

NO TAV COMMITTEE BASSA FRIULANA

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The committee has been operating for the last six years in the province of Udine, in the Friuli Venezia Giulia Region, situated in the north – east of Italy, between Slovenia and Austria.

Towards west-east the region is included in the Priority Project n.6, Lyon- Ukrainian border (former Railway Axis 5); towards north-south it is included in the extension of Railway Axis 23 Baltic-Adriatic.

The committee is for a redistribution of traffic, encouraging rail rather than road transport , but is strongly against the TAV-TAC solution. The building of a high speed line involves very high economical costs and a strong environmental impact, both factors in contradiction with the present situation of the conventional railway lines, which are neglected and run by a management providing a service lacking both in quality and in quantity. The stations of Pontedera and Prosecco offer an evidence of relinquished infrastructures, while the mega station of Cervignano del Friuli, the larger in the north-east of Italy, is only 30 per cent exploited.

Mr. Moretti, the managing director of Trenitalia, has recently declared that "in Friuli Venezia Giulia the main need is to fill up the trains, not to build new railways lines."

As for the Railway Axis 23 Baltic-Adriatic, between Tarvisio (Austrian border) and Udine, a modern mountain railway was inaugurated in 2000: it has a double track, a capability of 300 trains a day at the maximum speed of 160 km/h, but only 30 trains per day run on it (as stated by the managing director Mr. Moretti).

From Udine the line would continue on towards south for 20 km (at the moment with a single track) and would meet the Priority Axis n° 6 at Cervignano del Friuli. Today's traffic on this section is 22 trains a day against a capability of 90/trains a day. The line in Priority Project n° 6 runs through Friuli Venezia Giulia for 90 km. At the beginning the land is flat, with the presence of surface layers and loose reclaimed fields, then the line enters a karst area, formed by caves that have not been all classed and subterranean rivers not yet explored: here dozens of km of galleries should be excavated.

Our committee presented a Petition (n. 900/2007) to the Petition Committee of the European Parliament, opposing the financing of the cross-border line Trieste-Divaca, at present the petition is still open.

To sum up, we restate that we do not need a high speed line but we rather need a high speed reorganization of the railway service, with an improvement of the services offered as for quality, supply and also maintenance, to warrant security.