
[Piombino](#), 29th July 2022 - Courtesy for the citizen of Piombino and their human rights.

To your kind attention.

We would like to make you well aware of an extremely serious matter that is currently affecting citizens, democracy and the whole of Italy. As a consequence of the outbreak of the war, the Italian government took the decision to quickly minimize the energetic dependence of Italy on Russian natural gas by means of the installation of a regasification plant, in addition to those already available locally, that would seriously endanger public safety and the economy of Piombino, city that has already been widely dragged down. Our aim is to allow everyone to be acknowledged about this affront to human rights and, therefore, to write for you and your news organizations/media channels all the necessary articles that need to be further disclosed and re-launched through our platform ItaliensPR. We would like to point out that what comes next is an original idea from which other more detailed articles would eventually develop.

More about Piombino



In Italy the side effects of a seemingly distant war might lead to citizens being left with the impression of having returned to a subject governed by the wealthy. They may feel like the world is against them, starting from the fact that effects on the rest of the national community are artificially made to appear as necessary, and citizens who protest are portrayed as "enemies of the people".

A striking example is Piombino, a post-industrial steel-making city overlooking the Tirrean Sea. Because of the necessity of minimizing the dependence on Russian gas, this city was suddenly forced to host one of two massive regasifier ships purchased by the Italian government (at 330 million euros). In a small city of only 40,000 people, this ship is supposed to be hosted in a small port that focuses mostly on transiting tourists (second in Italy for total journeyed passengers) and on what remains of steelmaking settlements that formerly provided about 15,000 citizens with employment.

The community, which is waiting for those settlements to re-open, has been largely reliant on subsidies and remediation of contaminated areas, as well as the construction of infrastructures essential to the development of this disadvantaged area for the previous eight years.

Presently, the central government and the President of the Region have decided, without any preliminary analysis, to locate the regasification plant in Piombino's port. They made their decisions in secret and acted with the intention to withhold information about the operation from the mayor of Piombino and those of neighboring territories. The regasification terminal would permanently stop the development of the port, as it becomes extremely dangerous. A potential explosion of the plant would be 50 times more powerful than that of an atomic bomb, without the radioactive aspect. It would also coexist badly with the marine traffic of all the ferries heading towards the islands, not to mention the fish breeding industry, the first of its kind in Italy, which would be utterly incompatible with the emissions of cold water and chloride used to regasify the compressed gas running in the liquid state.

In order to find a solution, the government proposed the granting of transactions (foremost land reclamation works) that have been continuously promised but then disregarded for decades, as well as granting the reduction of both gas and electric prices for the local residents in exchange for approval.

However, citizens have risen up in protest, which should concern all the local political forces. In response, the former Minister of Economic Development, Carlo Caleda (center-left party), has even called for military intervention since the matter is considered a serious national emergency. Through adopting this strategy, it seems it has been forgotten that Piombino was officially declared a Site of National Interest for environmental emergencies, as it is already widely damaged. This kind of intervention would be carried out without considering all the assessment standards concerning environmental impacts and the risks connected to possible accidents, such as explosions or pollution.

The regasification plant, the only one in the world, would be placed only a few hundred meters from local homes (in Barcelona the distance to the nearest homes is more than four kilometers) and it would be an open-cycle regasifier with a daily release of hectoliters of chloride into water. On top of that, it is crucial to remember that it would be placed in a small and high-passenger-traffic port, with about 120 departures every day.

In reality, relieving Italy's dependency on gas from Russia would not cause a real emergency. The nation has wells already in operation in the Adriatic Sea that could easily be re-started in only a few months, from which the same gas could be extracted at twenty times lower cost than the ones involving gas arriving by sea.

Yet local residents feel powerless. We are truly faced with an absurd cessation of democracy.

[Please view the Gallery](#)

Live from Piombino: Why do people in Piombino protest against the regasification plant?

Interview on the environmental pollution in Piombino with surgeon and former head of the Committee of Public Safety in Val di Cornia, Alessandro Dervishi.



Alessandro Dervishi, surgeon and former head of the Committee of Public Safety in Val di Cornia

"In Piombino, the current critical situation, which has not been resolved over the course of multiple years, is easily comparable to the situation in Taranto. In the past, Piombino was the world's leading steel processing center, a tradition that has been interrupted as market dynamics led to the expansion of substandard and cheaper products from other countries. In turn, a city that employed roughly 12,000 workers now faces closed plants and thousands

of layoffs, with no clear resolution for their futures. The journalists who carefully and patiently listened gave a summary of the citizens' rage regarding the anthropic circumstances, as they felt that, given their city's artistic, historical, and environmental beauty, it deserved better.

