

“BLACK AS OIL”

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SIGFRIDO RANUCCI IN THE STUDIO

Let's talk about smuggled oil. It all starts with a regulation by the Monti Government in 2012, which in fact opens the market. So-called, “white outlets” are popping up at every street corner. But does anyone control who supplies these stations? Oil is naturally dirty, and when it comes to doing business, no one even smells it anymore. And so millions, rivers of smuggled oil are also coming from the lands occupied by ISIS; a broker revealed it to us, an exclusive to our Giorgio Mottola, also explaining the tricks used to get it out of there. And then we will also see how it comes from Libya, through exclusive images, thanks to the role of two unscrupulous Maltese brokers, who have transported that bloodstained oil to Italy, to the MaxCom storage facilities. And Tamoil, Q8, and the Italian company API have purchased from these Maltese brokers. And even our Navy has filled up on that smuggled diesel oil. Our Giorgio Mottola got his hands dirty and reconstructed this incredible network.

GIORGIO MOTTOLA OFF SCREEN

In recent years, dozens of new petrol stations have sprung up at every street corner. New brands have appeared, with increasingly strange names, and often, it happens that within a few months, the pumps change name and operator several times. Each board shows different prices and it is no longer so difficult to find fuel at cheaper prices. In many cases, however, saving a few cents for petrol risks making us pay it all so dearly.

ROCCO MENGA - PETROL STATION OPERATOR

Suddenly new people came in and we don't have an explanation.

ELISABETTA VIANELLO - PETROL STATION OPERATOR

30-40 percent of retail sales come from other, non-traditional channels.

GIORGIO MOTTOLA OFF SCREEN

When we stick the nozzle in the car's fuel tank and the fuel begins to flow, the odds are one to three that we are helping a criminal organization. There is, in fact, more than a 30% probability that, by filling up, we are financing mafia organizations, or militias and human traffickers, or even terrorism.

In Syria, in the territories occupied by the Caliphate of Terror, there was also an army of brokers on the hunt for cheap oil. This man is one of them.

OIL BROKER

The conditions I was asked by the client were precisely oil from Syria, because it had the technical characteristics that the client preferred, compared to other oils, to other crude in the region.

GIORGIO MOTTOLA OFF SCREEN

The person you just heard is a broker working as a freelance for the largest commodity brokerage firms. The quality of crude oil that is required is the Souedie: it is extracted mainly in an area then occupied by ISIS. It's early 2016, Raqqa is the

capital of the Caliphate and televisions around the world are still broadcasting images of the attack at the Bataclan. Nevertheless, the broker can easily find the right channel to start negotiations in Syria.

OIL BROKER

A Syrian citizen I met in Italy told me that he had this oil at his disposal, at an interesting price. When I asked where he was to be paid, the answer was: we can also be paid with medications.

We are obviously talking about a few million euros in payment, after which the additional request was "well we can also be paid with weapons."

GIORGIO MOTTOLA OFF SCREEN

And to avoid the charge of financing terrorism, a ploy was adopted.

OIL BROKER

The trick was not to buy it in Syria, from someone who could be traced back to ISIS, but to buy it in Turkey.

GIORGIO MOTTOLA

So the oil was crossing the Syrian border and becoming Turkish.

OIL BROKER

Let's say that the most difficult thing was to transport the product on ships, in the port of Tartus, because it was controlled by the Russians.

GIORGIO MOTTOLA

In other words, can you say for certain that the product you were offered was oil from Isis?

OIL BROKER

When I asked how it was possible for this product to cross the border from Syria to Turkey without any problems, the answer was: "It's a product that ISIS is OK with if it leaves Syria, so..."

GIORGIO MOTTOLA OFF SCREEN

These are images from the Russian Ministry of Defence. They allegedly document the columns of tankers loaded with oil that were heading from Syria towards the Turkish border. From above it looks like an endless pipeline on wheels that has thrived despite the bombing. Occupation by ISIS has in fact guaranteed very low prices, which many have benefited from.

OTHMAN MUHAMMAD - AL ARABY JOURNALIST - FORMER WASHINGTON POST CONTRIBUTOR

European companies bought ISIS' oil mainly from three Turkish companies and there was even a port in Turkey that specialised only in these cargoes. Everything was being done under the eyes of the Turkish authorities, who were perfectly aware of the situation. And they all bought it: Spanish, French, Greek, and Italian companies.

GIORGIO MOTTOLA

Even Italian companies?

OTHMAN MUHAMMAD - AL ARABY JOURNALIST - FORMER WASHINGTON POST CONTRIBUTOR

Sure. There is an Italian company in particular that has made at least a dozen shipments of this oil. It is an important Italian company that also owns a famous football team.

GIORGIO MOTTOLA OFF SCREEN

This is the boarding slip for one of the suspect loads. It refers to 80,000 tons that left on 5 June 2015 from the port of Ceyhan in Turkey and was bound for Augusta in Sicily by ship, the United Embled, accused in the past of suspicious transshipments on the high seas.

The clues provided by the journalist seem to lead to the Moratti family, owner at the time of Inter, and Saras, one of the largest private Italian oil companies. And in fact, when Othman published what he just told us in his newspaper, Al Araby, the Moratti company felt that fingers were being pointed at it and decided to release a statement in which it strongly denied the offensive and defamatory connection with ISIS' oil.

GIORGIO MOTTOLA

Who bought that oil knew that it was coming from ISIS?

OTHMAN MUHAMMAD - AL ARABY JOURNALIST - FORMER WASHINGTON POST CONTRIBUTOR

Well, if you pay it less than 27 dollars a barrel, you'll surely think that the origin might not be legitimate at all.

GIORGIO MOTTOLA OFF SCREEN

So far, no judicial authority has found links between ISIS' oil and Saras. However, Anti-Mafia Squad in Brescia has put other transactions under the spotlight. These are wire transfers made through an anonymous Swiss public limited company Saras Trading Sa, founded by the Moratti family, shortly after selling the Inter football club. More than 50 million euros on foreign accounts that Saras had circulated through the Ubi Bank Group in 2016 were investigated.

GIORGIO MOTTOLA

Inside Ubi, did anyone notice that there was something wrong with these Saras transactions?

GIORGIO JANNONE - PRESIDENT OF THE ASSOCIATION OF UBI BANK SHAREHOLDERS

The person in charge of anti-money laundering reported irregularities in anti-money laundering operations and also of irregular checks by the client.

GIORGIO MOTTOLA

What was Ubi's reaction after the report by its anti-money laundering manager?

