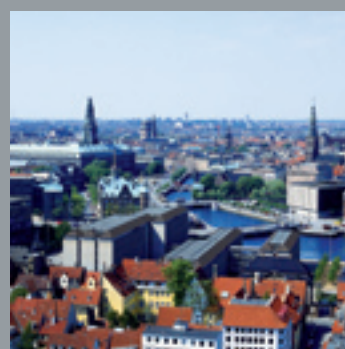


FACTS WORTH KNOWING ABOUT THE ØRESUND BRIDGE

ØRESUNDSBRO KONSORTIET 2008



INTRODUCTION

The Øresund Bridge – a regional link

Traffic developments at the Øresund Bridge and the development of the Øresund Region are closely linked, and the substantial rise in traffic on the bridge reflects the stronger integration of the different parts of the region. The bridge, therefore, is contributing to the ever closer partnership between Denmark and Sweden.

In 2007, car traffic across the Øresund Bridge rose by 17 per cent to an average of 18,500 vehicles per day. In 2017, the figure is expected to be 39,000 vehicles a day.

Rail traffic is experiencing a similar development as, in 2007, the number of rail travellers increased by 25 per cent and a total of 25 million people crossed the Øresund Bridge by train or car.

The Øresund Bridge is primarily a regional connection that links Copenhagen and Malmö and their hinterlands. 73 per cent of passenger traffic across the bridge begins or ends within the Øresund Region.

The major driver behind the growth in the Øresund traffic is the fusion of the housing, business and labour markets into one market spanning both sides of Øresund.

Commuter traffic accounts for the fastest growth. 17,600 people, including 2,500 students, commute across the bridge everyday. These can be divided into two groups: Danes who have relocated to Sweden because of lower housing and living costs, and Swedes who have joined the Danish labour market owing to a shortage of jobs, higher wages and the larger and more diverse labour market in Copenhagen.

Despite falling house prices in Copenhagen, 4,500 Zealanders moved to Sweden in 2007. The number of Swedes who found work in Denmark for the first time set a new record in 2007, i.e. 6,000.

Since its opening in 2000, the Øresund Bridge organization has worked closely with other stakeholders and organizations – including other Øresund institutions, the business sector and public authorities – with a view to strengthening the Øresund Region's integration. The results of this work is now evident. Both businesses and residents in the Øresund Region are confident of its potential and the number of person-to-person contacts across Øresund is continuing to increase. Most Copenhageners have been served by a Swede in a Danish shop and know a Dane who lives in Scania on the other side of Øresund. One Dane out of three knows a Swede and one out of five works with a Swedish colleague.



FACTS

The story of the Øresund Bridge

From idea to reality

A fixed link across the Øresund waterway was under consideration in Denmark and Sweden for more than a century before becoming a reality. In the 1930s and 1950s, specific proposals for an alignment across the Isle of Saltholm were tabled and, in 1973, the Danish and Swedish governments actually signed an agreement for the construction of a fixed link. This, however, was rejected in 1978 when Denmark decided against relocating the airport at Kastrup to the Isle of Saltholm. In the 1980s, further solutions were put forward, but a final agreement on a fixed Øresund link between Copenhagen and Malmö was not signed until 1991.

In the late 1980s and early 1990s, a clear need to develop and stimulate growth in Southern Scania and Copenhagen emerged. At the time, Malmö was experiencing high unemployment following the closure of several major industrial companies and, in Denmark, a large part of the country's economic development was centred in Jutland whereas building in Copenhagen was stagnating.

Consequently, the Øresund Bridge became a crucial project in respect of re-energizing economic development in the region. As economic trends recovered in the mid 1990s, other projects emerged. On the

Danish side, the airport at Kastrup expanded considerably and a fast and efficient metro system was built to link the different parts of the city of Copenhagen and the new district of Ørestad.

