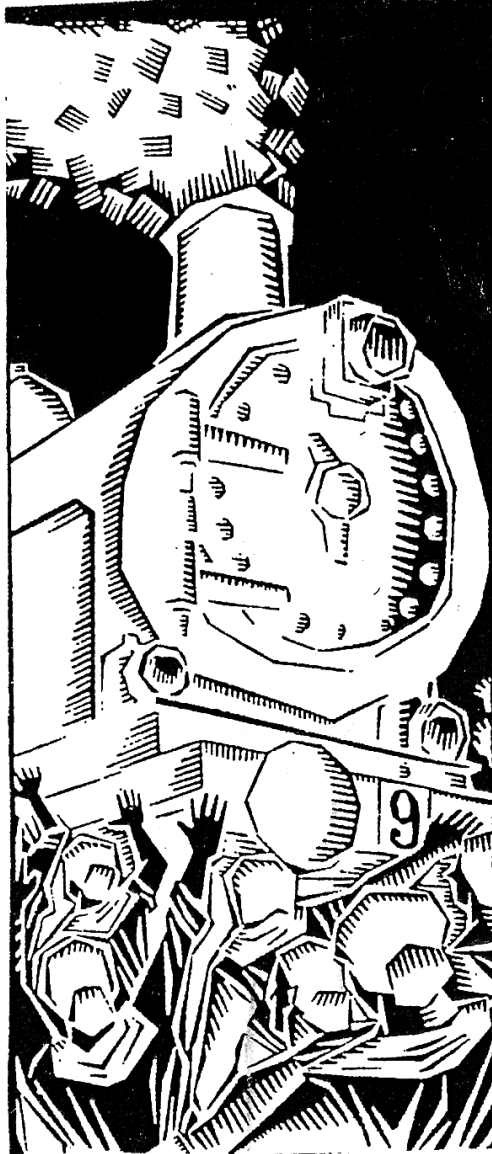


# STOP THAT TRAIN

The struggle against the high speed rail link in Susa Valley



## What is TAV?

TAV (in Italy and Spain, TGV in France, AHT in Basque Countries) means High Speed Train. TAV is a new type of train, which can reach a speed of more than 300 km/h for the passengers and more than 180km/h for merchandise: to obtain this it requires a railway different from the “normal” train and obviously a lot of energy. Those who try to sell this train as a solution to the problems created by the pollution of trucks forget or hide the fact that the lobbies beyond it are the same who own motorways and the market of cars and oil; it is also proven that the motor traffic does not decrease in presence of TAV, to the contrary, it adds to the congestion. And how can we forget that the energy it needs comes from nuclear power stations? Not to mention all the ecological and social disaster that its passage provokes: it destroys the environment, menaces plants and animals, constitutes an insurmountable barrier that animals and people cannot cross, creates in many cases risks of floods, etc. Indeed it provokes the urbanization of the environment, helps the spreading of industries and commercial activities along its path, contributes to the increasing of the division between centre and periphery, city and countryside and so to the concentration of power, the enormous costs will be paid by everybody and deducted from health care, social services, etc (these institutions of the State for now are better than trains, motorways or airports), and the list could continue.

TAV, rather than simply being a new technology, is something more: it's a new ideology, characteristic of the current evolution of Capital. It is not only a technical support for the spread of merchandise and consumerism, not just a “medium”, towards which this murderous civilization conquers and poisons all the world; it is the embodiment of the way our society considers time and space. Along with many other technologies, it is also the message.

The despotism of time and the destruction of space: this is the message carried by TAV. Time to earn, time to spend, time to use: but what kind of time? The time regulated by work, the time we sell in exchange of money, the time we spend consuming the money we earned. Not the LOST time, the time of in-production, of reflection,

pleasure and game. Toward the media the oligarchy which has the power is successfully convincing the masses of voluntary slaves that “time is money”, so everything must be quicker, better, developed. Computer engineering, nanotechnology, etc are working together to provide tools that will permit not only information to run immediately over the world via the internet, satellites, telephones... but also allow the merchandises to speed from the extraction of raw materials to the industries of transformation to finally arrive at the stage of consumption (and at the same speed be destroyed and thrown away). This is the system, made of depredation, genocide, destruction of nature, slavery, racism, overexploitation of labour force, intoxication etc, that we accept in order to maintain our “free” life. They’re building TAV to give us the “freedom” of movement, to go here and there around the world to find the same city, with the same food, the same fashion, the same buildings and the same boredom. The same shit.

