



STOP the "bottle Divonne water project" !

The industrialist Patrick Sabaté of the *Andrénius* company, in partnership with Divonne's administration, targets the production of **400 million plastic bottles of water/year** resulting in an estimated freight transport of **200 truck journeys / day**.

5 arguments against :

- 1. Transport**
- 2. Ecology**
- 3. Lack of drinking water**
- 4. Economy**
- 5. Transparency/Democracy**

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1. Transport : a heavy truck every 4 minutes, 12 h a day

- **Increased traffic jams**, pushing traffic onto already saturated secondary roads. Already 20,000 cars/day at the Divonne customs and 7,094 cars/day at the Crassier customs. (sources : *syndic de Chavanne de Bogis 2018*, bilan routier 2016 du département de l'Ain).
- **Noise pollution** associated with the passage of these trucks.
- **Air pollution** Trucks using hydrogen fuel cells or electric motors have been proposed, however these are not yet commercialised.
- **Unsuitable roads and infrastructure, greater accident risk.**
- **Rail transport not possible** : investment of 100 to 200 millions euros required. (source *V. Scattolin*)
- **Freight transport at night is not possible**, therefore no freight outside of peak hours.

2. An ecological aberration

- Andrénius envisages **exporting 80% of its production** principally to Asia, thereby increasing the factory's carbon footprint and **worsening the situation in those countries where recycling is not developed.**
- **Decomposition of a plastic bottle : 450 years. 1/4 of a litre of oil** is used to make it.
- The entrepreneur Patrick Sabaté said, during the public meeting held on 24th May that it would be a **waste to put such beautiful water into town's drinking water network.** He added, during a presentation by Lemableu.ch "This project is finally going to make this pure resource available".
- **Available for whom? Him, or worse, a large industrial group ? How much of this precious exploited resource will remain as global warming worsens ?**
- **The factory** will be located **near Arbère** at the limit of the **nature zone.**
- We demand a thorough **impact study** addressing the hydro-geological **resources**, the **road traffic** and the **carbon footprint.**

Calculation of heavy truck journeys

Number of journey hours: 12
Number of minutes per hour : 60
Number of journey minutes : 720
Number of materials-in per day : 100
Number of goods-out per day : 100
Total journeys : 200
A heavy truck every 3,5 minutes

Please sign the petition that you'll find by searching for "avaaz + Divonne + embouteillage" on the Internet.



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3. Lack of drinking water and depletion of the source

- By local government decree, **The district of Ain** was placed under a **drought warning** on the **15th March**, due to concern for the low **ground-water reserve level**.
- Today, 20% of water consumed by the Pays de Gex is imported from Switzerland. The water authority buys 1.4 million m³/year from Switzerland with all the uncertainties concerning supply and currency exchange.
- The mineral water extraction project will condemn the use of spring water as well as that from the community well at Grilly that local residents may otherwise drink.
- The factory construction permit has been signed before completion of the impact study on drinking water resources while the factory risks provoking a reduction of water flow in rivers of neighbouring France and Switzerland.
- **Let us not repeat the example of Vittel** : while Vittel mineral water initially supplied the local drinking water network, the principal aquifer level dropped with the result that Nestlé stopped this local supply in order to be certain of fulfilling its targets for bottled mineral water. The outcome, a pipeline costing between 15 to 30 million euros is going to be built to supply the town with drinking water from an external source !

4. Economy : one knows the cost, but not the “benefits”!

- During the meeting of the 24th May, the Mayor of Divonne, **Vincent Scattolin**, an **estimated benefit of 500 000 euros per year for Divonne**. That amounts to an annuity of **50 euros per resident**, before considering the expenses that must be deducted from that. **The Divonnais** will be first in line to **suffer all the inconvenience, with no advantage !**
- **Costs to the commune** : *534.000 euros have already been spent on various studies, + 3 to 3,5 millions HT estimated for pumping and piping the water and for assessment / preparation of the chosen factory site. Source : Conseil Municipal de 2016, compte-rendu DLBA.*
- **Costs of realization, of expansion and increased maintenance of the local road network** : not estimated.
- **Only 12 to 20 low skilled jobs created locally.**
- **Nothing to guarantee that all profits realized will return to Divonne** (and be shared with the neighbouring communes to cover infrastructure costs?)
- **We request a thorough analysis of profitability after deduction of all costs (including environmental).**
- So much for the damage to the town's image : **Divonne, floral town AND massive polluter!**

5. Lack of transparency and of democracy

- **It is outrageous that such a contrat can be signed for 90 years without the population's consent.**
- **No publicly available written documentation details the project. The population is ABSOLUTELY NOT informed** regarding this **important choice** pour the **future** of Divonne and its neighbours.
- **In discussion, depending on the spokesperson, the transport routes vary ! In Dec. 2018**, E. Blanc said that all transport would be by rail, and, in October 2018, that all transport would pass through Switzerland. The current plans show the trucks will pass the Chavannes-de-Bogis customs and onto the Swiss highway.
- No respect of the PADD (plan d'aménagement du développement durable) voted upon on the 21.12.2017, and which refused the project, judging it contrary to the objectives of preserving actual and future resources.
- **This project risks endangering our bilateral agreements with the Swiss (transport, employment).**