

European Investment Bank

Subject: ELENA contribution to SPIS – Spårvagnar i Skåne

Background:

You have granted a loan (EUR 2 970 472) to SPIS based on information supplied by SPIS. The loan has been extended, but is now due to be repaid since the project has been delayed due to the very strong opposition to the project.

After reading the description of the programme, I find discrepancies which I would like to bring to your attention.

Well aware of the lack of popular support, the SPIS representatives in Lund, Malmö, and Helsingborg still insist on fulfilling the project. They now hope to get financial support from the government. The amount in their application for 2015 seems to me to be extremely modest.

Saving energy:

The SPIS representatives claim that 82 000 MWh per year can be saved. Obviously here they refer to the energy used by diesel buses. Regardless of whether a bus or a tram is used to transport passengers 5.5 km, the energy needed remains the same. Thus their statement breaks the laws of physics.

Limiting carbon dioxide emission:

Furthermore, the SPIS representatives claim they can limit the carbon dioxide emission by 25 000 tons annually. It is of course true that a tram has a substantially lower carbon dioxide emission than a diesel driven bus.

The SPIS representatives refuse to listen to facts when it is spelled out how modern buses are operated with batteries which can be recharged rapidly and their energy consumption and carbon dioxide emissions are the same as that from a tram.

Financial and safety aspects:

Additionally modern buses are cheaper and they are flexible and don't demand the destruction of this old town. Safety is always the most important factor in any new project. A test in Edinburgh shows the importance of this. The ability to stop to prevent an accident shows that at 32 km/h a bus needs 12 meters to stop, a tram needs 28 meters. (Ref.1 below)

My background:

Let me assure you, I am not in any way biased; I am not promoting any bus manufacturer. I am just a retired engineer who likes honest politicians who serve their city. My time could have been spent enjoying more pleasant tasks than studying the results of failed tram projects and arguments with the SPIS representatives.

Conclusion:

The references below show what the SPIS representatives plan to expose us to.

Based on the discrepancy between what has been promised by SPIS and reality, I hope you will consider requesting that the money is spent on finding a more suitable technology. Alternatively cancelling the loan.

Irreplaceable soil has already been sacrificed to build ESS and to lose even more soil to build a tramway system is definitely not an environmentally friendly approach. There are already streets used here today by diesel driven buses. These streets could be used by battery operated buses without additional negative effects on the environment.

Dalby April 22, 2015

Yours faithfully,

████████████████████ Sweden ████████████████████

References showing the results of other tram projects in Europe:

1 Brake tests in Edinburgh compare ability to prevent accidents

<http://www.edinburghnews.scotsman.com/news/transport/trams-emergency-stop-distance-twice-as-long-as-bus-1-3311653>

2 The financial disaster in Edinburgh as a result of building the tram line:

<http://www.bbc.com/news/uk-scotland-edinburgh-east-fife-27159614>

3 Inquiry after the trams fiasco in Edinburgh:

<http://www.bbc.com/news/uk-scotland-edinburgh-east-fife-30418785>

4 Results of the tram project in Jaén, Spain (these trams are in storage)

<http://www.railwaygazette.com/news/urban/single-view/view/jaen-light-rail-line-to-be-sold.html>

5 Results of the tram project in Malaga, Spain (these trams are in operation, but in Sydney) <http://www.bbc.co.uk/news/world-europe-22932518>