## **A brief history**

In 1984 CEE planned «the gradual systemizing of the high-speed links between the major urban centers»), aimed at modernizing and increasing the movement of merchandise and people. After years of planning and discussions in which every nation creates its own agency, in 1991 an accord was signed in Geneva for the construction of a European network of transport. During this period in Italy was created the TAV agency, in which 40% of the shares are owned by FFSS, now RFI (Italian State railway) and the rest belongs to enormous private companies such as FIAT, IRI (Institute for Industrial Reconstruction) and ENI (National Society of Hydro Carbons). This is an important part of the story: if at first glance it seems that the private companies will put the money up for the construction, at the end we will discover that these general contractors, because of the fact that they know that this is a big economical risk, will put up the money but they are completely covered by the State, who will give back all the money: so they will take all the profits, leaving risks to the State (as to say to the citizens who will never take this train) that will refund this money during the years.

So who wants this train? With a few hypocritical exceptions all

political parties: from Berlusconi with his friends, amongst them Lunardi, Minister of Transport, to Prodi, ex- president of the European Parliament and future opponent of Berlusconi in the Spring 2006 elections, who also has links with other big construction companies. Then trade unions, prostrated to the will of these big companies, who will quickly close their eyes in front of the exploitation of workers, that in the case of big construction projects often are immigrants without papers or constantly blackmailed by the foreman (if they are thrown out of work they will be thrown out of Italy) forced to work in the worst conditions, at risk of their life – how many people die every year! – without insurance, with inhumane work hours, etc, in exchange for political careers like Cofferati, ex-secretary of the most important trade union (CGIL), now mayor of Bologna. And, obviously, all the big and little companies, with their managers, who see in TAV an opportunity to make money.

## **TAV lines in Italy**

From South to North this is the state of the constructions:

Naples – Rome is almost finished. During the construction many politicians have been prosecuted for corruption, links with the local mafia regarding contracts and protection pay-offs. In Rome the construction of the TAV line prompted the eviction of entire buildings full of poor families, despite desperate acts of resistance.

Rome – Florence is almost finished.

Florence – Bologna is finished but they have to do other work because of some mistakes. Around 10 years ago, when the work started, it encountered some opposition but the politicians of the little villages of this zone, Apennine Mountains, signed the agreement in exchange for favors and ridiculous compensations, like new tarmac road surfaces, parking etc. This line runs mostly through tunnels and during the construction they made the worst things and now they are prosecuted for environmental devastation and tax evasion. What have they done? They have interrupted FOREVER all the water sources in their path, polluted rivers, dumped the toxic waste, etc. At the head of these companies there is the CMC, a “red” co-operative with many connections with the leftist parties who have won the contracts to build

many of the Olympic infrastructure in Turin and Valsusa (like the ski-jump and bob-sleigh arenas, the media village, etc) and now starting to build the TAV in Valsusa.

Bologna – Milan is finished. It runs parallel to the motorway, has contributed to an increase in the problems that this kind of concrete tongue creates in the middle of the Padana plan, an area completely industrialized, including agriculture, factory farming etc.

Milan – Turin is finished and under trial.

Milan – Verona – Venise and Milan – Genoa will start soon.

### **Turin-Lyon: a bloody dirty affair**

In the second half of the 90s began the first prospecting and studies in Susa valley which links Italy to France through two national roads (one to Monginevro, the other to Moncensio passes), one railway and a motorway which run under the Frejus mountain. The valley has also two long distance power lines.