GIORGIO JANNONE - PRESIDENT OF THE ASSOCIATION OF UBI BANK SHAREHOLDERS

They've fired the person in charge of anti-money laundering.

GIORGIO MOTTOLA OFF SCREEN

Despite the report of the internal manager for anti-money laundering, Ubi allegedly anticipated to Saras Trading Sa the money of a series of foreign transactions on foreign markets. This money reached first the British Channel Islands and from there other destinations. It is not yet possible to say exactly which countries all the money ended up in, but in the investigations into Saras and Ubi Banca the prosecutors in

Brescia have meanwhile sent letters rogatory to Turkey to ascertain which companies received part of the money. Another track followed by the investigators is that of unusual transactions between Petraco, the Russian oil giant and Saras Trading Sa, these too through Ubi.

GIORGIO MOTTOLA

What is the relationship between Saras and Ubi Bank?

GIORGIO JANNONE - PRESIDENT OF THE ASSOCIATION OF UBI BANK SHAREHOLDERS

Letizia Moratti has sat on the Management Board since 2016, so there is certainly a potential conflict of interest.

GIORGIO MOTTOLA OFF SCREEN

Letizia Moratti, wife of the then president of Saras Gianmarco Moratti, was already Chairwoman of the Management Board of Ubi Bank at the time of the reported suspicious transactions.

SIGFRIDO RANUCCI IN THE STUDIO

Saras has confirmed that it has purchased oil from Turkey, Kurdistan, Iraq and other areas of the Middle East. And it says that it has done so with absolute transparency and fairness. However, it does not specify why it used a financial vehicle and why the money went through tax havens. Well, we have seen that Ubi Bank also has a role in this whole affair, where there is a lady, Letizia Moratti, who has her feet in two pairs of shoes: the chairwoman of the Management Board, the bank's top governing body, and wife of the former head of Saras, Moratti, that is, the client. In this case, Consob regulations would require a further in-depth check by the bank, because it is required to be particularly careful when you have among your customers someone who has a relative who is manager at the same bank. Ubi Bank says that it did the checks, but this is being investigated by prosecutors in Brescia. What is certain is that transparency in the oil origin certification chain has holes everywhere. Changing the illegal origin is child's play. This is demonstrated by this other case, which concerns the smuggling of oil from Libya. We'll show you how it works through exclusive images. And here a crucial role is played by two unscrupulous Maltese brokers, the brothers, cousins Debono, Gordon and Darren Debono, a former promise of the Maltese national football team, who by profession is officially a fishmonger, but we'll see how well he does in other fields of business. They make use, on the spot, of the services of a Mafia contact of the Santapaola clan, Nicola Romeo Orazio, someone who brought together at the table also an important manager of an oil company, Maxcom, namely Marco Porta. Now, Maxcom means Jacorossi. Jacorossi supplies half of Italy with fuel, heats public housing, and supplies fuel for the public transportation companies of Milan, Venice and Turin. It supplies Eni, international petrol stations, and the Ministry of Defence. I wonder if some of that smuggled oil got there too. What's certain is that it ended up in the tanks of the Italian Navy. And here the connection starts from a Sicilian port and goes as far as the murder of Daphne Caruana Galicia, the Maltese journalist who died in a barbaric attack by the mafia.

GIORGIO MOTTOLA OFF SCREEN

Another international route still stands, with Italy and the Sicilian port of Augusta as the main landing point in Europe. And in between, there is another large Italian company: Maxcom Bunker, a company with a turnover of over 100 million euros a year, owned by the Jacorossi family.

ANTONIO BAFFO – HEAD OF THE MAXCOM BUNKER DEPOT IN AUGUSTA

Are you a journalist?

GIORGIO MOTTOLA

Yes, I'm a journalist.

ANTONIO BAFFO – HEAD OF THE MAXCOM BUNKER DEPOT IN AUGUSTA

Look, I don't want to do any interviews. Nothing, nothing. I can only tell you personally that I am so sorry about this. And that I have absolutely nothing to do with this story and I'll prove it.

GIORGIO MOTTOLA OFF SCREEN

Antonio Baffo is in charge of the Maxcom Bunker depot in Augusta, where hundreds of thousands of tons of smuggled diesel fuel arrived between 2015 and 2017. From Sicily it left for dozens of petrol stations, in central and northern Italy and also abroad, in France, Germany and Spain. In those years, from the Maxcom depots, even the Navy in Augusta bought diesel fuel without suspecting its illegal origin. A phenomenon that had become so macroscopic that it could not go unnoticed.

FRANCO RUIS - COMMANDER ECONOMIC AND FINANCE SQUAD, ITALIAN FINANCE POLICE, CATANIA

We realized that the suspect product was being unloaded, a product whose origin we did not know and from there, following the tanker, following the documents, we discovered all the individuals that belonged to this network.

GIORGIO MOTTOLA OFF SCREEN

The network was allegedly run by Maxcom Bunker's CEO, Marco Porta. By wiretapping and following the manager, the Italian Finance Police also discovered the other unsuspected members of the smuggling cartel. One of them is Nicola Orazio Romeo. Accused by several turncoats of being the entrepreneurial inside man of the Santapaola clan. A fact that the Maxcom manager, Marco Porta, seems to know very well. He was in fact informed by his secretary Rosanna La Duca, former employee in the Eighties of Marcello Dell'Utri.

ROSANNA LA DUCA – MARCO PORTA'S SECRETARY

Why Nicola? We know Nicola, because Nicola is here... He has the right friends, the real underworld, the real thing, the right type, I told you.

MARCO PORTA

The right type...

ROSANNA LA DUCA – MARCO PORTA'S SECRETARY

That underworld, the right one, the one that no one touches; there is the underworld that you can touch in Sicily and the underworld that you can't touch, that is the underworld, the right type.

GIORGIO MOTTOLA OFF SCREEN

And the right underworld also has the right contacts. Nicola Romeo introduced these two men to the Maxcom executive: Gordon and Darren Debono. They are two of the cleverest Maltese refined oil brokers in the Mediterranean. Romeo brings Porta and Debono around a table in a restaurant in Augusta. Porta and Debono strike a deal right away.

MARCO PORTA

At 5,000, 6 thousand dollars a day.

DARREN DEBONO

And that's how you tell me. Because if it's 5,000 dollars a day, we can fix it. Because we're talking to Malem. And we load there...

