



## ELENA Completed Project Factsheet

### Tramways in Skåne (SPIS)

<b>Location</b>	Cities of Malmö, Lund and Helsingborg in the Region of Skåne, Sweden
<b>Beneficiary</b>	Municipality of Malmö
<b>CoM signatory</b>	Yes (Malmö signed in January 2010, and Lund signed in November 2009)
<b>Sector</b>	Public transport
<b>Total PDS costs</b>	EUR 2 991 227
<b>ELENA contribution</b>	EUR 2 668 301
<b>Project development services financed by ELENA</b>	<ul style="list-style-type: none"> <li>• Design of procurement strategy including structure of tendering for operation and maintenance, production of tender documents, completion of tender process</li> <li>• Analysis for financing plan</li> <li>• Development of technical standards, technical specifications and operational procedures</li> <li>• Design of quality assurance system for infrastructure maintenance</li> </ul>
<b>Description of ELENA operation</b>	A Project Management Unit was led by the Skåne Regional Council, who was a partner of SPIS and the project coordinator. A total of eight additional experts were incorporated into the existing team. SPIS - ELENA received support from external consultants.
<b>Timeframe</b>	May 2011 – March 2016
<b>Basis for investment identification</b>	<ul style="list-style-type: none"> <li>• Energy strategy plans for the cities of Malmö, Lund and Helsingborg</li> <li>• SEAP developed in the framework of Covenant of Mayors (Malmö and Lund).</li> <li>• Strategic programme for climate work in Skåne 2009 – 2020, adopted at the beginning of November 2009</li> </ul>
<b>Investment programme description</b>	<ul style="list-style-type: none"> <li>• Malmö : 18.9 km of tram line with 35 stops</li> <li>• Lund : 5.5 km of tram line with 9 stops</li> <li>• Helsingborg : 9.5 km of tram line with 13 stops, as well as vehicles and depots for all three lines</li> </ul>
<b>Investment in implementation phase</b>	EUR 113 177 200
<b>Expected results</b>	When fully implemented, the three lines in total would enable energy savings of 82 GWh per year and reduce CO <sub>2</sub> emissions by 25 000 eq t per year.
<b>Leverage factor</b>	42
<b>Lessons learnt</b>	<ul style="list-style-type: none"> <li>• The main principle of the project was to establish a joint PMO for planning and analysis of the three individual projects, which turned out to be efficient and very successful. However, each project was depending on local political support, as well as a coordinated negotiation with the state for funding.</li> <li>• Political support has changed during the process, and the negotiations with the state were complicated than expected, which were the main reasons behind delays and scope changes.</li> <li>• The construction of the Lund tram has just recently started, and completion is planned for 2020 with a substantial delay. The Malmö project was cancelled in March 2017 due to lack of political support for the tram and preference for deployment of electric buses.</li> </ul>

<b>Further information sources</b>	<a href="https://www.skane.se/organisation-politik/Vart-uppdrag-inom-kollektivtrafik/Nya-linjer-och-fordon/Sparvagnar-i-Skane/">https://www.skane.se/organisation-politik/Vart-uppdrag-inom-kollektivtrafik/Nya-linjer-och-fordon/Sparvagnar-i-Skane/</a>
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