In Malmö, large sections of the old harbour area were renovated and the former shipyard was replaced by new residential and commercial areas. Today, the southern part of Malmö around Hyllie is the centre of major construction projects, including a commercial centre, a multi arena and a new rail tunnel which will shorten the section between Malmö city centre and Copenhagen via the Øresund Bridge.

The main reason for building the Øresund Bridge was to create one region around Øresund, create stronger commercial ties and promote commuting and cultural exchange between Copenhagen and Malmö. Until 2000, relations between the two cities had been at a low level although the distance between the two city centres is only 30 km.

As well as the regional benefits generated by the Øresund Bridge, a further benefit has been the reduction in travelling time between Sweden and the European continent. This has been particularly important for business and commerce – in Sweden as well as in Denmark.



The Øresund Region

The building of the Øresund Bridge has meant that the concept of one common Øresund Region has materialised. Administratively, the Øresund Region consists of Sweden's southern area, Scania, and Denmark's eastern section, Zealand, Lolland-Falster, Møn and Bornholm. In total, the region covers an area of 21,203 sq. km, equating to half of Denmark. Covering an area of 11,369 sq. km, Scania accounts for the largest part of the Øresund Region, i.e. 54 per cent.

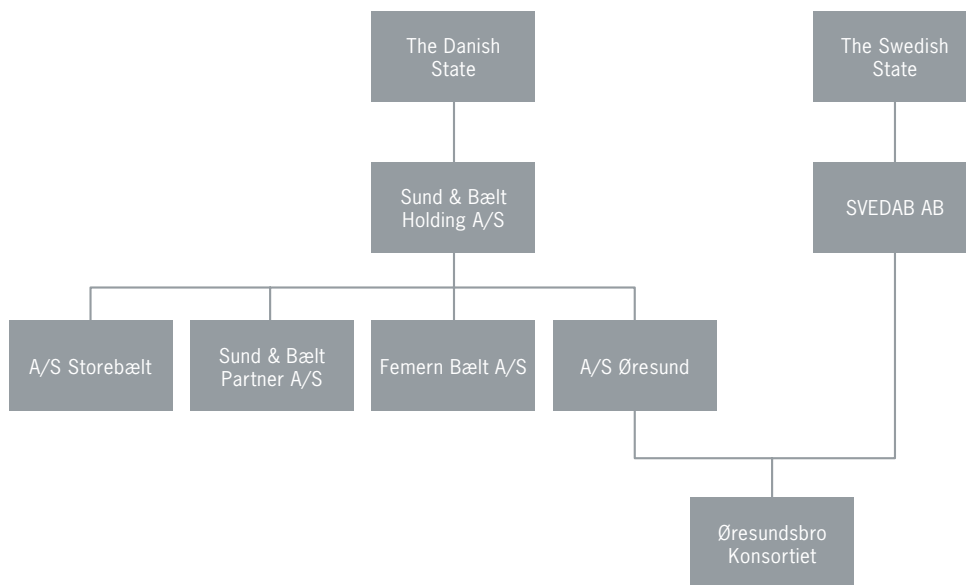
The Øresund Region has a combined population of 3.6 million with its two largest cities, the Danish capital Copenhagen and Sweden's third largest city Malmö, on each side of Øresund and linked by the Øresund Bridge. A total of 2.6 million inhabitants live in the urban areas around Copenhagen and Malmö. This makes Copenhagen – Malmö Scandinavia's largest conurbation.



The Øresund Region



Øresundsbro Konsortiet



Øresundsbro Konsortiet owns and operates the Øresund Bridge

Øresundsbro Konsortiet is a Danish-Swedish company established on the basis of the agreement of March 23, 1991 between the governments of Denmark and Sweden. The inter-government agreement provides the framework for Øresundsbro Konsortiet's activities.

Øresundsbro Konsortiet is jointly owned by the Danish and Swedish states through two companies: the Danish A/S Øresund and the Swedish Svensk-Danska Broförbindelsen SVEDAB AB. The two companies are also responsible for the ownership and operation of the landworks on their respective sides of the Øresund Bridge.