From August 96 to November 97 a series of different acts of sabotage happen in Valsusa. The targets were in a prospecting drill, an electrical substation, a church door in a little village, etc. The 5<sup>th</sup> March 98 three anarchist comrades – Edoardo “Baleno” Massari, Soledad Maria Rosas and Silvano Pelissero – were arrested and the occupied house in which they were living was searched, evicted and closed. They were accused of being involved in a fictional eco-terrorist organization that the prosecutor Laudi - who distinguished himself in the 70s in the war against armed struggle – claims to have discovered. The history of this trail is so long that it is impossible to resume, what we can say is that after the arrests starts a public campaign by the media who claimed that they are dangerous eco-terrorists, that Laudi have “granite proof” against them, so they were put in solitary confinement in Turin’s prison, “Le Vallette”. The 28 of March Baleno was found hanged in his cell, very strange considering that he was supposed to be under 24hour surveillance. Immediately the tension rose up in the city because many people didn’t believe in this ‘State-suicide’, as in the case of anarchist Pino Pinelli in 1969 who was thrown out of the window of Milan police headquarters after being accused of planting a bomb in a square full of people, Piazza Fontana. Some months later, the 11<sup>th</sup> July, Sole, the

Argentinean comrade who was Baleno's girlfriend, who was under house arrest in a friend's house in the countryside, hung herself. In this period Turin was under the spotlight of all the national media, and during the summer some letter bombs were addressed to prosecutors (like Laudi), journalists and politicians, facts that contributed to a rise in tension and to create division in the anarchist movement. At the end of the trial Silvano was condemned to 6 years and 5 months but only for one specific fact (stealing and burning in the municipal house in a small village in Valsusa, Caprie): all the charges related to the terrorists organization fall down like a sand castle.

After a couple of years in which nothing happened, the bureaucracy restarts to move: 29<sup>th</sup> January 2001 the chiefs of Italian and French government have a meeting in Turin to sign the official agreement for the construction of the Lyon-Turin line. It was the same year of Genoa G8 summit and the Italian police underwent training: all the city-centre was considered "red zone" and closed for all the day, snipers were located in the roofs of many building and the protest organized by the people of Valsusa (with very little presence of Turin's people) was blocked in a square.

The problem of Italian government is that all the institutions of the valley, not only the inhabitants, are opposed to TAV and it is very difficult for them if not impossible, to convince (or to buy) local administrators that they have to accept the line: for this kind of situation a parliamentary act changes the legislation, so the little villages have no power regarding the thing happening in their area, and now it is legal to build the big project without the agreement of local power. May 31<sup>st</sup> 2003 a demonstration of about 20.000 people walk the valley saying NO TAV. But despite this the project continues and the first prospecting must be made in summer 2005, so the 4<sup>th</sup> June another demonstration gathered about 30.000 participants who walked from the town of Susa to the main prospecting site, the little village of Venaus. During the summer the sites in which they wanted to take samples of the ground (along with Bruzolo and Borgone) saw the birth of three different presidiums managed by the inhabitants of these different zones, in which for all the summers were organized lunches and dinners (in some case without money), debates about all sort of things such as the repression of witches in the past, the talk of a Mapuche messenger,

from the history of the valley to the impact of some poisonous industries, and theatre, cinema, concert, games, etc. Finally the valley tries to experience an embryonic form of “direct democracy”.

Finally the 31<sup>st</sup> of October they arrive: carabinieri and police blocked the part of the valley in which there will be the first prospecting, to protect the technicians of the enterprises who will occupy the places in which the work will start. Despite a huge presence of all the inhabitants of the valley, who tried to stop the march of the armed forces, at the end of the day the sites were conquered: about one hundred people are recognized via photographs and video and charged for resistance, refusal to obey to police orders, etc. So the struggle now is started and the days after the media start to criminalize the NO TAV movement: claiming that a bomb package was found near the prospecting sites, along with leaflets which advocate the armed struggle, televisions and newspapers start to describe the people of the valley as terrorists, radicals, etc, and the same prosecutors (or, better, executors) Laudi and Tatangelo now work to criminalize a struggle in which you can see, shoulder to shoulder, peasants and anarchists, old women and autonomists, students and workers, all determined not to make a step back in the defense of their valley, of their life. The valley now is militarized, police will stop you asking ID, and if you don't living in the village in which they stop you they oblige you to go away; a comrade some days ago was stopped driving the camper of the NO TAV movement, and after a long search he was charged for the possession of a knife! Meanwhile in Turin, in which there will be the Winter Olympic Games in February 2006 (just imagine what that means), we assist against an increasing repression against squats and social centers, against immigrants and the poorest, like all the cities in which these “games” were organized.