GIORGIO MOTTOLA OFF SCREEN

Malem is constantly in the cartel conversations. It is the nickname of a Libyan, Fahmi Mousa Salem Ben Khalifa, whom the UN has focused its attention on in some sensitive dossiers concerning Libya and smuggling.

STEVEN SPITTAELS - COORDINATOR OF THE UN TEAM OF EXPERTS ON LIBYA 2017

Ben Khalifa is one of the most important oil smugglers in Libya. He's one of the people we've investigated the most. He was in fact the leader of an armed militia, but it was halfway between an armed group and a mafia clan.

GIORGIO MOTTOLA

What was his role?

STEVEN SPITTAELS - COORDINATOR OF THE UN TEAM OF EXPERTS ON LIBYA 2017

His role was essentially to get the diesel fuel out of Zawya.

GIORGIO MOTTOLA OFF SCREEN

Ben Khalifa secretly takes the diesel fuel from the refinery at Zawya and transports it by truck to Abu Kammesh, where the cartel runs a clandestine terminal, an old abandoned wharf. This is where the Debonos, the Maltese brokers, enter the scene with their fleet, the vessels Basboa and Sea Master.

DEBONO – OIL BROKER

We load from there, we load the Basbosa and Sea Master this time, it comes, do the transshipment. It goes out, we stay there to load.

ROMEO - BROKER

And it goes to unload.

DEBONO – OIL BROKER

Then we meet up again off the coast of Malta. It goes to unload and we load again, unload.

GIORGIO MOTTOLA OFF SCREEN

The two ships of the Debonos leave from Libya to Malta and, once in international waters, here's what happens. The Basbosa flanks another ship and transfers the diesel fuel. *Ship to ship* as they say in technical terms. But before reaching Italy, the smuggled diesel fuel must become legal. It needs a fake certificate of origin to certify that it came from a clean source. And Maxcom's manager, Porta, seems to be well aware of that.

MARCO PORTA - MAXCOM BUNKER CEO

Is the certificate different from the previous one?

DARREN DEBONO - FINANCIAL BROKER

No, no, it's the same, it's all the same as it was before. But this one just needs to be signed, let's hope they sign it by Monday.

GIORGIO MOTTOLA OFF SCREEN

Here are the certificates of origin that Darren Debono is able to obtain from time to time. He does so by taking advantage of Malta's legislation, which is one of the most permissive and least transparent in Europe in this field. In fact, without any control, the Maltese authorities gave their stamp of approval, thus making the smuggled fuel legal.

STEVEN SPITTAELS - COORDINATOR OF THE UN TEAM OF EXPERTS ON LIBYA 2017

Almost all the problems of smuggling are centred on Malta.

GIORGIO MOTTOLA

Is the Maltese Government part of the smuggling problem?

STEVEN SPITTAELS - COORDINATOR OF THE UN TEAM OF EXPERTS ON LIBYA 2017

I would say yes if you were in a bar, but I can't tell you that as a former UN panel coordinator.

GIORGIO MOTTOLA OFF SCREEN

Already in 2016 a UN report indicated Darren Debono as one of the main smugglers of refined oil in the Mediterranean. Despite all this, the Maltese broker has continued his illegal business, maintaining top level relations with the legal world. And these relations are at such high levels that Darren Debono's name mysteriously vanished from the UN report of the following year.

GIORGIO MOTTOLA

Why isn't Darren Debono in your report?

STEVEN SPITTAELS - COORDINATOR OF THE UN TEAM OF EXPERTS ON LIBYA 2017

Good question... I think... but obviously... I can't say it on camera... I think we were negotiating with him at the time, in the sense that he had promised to provide us with material... sometimes it happens that...

GIORGIO MOTTOLA

But Debono who?

STEVEN SPITTAELS - COORDINATOR OF THE UN TEAM OF EXPERTS ON LIBYA 2017

I know my colleagues met him at the time in Madrid.

GIORGIO MOTTOLA

I asked you this question because there are rumours that Darren Debono was very close to Spanish Intelligence... And for this reason his name disappeared from the UN files.

STEVEN SPITTAELS - COORDINATOR OF THE UN TEAM OF EXPERTS ON LIBYA 2017

Who knows?! I can't comment because I don't work for Spanish Intelligence...

GIORGIO MOTTOLA OFF SCREEN

And it's not easy to meet him, Darren Debono. We knock on dozens of doors in vain; in fact, there are many addresses that appear on official documents. But after days of unsuccessful searches, finally...

GIORGIO MOTTOLA

I was looking for Darren Debono.

DARREN DEBONO - OIL BROKER

It's me.

GIORGIO MOTTOLA

I wanted to have a chat with you.

DARREN DEBONO - OIL BROKER

I'm coming.

GIORGIO MOTTOLA OFF SCREEN

The man who comes out from above the wall is Darren Debono, a businessman at the head of a dense network of brokerage companies, whose criminal dealings have been linked by the media around the world to Daphne Caruana Galicia's murder. The journalist, killed in a car bomb last year, who had long been dealing with Malta's role in oil smuggling.

GIORGIO MOTTOLA

I have heard great things about you, that you are one of the biggest oil smugglers in the Mediterranean.

GORDON DEBONO - OIL BROKER

And no, you tell me...

GIORGIO MOTTOLA

Yes, I'm a journalist. I wanted to ask you a few questions about the smuggling issue.

DARREN DEBONO

It's not, it's not, it's not true we're neither smugglers nor..

GIORGIO MOTTOLA

Well, there was a lot of oil brought in from Libya.

DARREN DEBONO

Yeah, no, but what they say.

GIORGIO MOTTOLA

Did your group also include a mafia gangster, Nicola Orazio Romeo?

DARREN DEBONO

It doesn't exist, it's not, it's not, no.

GIORGIO MOTTOLA

He was your partner anyway.

DARREN DEBONO

Yes, but..

GIORGIO MOTTOLA

He was a partner in several companies.

DARREN DEBONO

But it's not, even that has nothing to do with it, you understand me, it has nothing to do with it. You really... we sell fish as well, we sell fish.

GIORGIO MOTTOLA

Oh yeah, that's how you met Romeo? Selling fish.

DARREN DEBONO

Look, you know what it's like to be a man.

GIORGIO MOTTOLA

Yes, yes

DARREN DEBONO

You have a family like I have one; you know what that means, please, that's why I'm telling you.

GIORGIO MOTTOLA

Yes, but just tell me this, have other people of the Santapaola clan ever been in touch with you?

DARREN DEBONO

But do you think, but do you think? I haven't even heard this word, I don't even know what Giorgio means, but do you think we're crazy?