The ownership of Øresundsbro Konsortiet and co-operation between the two companies are regulated by an agreement approved by the Danish and Swedish governments. The two owners are jointly and severally responsible for Øresundsbro Konsortiet's commitments.

Øresundsbro Konsortiet's main objective is to provide fast, safe and reliable passage across Øresund at competitive prices. Øresundsbro Konsortiet manages the rail infrastructure while the rail operators are responsible for traffic on the line.

Øresundsbro Konsortiet is charged with a variety of day-to-day operations and maintenance tasks, including financial administration, marketing, sales, customer and payment service, road and rail operations, maintenance, development, and administrative duties.

The fixed link across Øresund

16 km bridge, artificial island and a tunnel

The fixed link across Øresund comprises a four km immersed tunnel, an artificial island, Peberholm, which is four km long, and an eight km cable-stayed bridge. The high bridge is a cable-stayed bridge whose pylons are 204 m high. Navigational clearance is 57 m under the free span, which is 490 m long. The bridge is on two levels with the railway running along the lower deck and the motorway on the upper.

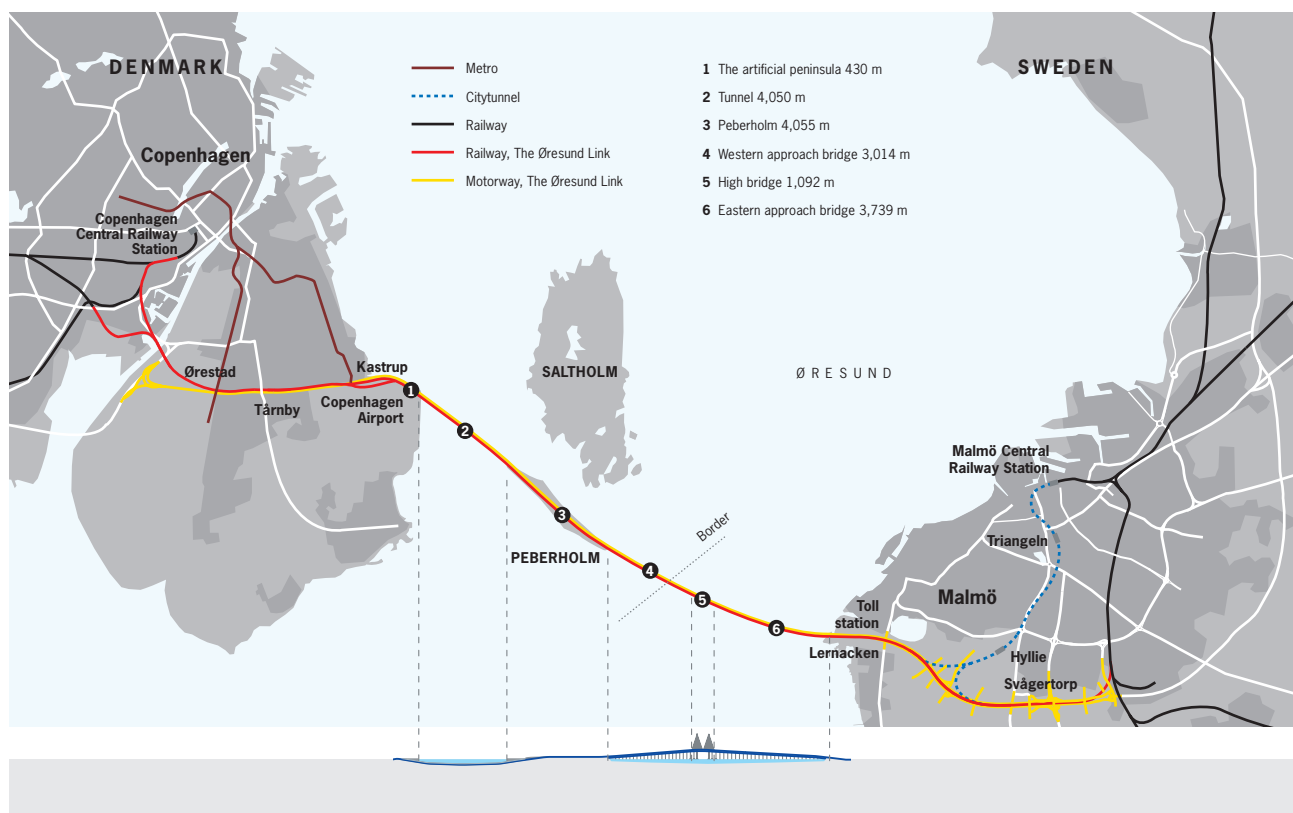
Construction of the Øresund Bridge took place between 1995 and the beginning of 2000. The landworks on the Danish side comprise an approximately

