

Mr Virano's speech - President Observatory on Turin-Lyon - at the Conference of 1st December 2007 "Turin-Lyon: let's see it right!"

Somebody could think, wrongly, that the Observatory hooks decision-makers off a tight corner and that it can prove once and for all whether the new line Lyon -Turin must be built or not.

But we only describe a few options leaving to political decision-makers the responsibility to decide.

We are working to understand, to portray the various positions in an objective manner and to reach solutions that can be shared by all.

When Val Susa representatives objected that RFI's estimations were too cautious they presented some examples to support their position and they showed how in the same conditions, in other rail lines, better results were reached. RFI, in order to explain their estimations, presented technical and normative aspects as well, and one can agree with it or not, but it is important to take them into consideration.

The main objective is to understand.

We all regret to do that just now, in 2007.

We are defining, ex post, following a new procedure that we invent day by day, the elements which must be at the foundation of any conversation about the subject.

We are inverting the order of priorities. For example, Mr De Bernardi reminded us of the difficulties in inserting the Turin bottleneck in our discussion, and yet we are doing it and able to do so.

We are also changing the wrong perception attributing to infrastructures the power to solve all problems. Transpadana stated that the construction of the base tunnel could be THE solution. Now, nobody wants to neglect the importance of infrastructural investments, but surely an infrastructural policy does not make sense if it is not accompanied by a transport policy.

It's really important that the capacity of the historic line has been stressed by Mayors. The project that was presented penalised Turin. The correction of this nonsense and the attention on the historic line show that it does not make sense to discuss about infrastructures without a transport policy.

This transport policy has to be oriented to a massif, on-going and perceivable transfer from the road to the rail. This operation can not be done just when a new infrastructure will be realised, because there is a real and concrete risk that in 2025-2030 there will be a new tunnel but not a market that can feed it.

Fortunately the historic line has the potential described here. Certainly the 70 trains that pass today can double and probably triplicate.

A concrete policy for an adjustment of the balance between the various modes of transport is possible by tomorrow, by the 1st of January 2009

We prepare materials so that political decision-makers can assume their own responsibilities.