GIORGIO MOTTOLA OFF SCREEN

Very clever, if anything. To the point of choosing Nicola Orazio Romeo for their business. According to investigators, he is business insider of the most powerful Mafia family in southern Sicily. This is his villa.

GIORGIO MOTTOLA

Can I speak with Nicola, just for a second?

VOICE OVER INTERCOM

My husband can't talk on the intercom.

GIORGIO MOTTOLA

Why can't he talk?

VOICE OVER INTERCOM

Because he can't talk either on the intercom or the phone.

GIORGIO MOTTOLA

Oh, he's under house arrest?

VOICE OVER INTERCOM

Yes. But we have nothing to say. I'm sorry to tell you.

GIORGIO MOTTOLA

Since he was involved in a very important investigation into oil smuggling, I wanted to know his point of view.

VOICE OVER INTERCOM

No, no. We have nothing to declare. Did you understand?

GIORGIO MOTTOLA OFF SCREEN

But the Italian-Maltese cartel is not the only one operating in the Mediterranean. According to the National Oil Corporation, the Libyan State-owned oil company, one of the few recognised authorities in the country, Libyan oil worth 750 million dollars, 30 percent of all the fuel produced, is smuggled every year.

GIORGIO MOTTOLA

Is that a lot?

MUSTAFA SANALLA - PRESIDENT OF THE NATIONAL OIL CORPORATION, LIBYA

Very much, unfortunately. It's too convenient a business for criminals.

GIORGIO MOTTOLA

But who are the traffickers?

MUSTAFA SANALLA - PRESIDENT OF THE NATIONAL OIL CORPORATION, LIBYA

Many are connected to the Libyan militias. They not only smuggle diesel fuel, they also traffic in human beings. And there are also many politicians, government officials who are connected to smugglers. The European Union has never taken the problem seriously.

GIORGIO MOTTOLA

Why do you think so?

MUSTAFA SANALLA - PRESIDENT OF THE NATIONAL OIL CORPORATION

Because the only problem for Europe is trafficking in human beings. It ignores the smuggling of diesel fuel and pretends not to understand that it is one of the elements that most undermines the political and economic stability of Libya and gives power to the militias that operate in the country.

SIGFRIDO RANUCCI IN THE STUDIO

Mustafa Sanalla's words are like stones. If all this has come to the light, it is thanks to the commendable work of the team of the Italian Finance Police in Catania commanded by Colonel Ruis. All this while the eyes of politicians and the judiciary are focused on the migrants problem. The Mediterranean is the most militarised sea in the world. Well, there's many military operations. The latest is Operation Themis: ten ships, two planes, and two helicopters. There are the Frontex missions, the Sophia inter-force mission, which has six ships, three planes, and two helicopters, and which sees the participation of 27 European countries. Then there's the Poseidon mission: 14 ships, two helicopters, and one plane. The whole of Europe is there: 30 ships in total, 6 planes, 6 helicopters and then the ships of the Debono cousins pass under their nose; they carry smuggled oil, which is the cash cow for those militiamen, with which

they fuel the civil wars and the bloodshed from which migrants flee to reach our shores. Well, does this all make sense? We don't think so, but it does fuel suspects. Darren Debono's name was in a 2016 UN dossier, and he had been identified as a dangerous smuggler. But a little hand erased the name afterwards. Why? The Mediterranean is an uncontrolled sea. About 41% of the ships give a false destination before leaving, even 59%, when at sea, change the coordinates of the GPS to make them untraceable. And as many as 10% turn off the transponder. Good night to the players! Go figure out what they're doing. The Italian Government and the European Commission say absolutely nothing about all this. In recent days there has been a conference on Libya, but the fight against smuggled oil was not on the agenda. Well, it's a deal into which the mafia immediately got into, even the thoughtful secretary Rosanna Laduca understood it well; she was an assistant of Dell'Utri and, who knows why certain names always recur, she warned the Maxcom manager, Marco Porta: "be careful because the one you are sitting at the table with, Orazio Nicola Romeo, belongs to the underworld." But he didn't care because the risks of being punished are very few. It is thanks to this that bloodstained oil has reached oil depots here in Italy. Here, Tamoil, Q8 and Api bought it from one of the smugglers, from one of the Maltese, Gordon Debono. This is an exclusive testimony given to Report. They purchased it until the middle of 2016 when, by coincidence, the investigation of the Italian Finance Police started. It was given to us by our tireless Giorgio Mottola.

GIORGIO MOTTOLA OFF SCREEN

This is the wreck of a ship belonging to Gordon Debono, the other Maltese of the smuggling cartel. For years it has been moored in the port of Augusta to rust. It was supposed to transport people from Sicily to Malta, but the real business for Debono has always been oil; the Maltese broker had customers among the most important oil companies in the world.

GIORGIO MOTTOLA

I wanted to speak with Gordon.

GORDON DEBONO - OIL BROKER

Who are you? I can't, I'm under house arrest.

GIORGIO MOTTOLA

Are you Gordon?

GORDON DEBONO - OIL BROKER

Yes.

GIORGIO MOTTOLA

Because I'm a journalist; I've been investigating a bit into oil smuggling.

GORDON DEBONO - OIL BROKER

I'm happy to talk to you, but I need the authorizations, I don't want to get in trouble.

GIORGIO MOTTOLA

What would you say if you could talk?

GORDON DEBONO - OIL BROKER

Ask for authorization.

GIORGIO MOTTOLA

You played a central role in smuggling.

GORDON DEBONO - OIL BROKER

Get the authorization, because if the Carabinieri come here and see me talking to someone outside, they'll arrest me, okay? I'm sorry, but I'm glad to talk.

GIORGIO MOTTOLA OFF SCREEN

And Debono would have plenty of things to say. The Maltese broker, accused of international smuggling, is in fact the head of a holding company, KB, which is based in Malta but has deep interests and contacts in Italy. In Italy, the Maltese broker founded two companies in which, however, his name never appears: KB Petrols and KB Group. In the latter, he finds Danilo Angarella, a businessman from Caserta, as his partner.

DANILO ANGARELLA - FORMER PARTNER OF GORDON DEBONO

Yes, KB Petrols was in fact a Maltese company..

GIORGIO MOTTOLA

Gordon Debono?

DANILO ANGARELLA - FORMER PARTNER OF GORDON DEBONO

Gordon Debono. When we met him, it was like a car that was going at the speed of light because the previous collapse in the price of oil was dramatic; it meant that even the large multinationals did not stock up huge quantities anymore because otherwise they have lost billions of euros.