12 km long electrified railway from the start of the link at the Øresund coast to Copenhagen Central Railway Station along with a nine km motorway from the coast to the existing motorway network on West Amager.

The Swedish landworks comprise an approximately ten km railway and motorway link from Lernacken to Fosie (south east of Malmö) and an extension to selected railway sections from Lernacken towards Malmö.

More information about the fixed link is available in the publication "Crossing the Øresund" which can be downloaded from www.oresundsbron.com.

The fixed link



TRAFFIC DEVELOPMENT

Car traffic

17 per cent more cars across the bridge in 2007

Car traffic across the Øresund Bridge increased by 17 per cent in 2007, when an average of 18,482 vehicles per day crossed the bridge. This is more than twice the number in 2001 and equates to 40,600 persons crossing the bridge by car or coach every single day in 2007.

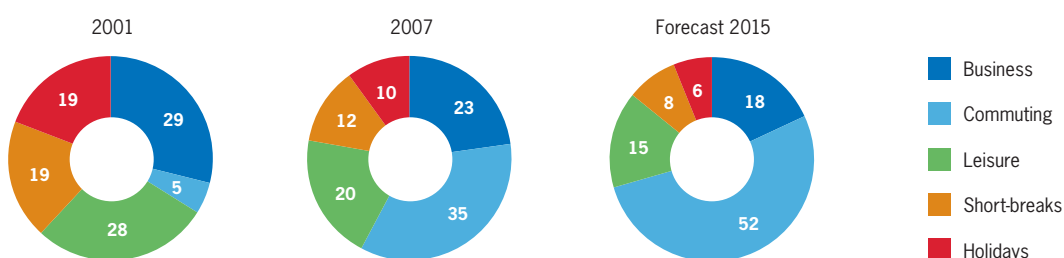
Rail traffic rose by 25 per cent in 2007 and the trains carried an average of 26,600 people across the bridge every day in 2007.

In total, close to 25 million travellers crossed the bridge in 2007, i.e. 67,200 persons per day. This represents a 100 per cent increase compared to 2001.

Daily traffic across the Øresund Bridge	2006	2007	Growth
Passenger cars	14,323	16,831	18%
Motorcycles	89	106	19%
Cars with trailer, vans and caravans	390	465	19%
Lorries	841	927	10%
Coaches	159	153	- 3%
Total traffic	15,801	18,482	17%

Passenger journeys			
Cars	36,300	40,600	12%
Trains	21,300	26,600	25%
Total	57,600	67,200	17%

Reasons for passenger car travel across the Øresund Bridge in percentage



Commuting across Øresund is the driver behind passenger car traffic

Passenger car traffic accounts for 91 per cent of traffic across the Øresund Bridge and the overall traffic development therefore mirrors the trend in development for passenger car traffic.

In 2007, passenger traffic rose by 18 per cent, the highest growth yet seen on the bridge. The explanation lies mainly with the regional development in the Øresund Region where many Danes are moving to Scania. And many Swedes are finding work in Copenhagen and surrounding areas.