Starting from the South, one of the first impacted areas of Piombino is the abandoned Enel power plant, virtually adjacent to the beach, which has left nothing but pollution and towers visible from afar. Continuing towards the city of Piombino, it is possible to find the warehouses of what used to be the Dalmine plant, where instead today hazardous and dangerous products are being processed. Further, one can see the former garbage dump of Rimateria which was created in 1999. Its dimensions were merely a couple of meters, however, it now stands 36 meters high. The substances in it are still unknown, though numerous investigations are still underway on its management.

Finally, one reaches Piombino, where the already mentioned steel plants, once a pride of the city but now obsolete, rise on the left side. These steel mills have provided the city with work and wellness for ages, and have served the entire nation with profitable services. Still, at the same time, it is essential to point out that they have been a major source of environmental pollution and have increased the occurrence of many illnesses.

Moreover, it should not be forgotten that Piombino was declared as S.I.N., meaning a site of severe pollution by the Italian Government. Looking into the specifics, national epidemiological studies, such as Sentieri, shed light on the higher percentages of certain illnesses reported in Piombino with respect to the regional average. Sadly, this epidemiological data did not result in Northwest Tuscany ASL reinforcing hospital departments, such as the emergency ward, cardiology, or hemodialysis. To make matters even worse, departments such as gynecology and obstetrics were shut down, forcing women that live in Piombino to give birth at least 46 kilometers away from home (where the nearest hospital equipped with such units is located).

Continuing to the port of Piombino, we take a glance at the pier where the regasification plant (a 300-meters long and 40 meters wide ship) will be moored. This pier, designed to house the dismantling of Costa Concordia, that in the end was not even conducted here, is within a medium-sized port that receives both industrial goods and tourists - about 3 million people a year - together with the inhabited center. Anyone who comes to check the situation in person will realize that in a port of this size, where 120 trips a day depart for Elba and Sardinia in summer, the passage of ferries takes place a few tens of meters from where the regasification terminal will be moored, therefore the risk of an accident due to human or technical causes cannot be excluded.

All the previously outlined scenery is even more absurd when considering that in Livorno, a few kilometers further north, another gasifier has already been placed no less than 22 kilometers away from the coastline, and is surrounded by a total marine interdiction area of 3,4 nautical miles. That means that no one is allowed to enter, stop, or fish within this delimited area, with guard ships reinforcing this prohibition. If this same law is applied to Piombino, the city should be entirely evacuated at least once a week, that is every time that the regasification plant is supplied by another gas carrier of similar size entering the port.

Another point to be mentioned is that there is no fire station or ships engaged in extinguishing fires in the proximity of the port. Why, then, has Piombino been selected for this project?

It is because SNAM has been assigned to retrieve the area where a regasification plant would have been easier and faster to connect. In order to simplify things even further, Mario Draghi, the former chairman of the Italian Council of Ministers, ruled out any legislation that would have prevented the following course of action. Furthermore, in addition to what was just stated, it is without a doubt unacceptable that the residents of Piombino haven't been informed until the very last moment of the decision. The Regional President of Tuscany, who only became aware of the decisions taken after everything was said and done, found himself in the position of mediator between the input from above and the reasonable outrage of the residents. Further issues persist, for instance, how chlorine is used to cool the GNL, which is then inevitably spilled into the sea, a short distance away from prestigious fish farms, and much more.

To sum up, the town Piombino has been exploited for the national good for years and then abandoned to fend for itself. Although both the Italian Government and the city have been trying with their own strength to find a way out of this never-ending crisis, the city returns to the national spotlight as the frontrunner for hosting an ecologically harmful regasification terminal, and through statements made by politicians and journalists, who know very little and agree with mainstream perspectives, is home to selfish and foolish local inhabitants."



Alessandro Malanga, employed at the Department of Chemistry and Industrial Chemistry at the University of Pisa

The Biography of Corrado Malanga

Report by Il Corriere Etrusco TV Regasification plant in Piombino: the terminal is not risk-free 28th July 2022

interview with Professor Corrado Malanga

Former researcher in chemistry at the University of Pisa, Malanga was interviewed by Il Corriere Etrusco Tv after consulting the project Snam proposed with concern to the installation of a regasification ship inside the port of Piombino.