GIORGIO MOTTOLA OFF SCREEN

In 2015, the oil crisis made the price of a barrel fall from 100 to 40 dollars. To limit risks and losses, multinationals preferred to store little oil at a time and therefore buy small boats over oil tankers.

DANILO ANGARELLA - FORMER PARTNER OF GORDON DEBONO

So there was a real need for a stopgap. By the time we met Gordon at KB, he had already been credited by everyone.

GIORGIO MOTTOLA OFF SCREEN

Today Danilo Angarella is being investigated in Udine for false invoices and he is collaborating with the Modena Public Prosecutor's Office to reconstruct Debono's companies in Italy. For the first time, he brings up the role of the big oil companies.

DANILO ANGARELLA - FORMER PARTNER OF GORDON DEBONO

Gordon had Q8s, Tamoils, and Api. Eni had a project and was rejected in Pantelleria. When I met him, he was already selling to them. The first business dinner I went to was with Q8.

GIORGIO MOTTOLA OFF SCREEN

So at the same time that Debono was selling smuggled diesel to Maxcom Bunker, his KB Petrols company was also supplying Q8, Tamoil and Api with fuel. All three companies confirmed this, but pointed out that they had deals with KB for limited periods and quantities. However, these amounted to several tens of millions of euros.

GIORGIO MOTTOLA

It's a bit crazy that someone like Gordon Debono has such a relationship with large multinationals in Italy.

CLAUDIO SPINACI - PRESIDENT OF THE OIL UNION

It is obvious that anyone tends to buy the product at the lowest prices. If then the same operator works with practices that aren't legal. When this type of behaviour is discovered, you are certainly excluded from the list of possible sellers.

GIORGIO MOTTOLA OFF SCREEN

Q8, Tamoil and Api stopped getting their supplies from Debono, but only after mid-2016, when the Finance Police investigation started. In the meantime, Gordon Debono invoiced more than 200 million euros with its sales in Italy, on which, according to the Modena Public Prosecutor's Office, it has not paid a euro for VAT.

And following the Debono model, hundreds of companies have sprung up in Italy that have flooded the market with offers of fuel at bargain prices.

ELISABETTA VIANELLO - PETROL STATION OPERATOR

They were very low prices. So it looks a bit fishy.

GIORGIO MOTTOLA

So low it seemed like there was almost no profit margin for sellers?

ELISABETTA VIANELLO - PETROL STATION OPERATOR

That's right, that's right. In fact, they took a loss.

GIORGIO MOTTOLA

Did any of these sellers explain to you how they were able to offer you such advantageous prices?

ELISABETTA VIANELLO - PETROL STATION OPERATOR

There's a VAT evasion upstream.

GIORGIO MOTTOLA OFF SCREEN

According to provisional calculations made by the Naples Anti-Mafia Office, tax evasion in the fuel sector amounts to approximately 6 billion euros a year. A staggering figure that is making the parallel diesel and petrol market thrive in Italy. By not paying VAT and all other taxes, the companies in the parallel market are able to offer their fuel at very low prices, beating any competition.

GIORGIO MOTTOLA

They're driving you all out of business, you know.

MARCELLO DELLA BERARDINA - PETROL STATION OPERATOR

We're out of market. We're doomed to disappear if things don't change. But not in five or six months, right away.

GIORGIO MOTTOLA OFF SCREEN

Della Berardina operates several Q8 stations in the Veneto. Despite having such a strong brand, it has been under the siege of the parallel smuggling market for years. Whose epicentre is in the Veneto.

GIANLUCA CAMPANA - COMMANDER OF THE TAX POLICE SQUAD, FINANCE POLICE, VENICE

We found that many no-brand petrol stations were pricing diesel and petrol at the pump a little too low. So we decided to monitor the tankers that supplied these petrol stations and track the supply chain. And we discovered a huge system of fraud that, as you can see from this shelf, we are finishing to examine and that covered not only the province of Venice as we thought at first, but virtually all of Italy.

GIORGIO MOTTOLA OFF SCREEN

But do these companies of the parallel market belong to? The one that in the Veneto made the most money is Fico Free Transport, a Roman company that was founded in 2013 and in a few months reached a turnover of 48 million euros. The alleged oil merchant is Giovanni Temibile, who according to official documents lives here, in the Roman suburbs.

MAN

There's no Giovanni here by that name.

GIORGIO MOTTOLA

How long have you been living here?

MAN

I've been here eight years.

GIORGIO MOTTOLA

In eight years, have you ever heard the name of Giovanni Temibile?

MAN

No.

GIORGIO MOTTOLA

This is a squatters' house, basically?

MAN

Sure.

GIORGIO MOTTOLA OFF SCREEN

Two other companies that have done gold business in the Veneto are also based in Rome. Finsel and Carfuel. In just two years, they had a turnover of over 200 million euros. But they have not paid a penny of VAT on them. The owner is Mauro Caramia, arrested last January because he was a leading man of the Spada clan in Ostia.

GIORGIO MOTTOLA

I was looking for Carfuel and Finsel.

GIRL

They're not here anymore. They left a long time ago.

GIORGIO MOTTOLA

A long time ago? About how long ago?

GIRL

I should check... June 2016 and Finsel the same.

GIORGIO MOTTOLA

Oh, okay. They no longer have their office here.

GIRL

It's been two years and over.

GIORGIO MOTTOLA OFF SCREEN

And if the offices are fake, following the track of the money instead, we get more interesting results. In fact, transfers to London, China and the Neapolitan hinterland start from the companies of the Veneto's parallel market. In Pagani, for example, in a few months more than three and a half million euros in transfers were received. The recipient was Tm Import Export whose owner is him, Michele Tramontano.

GIORGIO MOTTOLA

But what does Tm Import Export do?

MICHELE TRAMONTANO - OWNER OF TM IMPORT EXPORT

Pallets, commercialisation, pallets, packaging.

GIORGIO MOTTOLA

But if you're dealing in pallets, why did you get so much money from companies that deal with fuels?

MICHELE TRAMONTANO - OWNER OF TM IMPORT EXPORT

That company was run by other people.

GIORGIO MOTTOLA

I mean, you were the front man, basically?

MICHELE TRAMONTANO - OWNER OF TM IMPORT EXPORT

I didn't know anything, they made me bank transfers, then I'd pass them on, that's all.

All I got was peanuts.