- **Commuting**, which accounted for 35 per cent of passenger car traffic in 2007, is the fastest growing traffic segment, with an annual growth of 42 per cent. In 2015, commuting is expected to account for half of all passenger car traffic on the bridge. Increased commuting reflects the continued integration of the region's labour and housing markets where many Danes are settling in Scania but continuing to work in Denmark, while more Swedes are finding jobs in Copenhagen and surrounding areas. Higher wages and salaries in Denmark and lower housing and living costs in Sweden make it attractive to live and work on either side of Øresund.

- **Regional business traffic**, which accounts for slightly less than 25 per cent of passenger car traffic across the bridge, grew by 8 per cent in 2007. The rise reflects the fact that business and industry has started to exploit the Øresund Region's potential by, for instance, combining offices and departments on either the Danish or Swedish side. Cross-regional sales are also rising. Development in Øresund integration across commercial sectors is driven by many companies and sectors and cannot be ascribed to a few large players, segments or projects alone.
- **Holiday and leisure traffic** accounts for the remaining 42 per cent of passenger car traffic. Leisure and short break traffic (up to three over-night stays) has increased by 54 per cent from 2001 to 2007, while holiday traffic (over three overnight stays) has only increased by 10 per cent over the same period. The significant growth in leisure and short break traffic is owing to generally higher levels of prosperity which enable more people to take long weekend breaks and one-day excursions. The fact that the Øresund Region's inhabitants benefit from a far greater range of leisure activities following the opening of the Øresund Bridge is also a factor. This is, for instance, evidenced by the fact that many Danes now visit Sweden for one-day trips to play golf or ski while people from Southern Sweden make use of Copenhagen's many cultural offerings.

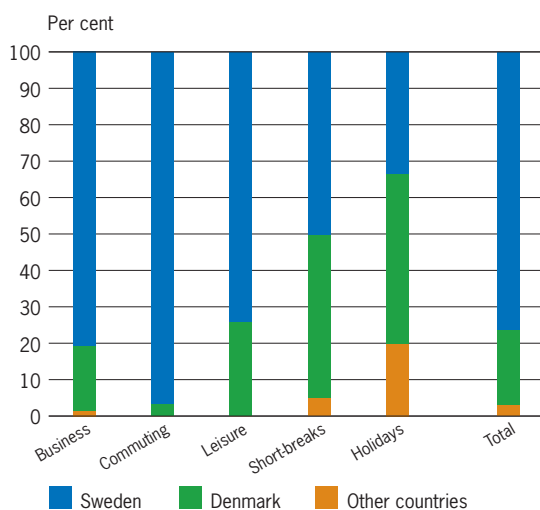
73 per cent of the Øresund Bridge's traffic is regional

The Øresund Bridge has to a great extent become a bridge that links the Øresund Region together. Regional traffic between the Danish and Swedish parts of the Øresund Region now accounts for 73 per cent of overall passenger car traffic. International traffic across the bridge that neither begins nor ends within the Øresund Region only accounts for 7 per cent of passenger car traffic on the bridge while the remaining 20 per cent either begins or ends within the region. The regional share of overall car traffic is set to rise because of the increased integration between Copenhagen and Scania.

Approximately 70 per cent of the bridge's customers live in Sweden while 26 per cent come from Denmark. The remaining 4 per cent come from other countries such as Germany, Norway and Holland and travel mainly during the summer.

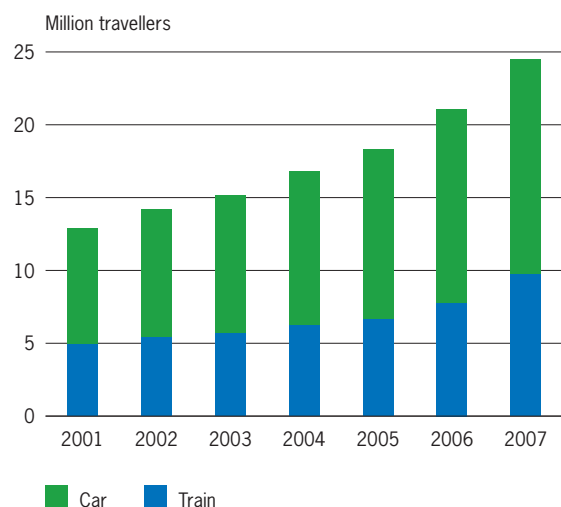
The apportionment of travellers from Denmark and Sweden differs according to the reasons for travel. Nine out of ten commuters live in Sweden and seven out of ten leisure and business travellers are Swedes. Only in the holiday traffic segment do the Danes account for the majority, i.e. 45 per cent against 35 per cent Swedes.

