



SOCIETÀ METEOROLOGICA ITALIANA Onlus

Organizzazione non lucrativa di utilità sociale per lo studio e la divulgazione di meteorologia, climatologia e glaciologia. Fondata nel 1865, aderente alla EMS - European Meteorological Society
Iscritta all'Anagrafe Nazionale delle Ricerche M.U.R.S.T, codice 53496MMN
Osservatorio di Moncalieri, Collegio Carlo Alberto, via Real Collegio 30 – 10024 Moncalieri - TO
Tel. +39 347 080 44 44, +39 335 144 71 69 Email: info@nimbus.it - Web: www.nimbus.it
C.F.: 97604160016, C/C Postale n. 19 62 11 43



Mrs. Ursula von der Leyen, President of the European Commission
Mr. Charles Michel, President of the European Council
Mr. David Sassoli, President of the European Parliament
Mr. Frans Timmermans, Executive EC vice-president: European Green Deal
Mrs. Adina Vălean, EU Commissioner to transport
Mr. Virginijus Sinkevičius, Commissioner: Environment
Cc Presidents of the parliamentary groups
Cc Italian Ministry of Environment
Cc Italian Ministry of Infrastructures

Moncalieri, 18th December 2020

Subject: Is high speed rail Lyon-Turin consistent with EU climate strategy?

The European Commission has indicated for the whole Union the goal of reducing the greenhouse gas emissions to the atmosphere by at least **55% within 2030**, with respect to the level of 1990.

Furthermore, the EC has reaffirmed the intention to meet the objective of climate-neutrality within 2050.

While addressing the European Council and the Parliament on the **European Green Deal**, the Commission has stressed the need of systematically assessing **coherence** between current legislation and new priorities. In order to ensure that all Green Deal initiatives achieve their objectives the Commission prescribes that all legislative proposals and delegated acts include a memorandum containing a specific section explaining how each initiative complies with the **'do no harm' principle**.

Considering projects like digging an international tunnel between Italy and France along a new **Lyon-Turin rail**, it is ascertained that the construction phase would involve a **net increase of the greenhouse gases emissions**: the proponents themselves estimate an overall **emission of 10 million tons**, though their evaluation is **not certified by any independent authority**.

ECA, in its Special report n. 10/2020, remarks that the Lyon-Turin project is delayed with respect to the official timetable and its completion cannot occur within the 2030 deadline. This means that the net increase in the emissions phase is not likely to end before the '40s of the century.

Emissions and related climate damages are certain, while carbon reduction is highly uncertain and surely late, when we need to approach zero net emissions. Something like: "The doctor came after the patient had died."

In the same report, ECA remarks also that there is a strong risk that the positive effects (in terms of impact reduction) of many projects like the Lyon- Turin are **overestimated**. In general, those effects depend on the traffic levels and the modal shift and both tend to be systematically overestimated. In practice, for the Lyon-Turin, **a compensation of the initial excess emissions could hardly happen before 2050 or even much later**, if traffic and modal shift forecasts are not confirmed.

In light of the above, **is the support given by EU to the Lyon-Turin (and similar projects) consistent and compatible with the environmental targets fixed by EU?**

How?

Does capital-intensive investment produce more jobs than widespread investments aimed at pursuing the goal of climate neutrality and diffused resilience?

Many thanks for your attention,

Luca Mercalli, President of the Società Meteorologica Italiana

Angelo Tartaglia, Politecnico di Torino

Ugo Bardi, Università di Firenze

Sergio Ulgiati, Università degli Studi di Napoli Parthenope

Gianni Silvestrini, President of the scientific committee, Kyoto Club

Pietro Salizzoni, Ecole Centrale, Lyon