GIORGIO MOTTOLA

Just peanuts... But how did they find you? Why did they choose you?

MICHELE TRAMONTANO - OWNER OF TM IMPORT EXPORT

Because I closed down in 2015.

GIORGIO MOTTOLA

Oh, so they pointed you some way.

MICHELE TRAMONTANO - OWNER OF TM IMPORT EXPORT

I think so because I was broke.

GIORGIO MOTTOLA OFF SCREEN

Also the companies that sell oil in the parallel market in the Veneto region make other wire transfers to the eastern outskirts of Naples. The company is New Beauty Solutions.

It is located in this building in Naples, in front of the Eni bunkers, and the owner is Salvatore Laezza.

GIORGIO MOTTOLA

Seems like you guys were the front men of this company for a while.

SALVATORE LAEZZA – OWNER OF NEW BEAUTY SOLUTIONS

My grandfather said, a block head.

GIORGIO MOTTOLA

And you were block heads.

SALVATORE LAEZZA – OWNER OF NEW BEAUTY SOLUTIONS

Yes, but always to make money, who remembers?

GIORGIO MOTTOLA

Oh.

SALVATORE LAEZZA – OWNER OF NEW BEAUTY SOLUTIONS

But do we have to do something good?

GIORGIO MOTTOLA

What do you mean?

SALVATORE LAEZZA – OWNER OF NEW BEAUTY SOLUTIONS

A few invoice!

GIORGIO MOTTOLA

You're asking me if you want to bill me? Sure!

GIORGIO MOTTOLA OFF SCREEN

But the false invoices we are interested in are those from the parallel fuel market. And Laezza seems to know perfectly how things go.

SALVATORE LAEZZA – OWNER OF NEW BEAUTY SOLUTIONS

They would wire me 120,000 euros. 100 plus 20. What was I doing? 10,000 euros were mine, I'd take 110,000 euros and give them to this person.

GIORGIO MOTTOLA

OK. So it was just VAT evasion.

SALVATORE LAEZZA – OWNER OF NEW BEAUTY SOLUTIONS

And. I'll tell you something. I would pay one percent to the bank, when I did these transactions.

GIORGIO MOTTOLA

Why?

SALVATORE LAEZZA – OWNER OF NEW BEAUTY SOLUTIONS

Because those people used to pile up the 100,000 euros all in nice 500-euro bills. Enzo, do you want to come? They're ready.

GIORGIO MOTTOLA

So you were going to collect the 100,000 euros cash.

SALVATORE LAEZZA – OWNER OF NEW BEAUTY SOLUTIONS

All cash.

GIORGIO MOTTOLA

All cash. The bank gave the 100,000 euros...

SALVATORE LAEZZA – OWNER OF NEW BEAUTY SOLUTIONS

It took the thousand euros...

GIORGIO MOTTOLA

... The fee...

SALVATORE LAEZZA – OWNER OF NEW BEAUTY SOLUTIONS

And I got nine percent. Wouldn't you have done the same? All 500-euro bills. A stack like this...

GIORGIO MOTTOLA

All 500-euro bills?

SALVATORE LAEZZA – OWNER OF NEW BEAUTY SOLUTIONS

And. It was a good time...

GIORGIO MOTTOLA OFF SCREEN

So the VAT money was sent by bank transfers to this huge network of shell companies and then, through the various front men, the cash was collected and delivered to the masterminds of the transaction.

CLAUDIO SPINACI - PRESIDENT OF THE OIL UNION

There's an organization behind this, so I call it organized crime. Whether it belongs to the mafia, so to speak, or to organised crime more generally, this, of course, is up to the investigation to find out. But there definitely was a big opening.

SIGFRIDO RANUCCI IN THE STUDIO

However, the companies it represents have also benefited from this opening. Well, poor Mrs Vianello noticed that the fuel offered smelled fishy because the prices were too low, the big ones didn't. Yet they have extraordinary security organisations that did not even read the UN dossier with Debono's name, his cousin's partner in smuggling. Here, perhaps, the smell of oil covered up the nauseating smell of smuggling. The one that drains resources away from the country, from hospitals and schools, where maybe they even send their son and collect the benefits to take home. Q8, Tamoil and Api did not want to confirm the names of those who bought oil from Debono at least until mid-2016. Debono had been introduced by the Mafia and they opened the doors to him. They don't want to tell us names, they say, for a matter of privacy. Well, in short, what emerges from all this story, however, is that organized crime has understood that evasion is a huge business. The extraordinary network emerged in Veneto, but not who are behind it, the masterminds. Following the track of the money you reach Rome, Naples, but then there are a whole series of companies that make false invoices, a series of front men, block heads like the pallets they sell, that make the tracks of the money and VAT disappear; shell companies that invoice hundreds and hundreds of millions of euros, without paying a penny of VAT, and which also answer to the leading man of the Spada clan of the Ostia mafia. However, throughout this parallel market affair, not only the mafia, but also a few unexpected white collars, have made their way into it. This is the case of the accountant from the Veneto, Loris Rossato, former councillor of Forza Italia at the Municipality of Padua, and former president of the consortium that manages the aqueducts of Padua and

Vicenza; but more than water, he made rivers of money flow. The accomplice in this was the petrol station operator Bellan, a historical name because he opened the first no-brand station in the Veneto. He's a little forgetful because he doesn't remember that 70 million euros passed through his accounts. On the other hand, who of you doesn't happen to remember or forget if 70 million euros, a million more, or a million less, pass through your account?

GIORGIO MOTTOLA

Was Sinhue registered to you?

RINO BELLAN - PETROL STATION OPERATOR

No, it was registered to me, but I sold it. I sold it...

GIORGIO MOTTOLA

Yes, in 2015.

RINO BELLAN - PETROL STATION OPERATOR

Yes, it's always been inactive, never operated.

GIORGIO MOTTOLA

In the meantime, however, it wired money to strange companies.

RINO BELLAN - PETROL STATION OPERATOR

I never wired money.

GIORGIO MOTTOLA

Does New Beauty Solution say anything to you?

RINO BELLAN - PETROL STATION OPERATOR

Never heard of it.

GIORGIO MOTTOLA

And yet almost 200,000 euros went to that company there.

RINO BELLAN - PETROL STATION OPERATOR

I don't know. I don't even know who he is.

GIORGIO MOTTOLA

Look, I assure you, almost 200,000 went to this New Beauty Solution. More than 100,000 to others...

RINO BELLAN - PETROL STATION OPERATOR

Are you a journalist or what?