Breakdown of passenger car traffic according to place of residence in 2007



Note: The data derives from surveys and is, therefore, subject to statistical uncertainties.

Individual travellers by car and train across the Øresund Bridge





Travel flow for passenger cars across the Øresund Bridge in 2007

Origin	Destination								Total
	Copenhagen	Zealand	Funen/ Jutland	Europe	Scania	Rest of Sweden	Bornholm	Norway/ Finland	
Copenhagen					9%	3%	2%	0%	15%
Zealand					3%	1%	1%	0%	6%
Funen/Jutland					2%	1%	1%	0%	5%
Europe					0%	1%	0%	1%	3%
Scania	51%	6%	2%	3%					62%
Rest of Sweden	4%	1%	1%	2%					9%
Bornholm	0%	0%	0%	0%					1%
Norway/Finland	0%	0%	0%	0%					1%
Total	56%	8%	3%	5%	14%	7%	5%	2%	100%

Note: The data derives from surveys and is, therefore, subject to statistical uncertainties.

Rail and coach traffic

25 per cent growth in rail traffic

Rail traffic across the Øresund Bridge also experienced sound growth. In 2007, 9.7 million train passengers crossed the Øresund – a growth of 25 per cent compared to 2006. In 2007, 47,000 passenger trains and 8,850 freight trains crossed the Øresund Bridge. This amounts to 140 trains per day or an average of three trains per hour in each direction.

Four out of five train passengers are resident in Sweden, and one in every five lives in Denmark. A very small proportion are foreigners. The Øresund trains function primarily as a local means of transport in the region where 90 per cent of the passengers' journeys are regional.

Around six out of ten train passengers commute for reasons of study or work and, indeed, commuting drives the growth in rail traffic. Leisure traffic

accounts for a large part of the remaining 40 per cent of rail traffic, while business and holiday travellers only account for a small proportion.

The rail system across the Øresund Bridge primarily comprises the Øresund trains which run across the bridge. From 2007, the Øresund trains have increased their frequency from three to six trains per hour during rush hour in each direction in order to alleviate the current space shortage. In non-rush hours, trains run three times per hour in each direction and once per hour at night. The Øresund trains run between Elsinore and several Swedish destinations, including Helsingborg and Kristianstad – all via Malmö. Extra rush-hour trains operate between Svågertorp and Nivå. National and international passenger and freight trains also run across the Øresund Bridge.

Decline in coach traffic

Over half of all coach traffic to and from the Scandinavian peninsula uses the Øresund Bridge. However, in 2007, coach traffic on the bridge fell by 3 per cent to 56,000 coaches which is largely a consequence of a general decline in international coach traffic.

Coach traffic is split between scheduled and tourist services. Scheduled traffic comprises services between the North European capitals and cities and regional services between Copenhagen, Malmö, Lund, Malmö Airport and Ystad/Bornholm.



Lorry and freight train traffic

10 per cent growth in lorry traffic

In recent years, the Øresund Bridge has worked to strengthen its market position within the lorry sector. The bridge is the clear market leader in the coach and passenger car segment but when it comes to lorries, only 15 per cent of lorries travelling to and from the Scandinavian peninsula use the bridge. The Øresund Bridge has a market share of 45 per cent of the lorry traffic crossing Øresund.