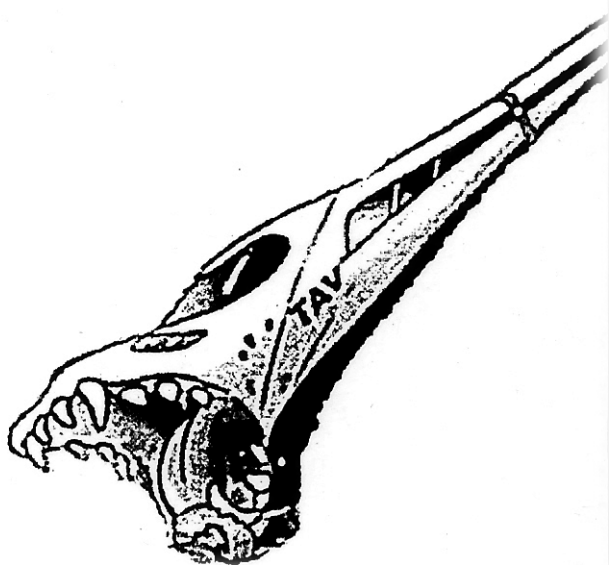
Despite all of these facts, the struggle continues and will never end until we will push away from the valley all these assassins, along with their watch dogs and the vultures of the media.

Not one step back in the defence of the earth!

No pasaran!

Now and forever NO TAV!!!

## FOR MORE INFORMATION



### **In Susa valley:**

<http://www.notav.it/>

<http://www.spintadalbass.org>

<http://montagnanostra.altervista.org>

<http://www.legambientevalsusa.it/>

<http://www.notavalmese.org/>

### **In Turin:**

<http://www.ecn.org/blackout/> - Blackout Radio, 105.250 – the only free radio in Turin... also in streaming!

<http://italy.indymedia.org/features/piemunt/#2566> - Indymedia Turin and Piemonte

<http://www.notav.info/> - CSOA Askatasuna (Occupied Social Center), Corso Regina 47 – Torino

<http://www.ecn.org/nautilus/> - Editorial collective, No copyright: C.P. 1311, 10100 Torino

<http://www.ecn.org/elpaso/> - The oldest occupied house in Turin. Via Passo Buole 47. Telephone: 011-3174107

<http://www2.autistici.org/fenix/> - Turin's Squatters

### **In Italy:**

<http://digilander.libero.it/altavoracita> - for the Milan-Genoa line

<http://www.dadacasa.com/idra> - for the Firenze-Bologna line

<http://www.ccc5.altervista.org> - for the Venise-Trieste line

### **In Basque Countries:**

<http://www.sindominio.net/ahtez/etxea.htm> - Assembly against High Speed Train, Posta Kutxa 234, 20300 Irun (Gipuzkoa) Euskal Herria (Spain)



## SOME OF OUR ENEMIES

**FIAT cars.** In England:  
Freepost (NAT13690)  
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[contactfiat@uk-central.com](mailto:contactfiat@uk-central.com)

**T.A.V. S.p.A.** Via Mantova, 24  
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[redazionetavit@tav.it](mailto:redazionetavit@tav.it). It

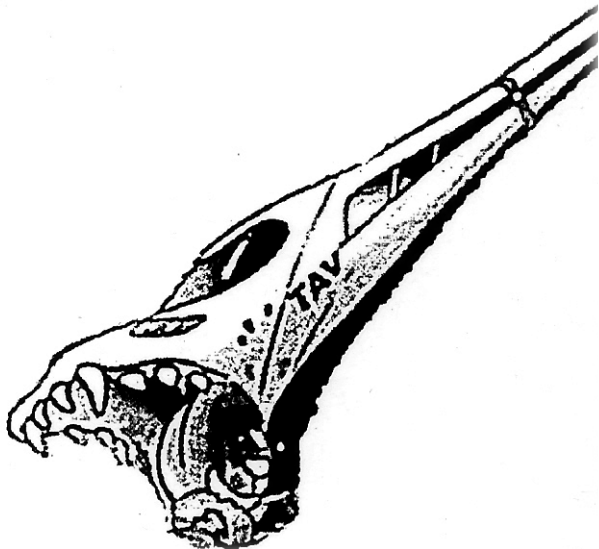
belongs to:

**RFI Rete Ferroviaria Italiana SpA**, Piazza della Croce Rossa, 1 00161 ROMA

**CMC** - Cooperativa Muratori e Cementisti - via Trieste n. 76, 48100 Ravenna  
tel. 0544 428111 [cmc.cmc@cmcra.com](mailto:cmc.cmc@cmcra.com)

Founded in 1901, is the largest construction co-operative in Europe operating in Italy and in the world and ranks among the leading Italian Contractors with its impressive record of completed projects in all construction fields and good reputation among domestic and international clients. Since 1975 CMC is permanently operating overseas with a consolidated presence in various countries thanks to its considerable experience and know-how. CMC has a consolidated annual turnover of about 500 million Euro, 90% of which pertains to construction works, and a permanent staff of about 500 people, 350 of which are also members of the co-operative.

**Pininfarina**, industrial design. Strada Nazionale 30, 10020 Cambiano  
(Torino) tel. +39.011.9438111 - email: [pfh@pininfarina.it](mailto:pfh@pininfarina.it)



**CCC** Consorzio Cooperative Costruzioni - Via della Cooperazione, 30 - 40129 Bologna Tel. 051 419.88.11

The originality of the CCC - and the reason for its success over the last few decades - lies in the fact that it is a consortium of cooperatives, with its own corporate personality, which acts in complete autonomy to procure contracts from public and private clients and purchase goods and services on behalf of its members. In nearly one hundred years of activity, the CCC has successfully pursued the mission assigned it by the cooperatives: to operate according to the principles of mutual aid with the aim of enhancing the technical and market capacities of the member cooperatives and, at the same time, to achieve a standing as one of the largest and most qualified contractors in the Italian construction sector.

It has over 200 members, which operate in the building sector, transport sector, service sector, industrial sector and building materials sector.

**Tecnimont S.p.A.** Viale Monte Grappa 3, 20124 MILAN.

Is a leading international engineering and construction company operating worldwide in the chemicals, petrochemicals, oil & gas, energy and other sectors of the process plant industry.

**Astaldi S.p.A.** Via G.V.Bona, 65 - 00156 Roma - Tel: +39.06.417661.

United States: 8220 State Road 84, Suite 300. Davie – Florida.

Up to the 2 World War, the Astaldi Company was primarily involved in major civil works projects in Italy and abroad, including railroads, aqueducts, ports and public buildings. After the war, in addition to a major presence in Italy, Astaldi extended its activity to Africa, initially in Kenya and Uganda in joint venture with an English businessman, John Stirling, and later (1950's) on its own in Zaire, Ghana, Sierra Leone, Nigeria, Burundi, Rwanda and Mozambique. Its activity in Africa primarily involved road construction. In Italy, Astaldi focused on post-war reconstruction particularly hydraulic plants and railroads projects such as the Sarca power plant in Molveno and the Milan-Venice railroad line.

**Snamprogetti** operates in the following markets: oil & Gas and chemical plants, pipelines, infrastructures and environmental activities.

**Snamprogetti UK Ltd**, Basing View - Basingstoke; Hampshire Rg 21 2 Yy

**Saipem S.p.A. Saipem UK Ltd.** Saipem House, Station Road, Motpur Park KT3 6JJ - New Malden, Surrey.

They belongs to **ENI Group**, present in UK at:

**Eni (UK) Ltd**, Ebury Bridge House, 10 Ebury Bridge Road - London SW1 W 8PZ

**Impregilo**, Viale Italia 1, 20099 Sesto San Giovanni, Milano.

tel. +39 02 2442 2111 / [impregilo@impregilo.it](mailto:impregilo@impregilo.it)

It has been involved in constructing more than 160 hydroelectric projects around the world. The majority of the company's orders are for infrastructure, hydroelectric dams