GIORGIO MOTTOLA

I'm a reporter, from Report, Raitre... to Ciesse Global. Do you know it?

RINO BELLAN - PETROL STATION OPERATOR

Never heard of it.

GIORGIO MOTTOLA

Well, you should know it because...

RINO BELLAN - PETROL STATION OPERATOR

No, I've never heard of it.

GIORGIO MOTTOLA

It's Loris Rossato's.

RINO BELLAN - PETROL STATION OPERATOR

Oh.

GIORGIO MOTTOLA OFF SCREEN

Although it was inactive, Sinhue wired transfers to London and other companies owned by Loris Rossato who also ran another fuel company of Rino Bellan, the Energy Group. A company that for years has zero turnover and then suddenly, from 2015, has revenues of more than 70 million euros.

GIORGIO MOTTOLA

Because then there is also another company, the Energy Group that..

RINO BELLAN - PETROL STATION OPERATOR

That's mine, and it's still operating now.

GIORGIO MOTTOLA

That one too has some unusual figures. In 2008, it made zero euros, in 2009 it made zero euros, then suddenly in 2012 it made four million euros, then again zero euros, zero euros.

RINO BELLAN - PETROL STATION OPERATOR

Did an oil company send you here?

GIORGIO MOTTOLA

No, I'm a reporter for Report, Raitre.

RINO BELLAN - PETROL STATION OPERATOR

I don't give a shit. All right, bye. Take care.

GIORGIO MOTTOLA

Because organized crime is a part of it all.

RINO BELLAN - PETROL STATION OPERATOR

Get out of here! I don't want to talk to you.

GIORGIO MOTTOLA OFF SCREEN

But there is a level above this myriad of shell companies. And there is above all a name that recurs in almost all these transactions: Maloa.

GIANLUCA CAMPANA - COMMANDER OF THE TAX POLICE SQUAD, FINANCE POLICE, VENICE

The company Maloa, which is a Maltese company that also has an office in Switzerland, emerged in our investigation because it was found to have purchased oil from a Slovenian company that then resold it to both shell companies involved in our fraud, and to other traders that actually existed, operating in the country.

GIORGIO MOTTOLA OFF SCREEN

Many other Italian prosecutors together with Venice are dealing with Maloa, accusing it of VAT and excise duty evasion. Maloa is based not only in Italy and Switzerland but also in Malta. The owner, from Piacenza and with residence in Switzerland and Russia, is called Giampaolo Paraboschi. Already investigated for tax evasion, fraud and for providing poor material in contracts for post-earthquake reconstruction in L'Aquila.

GIORGIO MOTTOLA

Let's say you, according to the accusations, would be, say, one of the protagonists of this fuel fraud system through your company Maloa. I wanted to meet you for an interview.

GIAMPAOLO PARABOSCHI – OWNER OF MALOA

I don't know who told you these things but..

GIORGIO MOTTOLA

Well, there are many prosecutors around saying this about Maloa.

GIAMPAOLO PARABOSCHI – OWNER OF MALOA

Look, we'll see. When we meet, we'll talk about it.

GIORGIO MOTTOLA OFF SCREEN

Two years ago, Maloa was targeted by the Bank of Italy. As revealed by Il Fatto Quotidiano, this is a transfer of 75 thousand euros to a film production company owned by Antonio Scaramuzzino, brother-in-law of Flavio Briatore; the money then ended up at Matteo Renzi's Open foundation, probably unaware of the origin.

GIAMPAOLO PARABOSCHI – OWNER OF MALOA

No, I don't know.

GIORGIO MOTTOLA

Because his partner in reality, Maloa's Albanian partner, let's say, has admitted it in short...

GIAMPAOLO PARABOSCHI – OWNER OF MALOA

No, no, I can assure you that it's not that way. Anyway, when we see each other, we'll talk about it.

GIORGIO MOTTOLA OFF SCREEN

After the phone call, Paraboschi disappeared. Instead, last January the Government, with a ministerial decree, tried to take action by introducing a series of measures that should combat VAT evasion in the fuel sector. We are talking about electronic invoicing and above all about joint and several liability. The latter provides that if a company does not pay VAT, the State may have recourse to the deposit from which the fuel was purchased.

ELISABETTA VIANELLO - PETROL STATION OPERATOR

That was not a good thing. It was rushed, even though there were five years to do it. It wasn't effective. At all.

GIORGIO MOTTOLA OFF SCREEN

In fact, even after the decree, the offers of bargain prices continued. And new companies keep popping up every week.

ELISABETTA VIANELLO - PETROL STATION OPERATOR

I'll read you one. I have a package but I pulled out just a fairly recent one.

GIORGIO MOTTOLA

What is this company's offer on fuel prices?

ELISABETTA VIANELLO - PETROL STATION OPERATOR

For example, in Rome, Platts, plus five thousandths.

GIORGIO MOTTOLA OFF SCREEN

The Platts is the industrial cost of fuel and at the time the regular market offers were around Platts plus 30-35 thousandths, a figure that includes transportation costs, VAT, excise duties and all other taxes. The offer Platts plus five is therefore considerably low. Corsa Carburanti offers such an affordable price. A company that has its headquarters in Brindisi, of which this man with fuchsia hair is the de facto administrator.

GIORGIO MOTTOLA

But you sell Platts plus five or Platts ... I've seen even plus five.

GIANLUCA RUSSI - CORSA CARBURANTI

Yes, there's even minus five.

GIORGIO MOTTOLA

So you also sell at Platts minus five..

GIANLUCA RUSSI - CORSA CARBURANTI

It depends on the offers, let's say, on the available requests.

GIORGIO MOTTOLA

And how do you get the price minus five, Platts minus five?

GIANLUCA RUSSI - CORSA CARBURANTI

I'll pay it minus ten.

GIORGIO MOTTOLA

Ah, you're paying it minus ten?

GIANLUCA RUSSI - CORSA CARBURANTI

Yes, I am.

GIORGIO MOTTOLA OFF SCREEN

Selling it at Platts minus ten means placing the fuel at a price that is ten thousandths lower than its industrial cost. In short, mathematically, those who purchase diesel fuel for Corsa Carburante, lose at least ten thousandths for every litre sold. At least on paper.

GIORGIO MOTTOLA

The problem, however, is if the Finance Police comes in and sees that I bought at minus five.

GIANLUCA RUSSI - CORSA CARBURANTI

You didn't buy.

GIORGIO MOTTOLA

I didn't really buy?

