, particularly in the material depot, where reclaimed materials are continuously reused for furniture, infrastructure, and spatial adaptations.



# Hospitality in practice

## Food

Catering is designed to minimise environmental impact while strengthening local connections.

- Vegetarian meals are the default, with vegan and gluten-free options always available.
- Food and beverages are sourced locally and seasonally whenever possible.
- Food waste is reduced through careful planning and the redistribution of surplus food.
- Disposable tableware is not used.
- Meals are prepared and served by the BASIS team and community, reinforcing hospitality as an integral part of the participant experience.



## Accommodation

Accommodation is organised through long-term partnerships with local providers offering a range of price categories and room types.

Participants may also use camper van facilities, and where appropriate, benefit from community-hosting arrangements or in some cases even stay directly on site. These options provide affordable alternatives while encouraging stronger connections with the host community.

## Local mobility

BASIS is located within a five-to-ten-minute walk of Silandro railway station, and all accommodation options recommended in the [Travel and Accommodation guide](#) for TEH102 are within walking distance. This allows participants to move throughout the meeting without relying on additional transport.

Many accommodation providers also offer the [South Tyrol Guest Pass](#), providing free access to regional public transport during participants' stay.





# Designing the meeting around slow travel

The meeting programme has been designed to make lower-carbon travel more practical.

Recognising that reaching Silandro within a single day can be challenging, the opening event takes place in the late afternoon at Museion in Bolzano. Participants can arrive without rushing, visit exhibitions free of charge, work or rest in the museum, leave their luggage safely on site or explore the city before the programme begins.

Following the opening, participants travel together by train to BASIS venue in Silandro. This shared journey creates additional opportunities for informal exchange and relationship-building before the meeting officially starts.

Rather than seeing transition time as a logistical inconvenience, BASIS considers it an important part of participants' wellbeing, allowing people to arrive mentally, connect with the place, and gradually enter the meeting.

## Mobility as a collective practice

One of the key lessons emerging from BASIS is that sustainable mobility should not be approached as an individual responsibility alone.

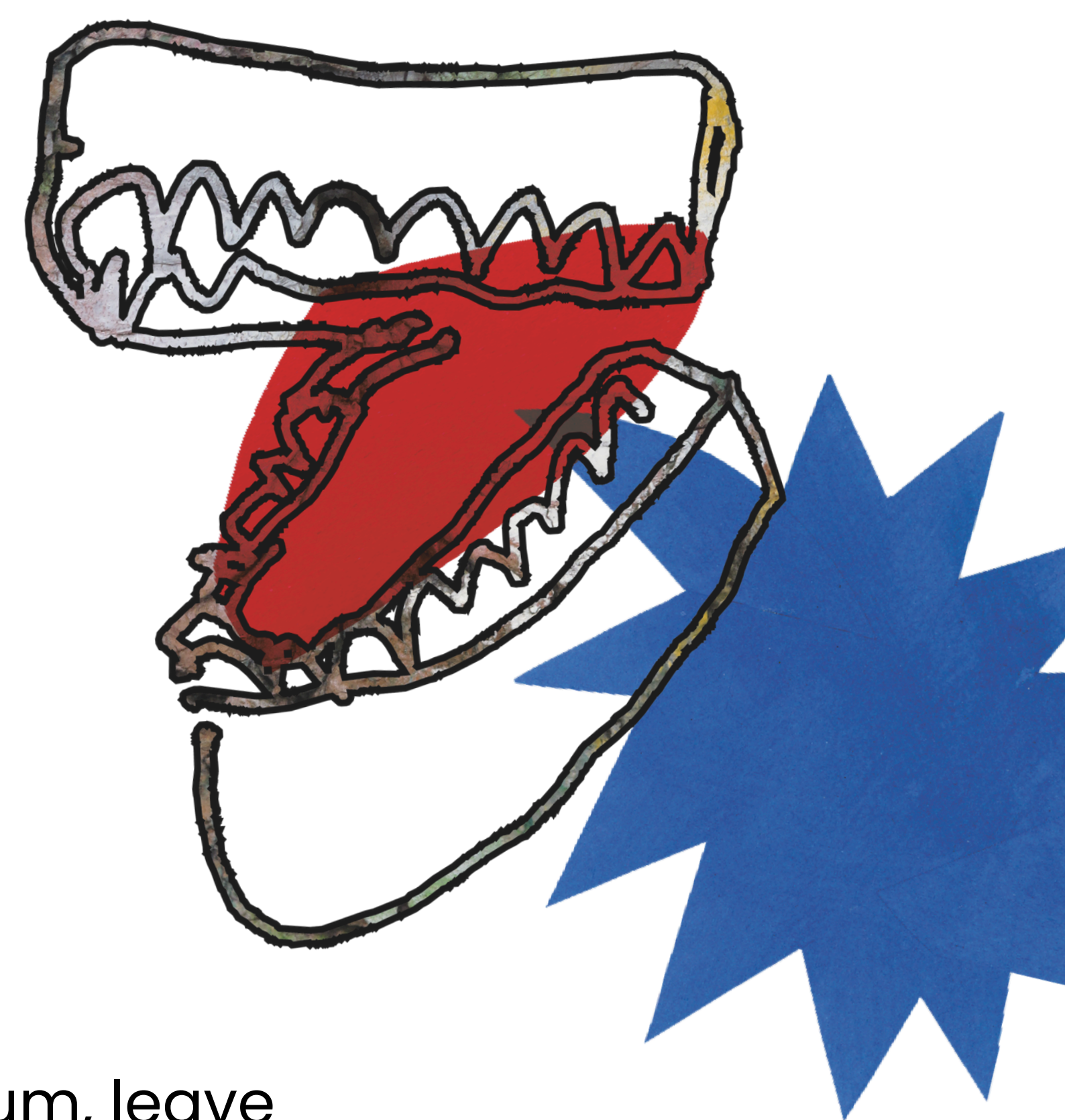
Travel planning becomes easier when participants draw on the collective knowledge of the network: recommendations for train routes, affordable tickets, shared journeys, accommodation along the way or intermediate stops. Over time, these experiences form a living knowledge base that benefits future participants.