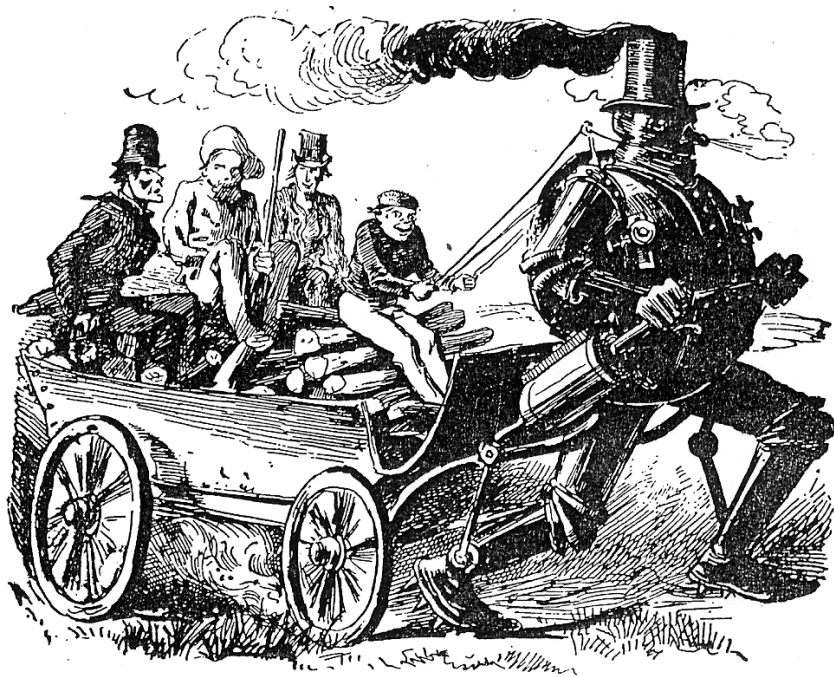
and large-scale civil engineering works. For example: 2,700 MW Yacyreta dam, Argentina/Paraguay; 3,300 MW Ertan hydropower dam on the Yalong river; and many others.

And **Mediobanca, S. Paolo, IMI, Banco di Napoli, BNL, Cariplo, Credit Holding Italia, Banca di Roma, Banca popolare di Novara, Deutche Bank, Credit Lyonnais**, etc etc...

### Some technical notes:

The TAV line which will arrive from Milan will pass in the north-west part of Turin, running parallel to the ring motorway and affecting all the towns of this area, contributing to worsening the already terrible conditions in which the inhabitants live: constant noise pollution, creation of barriers between neighbouring boroughs, destruction of the last green areas, etc. Then the line will enter in Susa valley that, just to give some numbers, after the closing up of the Mont Blanc tunnel (the fire of 1997 which took around 40 victims) and the consequent closing of this pass to the traffic, is daily crossed by 7.000 trucks, 110 trains and 15.000/20.000 cars. The line will pass through the valley through different tunnels, about 40 km all along the valley, to finally enter the 54 km tunnel that will link Italy with France. This tunnel, unique in the story of Italian engineering, will pass 2 km under the top of the mountain, and will find rocks made by uranium and asbestos. So, for the following 15/20 years of the construction, hundreds of trucks will convey this poisonous material into the entire valley and the Turin area, and the pollution will be helped by the hard winds of the Alps. Indeed, the construction of this tunnels will necessitate the creation of new streets, dumping, tapis roulant, sites for the processing of the materials, etc: at the end, the life of the inhabitants of the valley, still threatened by some polluting industries and by the traffic, will be a real nightmare. Susa valley has one of the highest rate of cancer in Italy, due to the presence of the mentioned industries, and to the high concentration of asbestos in the rocks, dangerous only if moved by the machines that are transforming this valley, once an important historical link between Italy and France (but also Spain and England) full of records of different cultures, into a real industrial corridor, in the bottom, and into a "snow park" for rich tourists in the upper part.





*Desertification of fields, enlargement of anonymous suburbs and uninhabitable cities, standardization of existence, life totally dominated by economic imperatives, free time and pleasure converted into merchandise, growing feeling of the absurdity of such a life and the continuous evasion to forget it: all these things constitute the common sign of our period.*

*Answering to a false need, forced by the contradictions of a subjugated existence, TAV belongs to the family of the microwave oven, so useful when we're no more able to cook. Technical development putting the entire world in the never-ending spiral of illness worsened by false remedies, imposes itself as a reality on civilized human beings every day less able.*

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**NOPROPERTY – NO©**