GIANLUCA RUSSI - CORSA CARBURANTI

No, that's the beauty of it.

GIORGIO MOTTOLA

And let me get this straight then, I'm sorry.

GIANLUCA RUSSI - CORSA CARBURANTI

You're the client. If you have any doubts and anything else, you can work just fine like that. You just issue a simple fee invoice. You don't show up anywhere in the end.

GIORGIO MOTTOLA OFF SCREEN

Being the client means not to be in the official transaction of sale and purchase. An excellent way to hide your role in suspicious transactions.

GIANLUCA RUSSI - CORSA CARBURANTI

Because I know this, it's a mafia world.

GIORGIO MOTTOLA

It's a mafia world?

GIANLUCA RUSSI - CORSA CARBURANTI

It's a mafia world.

GIORGIO MOTTOLA

And how do you find Platts minus ten?

GIANLUCA RUSSI - CORSA CARBURANTI

Through Max Petroli.

GIORGIO MOTTOLA OFF SCREEN

Max Petroli is one of Rome's tax depots. The company has grown considerably in recent years. The company's brand appears on the advertising billboards at the Olimpico stadium during Lazio's official matches and its communication at institutional events is handled by the former celebrity agent, Lele Mora. When we arrive at the Max Petroli depot we notice that most of the tankers that come to unload fuel here have Slovenian or Croatian plates.

NATALINO MORI - TRANS-ADRIATIC HAULIERS COOPERATIVE

It's a very odd thing. Transporting it 800 kilometres, as it can be for example from Slovenia to get to central Italy, means having transport costs of at least 50 euros per cubic meter, so 50 thousandths of a euro per litre.

GIORGIO MOTTOLA

How many times more than normal?

NATALINO MORI - TRANS-ADRIATIC HAULIERS COOPERATIVE At least five times, even six times.

GIORGIO MOTTOLA

Transporting from Slovenia to central Italy, you lose money on the fuel...

NATALINO MORI - TRANS-ADRIATIC HAULIERS COOPERATIVE

You lose. You absolutely lose money. Unless there are any benefactors.

GIORGIO MOTTOLA OFF SCREEN

And benefactors, Max Petroli must have obviously had a lot of them given the quantity of tankers with Slovenian and Croatian license plates that stop at this depot. The company is owned by the di Cesare family, whose founder was Sergio di Cesare, who married the showgirl Anna Bettozzi, aka Ana Bettz, current owner of the oil company.

GIORGIO MOTTOLA OFF SCREEN

When they find out we're filming, the Slovenian tankers don't take it very well.

DI CESARE

You can't film this depot.

GIORGIO MOTTOLA

So it's yours?

DI CESARE

Yes, it's mine.

WORKER

I'll call the police right away. I'll take your picture that you're in the opposite direction...

GIORGIO MOTTOLA

Who are you? Di Cesare?

DI CESARE

Yes, I'm Di Cesare.

GIORGIO MOTTOLA

Oh!

DI CESARE

All right, come on, come on, ask the questions!

GIORGIO MOTTOLA

No, I wanted to ask you..

DI CESARE

No, no, no!

GIORGIO MOTTOLA

Why are all these Slovenian trucks entering your facility, your depot?

DI CESARE

You can't film this.

GIORGIO MOTTOLA

How come all these tankers are coming?

DI CESARE

You can't film this!

GIORGIO MOTTOLA

I would just like to ask you about the Slovenian tankers. How can it be convenient to bring in..

WORKER

Here, here. Oh. Don't overtake me, otherwise I'll get arrested. I'll tell you before.

GIORGIO MOTTOLA

And I'm not overtaking you! I understand, but calm down...

WORKER

Don't overtake me because I'll give the two of you a beating.

GIORGIO MOTTOLA

What's the reason for all these tankers with Slovenian plates? That... is a simple question. Is there an explanation?

GIORGIO MOTTOLA OFF SCREEN

In Koper, Slovenia, this is the situation we find at the depot of the State oil company Petrol. The line is so long, the tankers have been here for more than three days.

GIORGIO MOTTOLA

How many of you have to go to Italy after loading?

All of you?

So almost all of you go are going to Italy?

CARRIER

Yes, yes.

GIORGIO MOTTOLA

But even before, were there so many trucks going to Italy?

CARRIER

No no.

GIORGIO MOTTOLA

But is it lately that there are so many from Slovenia?

CARRIER

Yes.

GIORGIO MOTTOLA

How come?

CARRIER

I don't know.

GIORGIO MOTTOLA OFF SCREEN

Moving to the border between Slovenia and Italy we realize that the flow of tankers that carry fuel to our country is really huge. In less than 20 minutes, we count ten. But if Slovenian fuel is so cheap, why doesn't everybody buy it?

MARCELLO DELLA BERARDINA - PETROL STATION OPERATOR

If you comply with all the regulations in force at the moment, no. For our ethics, we do not feel like buying it...

GIORGIO MOTTOLA

You're practically telling me that law-abiding people are practically out of the market today?

MARCELLO DELLA BERARDINA - PETROL STATION OPERATOR

Totally. Totally out of the market.

SIGFRIDO RANUCCI IN THE STUDIO

But how can a country that claims to be civilised afford to make law-abiding businessmen feel out of the market? Well, but one says OK, who cares, I'm going to fill up with petrol in a parallel market station, and I've saved 60 euros a year. But then the costs you pay are actually of a different nature. That uninterrupted flow of tankers entering Italy from Slovenia is actually a flow of resources that is dwindling away, to the benefit of a few. Those who do not contribute to the budgetary expenditure of a country, deprive it of healthcare, care for the elderly and disabled people. It means cuts to schools, cuts to those students who need support. Now, that means robbing a country of its future. And in this, all governments, from 2012 to date, have been accomplices. They don't realize this is an emergency. Six men from the Finance Police are investigating the network that emerged in Veneto, which then infiltrated the whole of Italy. They're investigating it full time at least. Well, and they might have to deal with another obstacle. The Italian Government approved a law a few days ago, under the name of "fiscal peace," it is wonderful how reassuring the name sounds. There is even a provision that effectively decriminalises fraud with false invoices. Well, it seems that they reconsidered it, that now they are rewriting the rule; let's see what comes out of it, let's cross our fingers because otherwise everything we've seen so far is a joke; let's cross our fingers because there is a need to straighten out not only a country economically but also from the point of view of ethics because honesty will save the world. Otherwise, all we have left to do is give up in the face of impunity or start blowing the horn of the Mayor of Naples, De Magistris.