This relational approach reframes mobility as more than simply choosing the transport mode with the lowest emissions. It becomes a way of strengthening relationships, discovering new places and connecting with peers across Europe.

To support this approach across TEH Meetings, BASIS proposes:

- encouraging participants to exchange travel advice before each meeting;
- creating communication channels for travel buddy groups and shared journeys;
- sharing information on rail passes, group discounts, and affordable ticket options;
- exploring playful and participatory formats that help participants compare travel options and learn from one another.

**When sustainable choices are supported collectively rather than individually, they become easier, more engaging, and more likely to endure.**





# Example itineraries to Bolzano



The following examples illustrate lower-carbon travel options to Bolzano from some of the countries most frequently represented at TEH Meetings. The examples below were collected in June 2026 and are therefore intended as indicative and example routes, connections, and prices. Always check the service providers for up-to-date information.

## Milan

- Train connection with usually one change
- Duration: approx. 3–4 hours
- Cost: starting from €31
- Service provider: [Trenitaly](#)

## Verona

- Direct train connection
- Duration: approx. 1.5–2 hours
- Cost: starting from €11.90
- Service provider: [Trenitaly](#)

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# Berlin

## Option 1: day train

- Train connection with usually one change
- Duration: approx. 8–9 hours
- Cost: starting from €55
- Service provider: DB

## Option 2: night train

- Train connection with usually two changes
- Duration: approx. 11–12 hours
- Cost: starting from €29.10
- Service provider: OBB

+ Useful options when travelling from Germany:

- BahnCard (up to 25% discount)
- Group ticket for six or more passengers

# Munich

- Direct train connection
- Duration: approx. 4 hours
- Cost: starting from €34.99
- Service provider: DB

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+ Useful option when travelling in Europe:

- Interrail Global Pass (four travel days within one month)
- Cost: starting from €283
- Service provider: [Interrail](#)

## Paris

### Paris to Milan

- Direct train connection
- Duration: approx. 7 hours
- Cost: starting from €79
- Service provider: [SNCF](#)

### Milan to Bolzano

- Train connection with usually one change
- Duration: approx. 3–4 hours
- Cost: starting from €31
- Service provider: [Trenitaly](#)

## Prague

- Train connection with usually one change
- Duration: approx. 11–12 hours
- Cost: starting from €53.99
- Service provider: [DB](#)

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# London

## London to Paris

- Direct train connection
- Duration: approx. 2.5 hours
- Cost: starting from €60
- Service provider: Eurostar

## Paris to Milan

- Direct train connection
- Duration: approx. 7 hours
- Cost: starting from €79
- Service provider: SNCF

## Milan to Bolzano

- Train connection with usually one change
- Duration: approx. 3–4 hours
- Cost: starting from €31
- Service provider: Trenitaly

# Bratislava

- Train connection with usually one change
- Duration: approx. 9 hours
- Cost: starting from €72.80
- Service provider: ÖBB

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## 5. RESOURCES AND TOOLS

The following resources support route planning, emissions comparison, and organisational learning. Together, they can help participants make more informed travel decisions while supporting the long-term development of a shared TEH mobility resource.

### Route comparison and emissions calculators

#### Core resources

##### EcoPassenger / UIC

A Europe-focused route comparison tool for train, car, and air travel, including a well-to-wheel perspective. Particularly useful for comparing alternative routes to TEH Meetings before booking.

##### ICAO Carbon Emissions Calculator

A flight-specific calculator based on an internationally recognised aviation methodology. Useful when flying is unavoidable and participants wish to understand the impact of different flight options.

##### Julie's Bicycle Creative Climate Tools

A suite of tools designed for cultural organisations to measure, track, and report environmental impacts, including travel-related emissions. Particularly relevant for supporting longer-term organisational learning within TEH network or TEH Coordination Office.

##### On the Move Resources

Guides and publications on cultural mobility, greener practices, and mobility justice, placing sustainable mobility within the wider context of international cultural cooperation.



## Additional resources

### ADEME Impact CO<sub>2</sub>

An educational tool that provides clear visual comparisons between transport modes.

### myclimate

A calculator that supports broader assessments of travel and event-related emissions.

### atmosfair

A detailed flight emissions calculator that may be useful when comparing aviation scenarios.

Different calculators use different methodologies, so results will vary. Rather than identifying a single “correct” number, use of a consistent methodology across meetings is advised, enabling meaningful comparison over time. Recording both the selected route and the calculator used will improve transparency and support collective learning.

## Recommended mobility data

To monitor progress and identify recurring barriers, hosts, and TEH Coordination Office in particular can collect a common set of mobility data for each meeting:

- origin city and country;
- main and secondary travel modes;
- number of travel days and accommodation nights;
- whether a lower-carbon option was considered and, if not selected, the main reason;
- estimated emissions using the agreed methodology;
- optional qualitative feedback: What would have made the lower-carbon option easier to choose?

Collected consistently, this information can form the basis of a shared TEH mobility dataset, helping the network evaluate progress, refine meeting design, and strengthen its mobility resource over time.