Malanga, before introducing his own idea about the matter, makes a brief introduction referring to what it is called 'sustainable green chemistry', which is a sub-discipline of chemistry concerning the prevention of every kind of activity that might be destructive to the environment. It is essential to pay attention to the industrial mentality typically adopted today: while in the past there was a tendency to carry on industrial operations despite presenting possible risks of environmental disasters, even though minimal, in this day and age the tendency is to avoid this type of particular hazardous situations at all costs. So, why keep defending a plan that clearly comes with such a large amount of risks?

After consulting and attentively analyzing it, Professor Malanga was under the impression that the extremely long report drafted by Snam was designed ad hoc to draw away reader's attention and make them focus on irrelevant topics. This document features a great variety of big words, adjectives and catchphrases, but what is missing is numerical data. As a matter of fact, the feasible risk, according to Snam, is 'negligible'. But the question that is natural to ask oneself is: how much is it effectively negligible? The analysis was carried out by means of computational systems, that is computers that follow step by step the conduct of the operations. However, it is crucial to point out that these technological devices work in a proper and correct way only in case they are provided with extremely precise numerical data. What is possible to evict is that these computers, that do not foresee 'massive risks', clearly do not quantify the data collected. The human neuro-linguistic system allows us to design a mental 'map of the territory' on the basis of what we read or listen to, but, if the argumentations we are provided with are unclear, due to our cognitive innate ability, we tend to believe that those statements are not true. Such superficial and transitory data lead to the assumption that all the analysis and sampling activities Snam claims to have conducted have never been carried out. There are many key points that do not add up and, consequently, leave much to be desired. It is therefore urgently needed to deepen the following matter.

The report introduces and explains in detail numerous and very interesting studies with reference to the marine environment, but the main issue is that there is no mention regarding all the possible large-scale damage on this ecosystem, when, in contrast to what it is stated, the potential criticalities are countless. The two main matters that

Malanga analyzes involve the usage of sodium hypochlorite and to what extent the sea temperature may change. When it comes to the first factor, it is necessary to explain that the liquid gas, used for the proper realization of the regasification process, runs through a serpentine system immersed in the sea. The sea water releases heat to the serpentine system and to the liquid contained in it, which gradually turns into gas while passing through this heating course. The sea water produces a layer of scum that prevents the smooth functioning of the system. The only easy and cheap solution to make the gas pipeline not to lose its functionality consists in using a consistent amount of sodium hypochlorite - commonly known as bleach - that would be thrown into sea, which would consequently and inevitably fill up with chlorine compounds, causing severe damages to marine wildlife. As a result, the fishing industry would be widely affected, but, unfortunately, even in this terrible scenery the potential risks are not satisfactorily highlighted. As already stated, according to the study Snam conducted, environmental pollution involves just a so-defined 'negligible' risk, yet what many people are not aware of is that the analysis was made taking into account only one month of effective activity of the regasification terminal. Hence, the risk we are talking about, whose entity is still indefinite, cannot refer to the regasification project in its entirety, as at the moment it previews a three-years plan, during which the possible side effects will undoubtedly accumulate over time. Even when it comes to the second factor to consider, which is the drastic decrease of the sea water temperature caused by the regular activity of the terminal, we are not provided with any clear quantification: the variation, as the report states, is always negligible and minimal, thus it will not affect significantly the sea temperature. It is clear to everyone that essential numerical data are missing here too. Experts claim that in the areas adjacent to the terminal temperature may drop by about 7°C, decrease that not only is too significant, but it will also happen in a limited space, alongside the coastline and inhabited centers (less than 1 km away) - not offshore as in Livorno - causing irreversible environmental catastrophes.

Online Press Clipping

We forward to Your attention the Interview of Eurocommunication with Alessandro Dervishi, surgeon and former president of the Val di Cornia Public Health Committee, on the environmental contamination of Piombino.

Visit the Eurocomunicazione.eu web page about the topic.

Visit the Info Consapevole web page about the topic.

Visit the PRIMO Magazine web page about the topic.

Following:

[Link Twitter](#)

[Link Facebook](#)

[Link Instagram](#)

With the kind request of circulation and diffusion.