In 2007, lorry traffic across the bridge rose by 10 per cent on the year before, with 338,000 lorries using the bridge during the year. This is more than twice the number compared to 2001 when 153,000 lorries used the bridge. The growth in lorry traffic is owing to three factors:

- A positive market trend where increasing international trade is creating a need to move goods between countries.

- A positive development in the Øresund Region where the volume of local distribution traffic in the Copenhagen-Malmö area is rising. This includes a large number of passenger cars for the Danish market being unloaded at Malmö port and transported by lorry across the Øresund Bridge to Danish car dealers.
- More and more hauliers and forwarding agents are opting for the Øresund Bridge rather than the ferries between Elsinore and Helsingborg.

Just as there has been a rise in lorry traffic, rail freight across the bridge has also increased. In 2001, 3 million tons was transported across the bridge which rose to 3.8 million tons in 2007. The reason why lorry transport has grown at a faster rate than rail transport is the shortage of rail capacity throughout Europe, which means that freight trains run at low speeds and do not always run to time.

Freight train traffic / transported freight			Passenger traffic	
	Number of loaded wagons	Freight volume in tons	Number of passenger trains	Number of journeys
2000	43,882	1,580,647	15,628	2,677,000
2001	83,575	2,990,697	54,025	4,919,000
2002	85,162	3,170,411	53,921	5,372,000
2003	88,278	3,402,680	50,914	5,692,000
2004	90,170	3,467,661	49,840	6,232,000
2005	98,171	3,692,598	47,502	6,617,000
2006	98,790	3,699,093	47,470	7,766,000
2007	98,300	3,775,000	46,960	9,704,000

Traffic to and from Scandinavia

The Øresund Region – a Northern European transport hub

The opening of the Øresund Bridge in 2000 significantly enhanced the infrastructure between the Scandinavian peninsula and the European continent. In particular, travelling times across Øresund between Zealand and Scania have become faster.

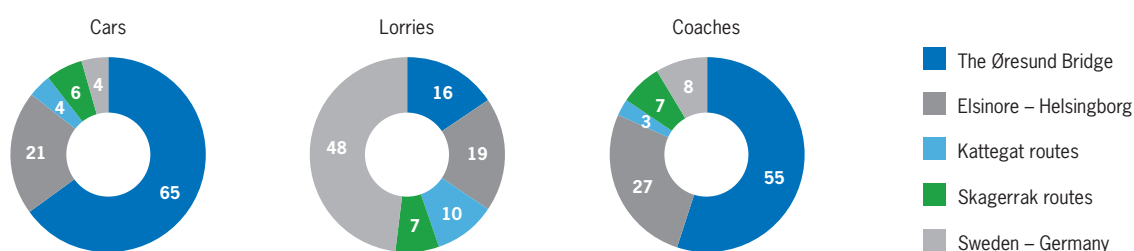
Copenhagen and Malmö are connected by a motorway and the motorway network around both cities is of state-of-the-art standard. Øresund trains depart from Elsinore in Denmark via Copenhagen and Malmö to e.g. Gothenburg and Kalmar. Equally, Copenhagen Airport at Kastrup has become more easily accessible from Sweden just as Malmö Airport at Sturup just outside Malmö can now be reached more easily from Denmark.

Having merged into one company, CMP Copenhagen Malmö Port now forms the Nordic area's largest gateway for imported cars.

All four types of transport are well integrated in the Øresund Region and, compared to corresponding urban communities in Europe, only experience moderate traffic problems and congestion.

The Øresund Region's geographical location and the well developed infrastructure is ideal for the distribution of goods to and from Scandinavia and the Baltic area. Consequently, many large companies have opted for the Øresund Region as their Nordic distribution centre.

Traffic to and from the Scandinavian peninsula in 2007



Traffic across Øresund

The Øresund Bridge has strengthened its market position

The opening of the Øresund Bridge in July 2000 has resulted in a very strong increase in traffic across Øresund. In the 1990s, between 2 and 3 million cars crossed Øresund each year. In 2007, 35.5 million travellers crossed Øresund by car, train or by ferry (of which 9.2 vehicles).

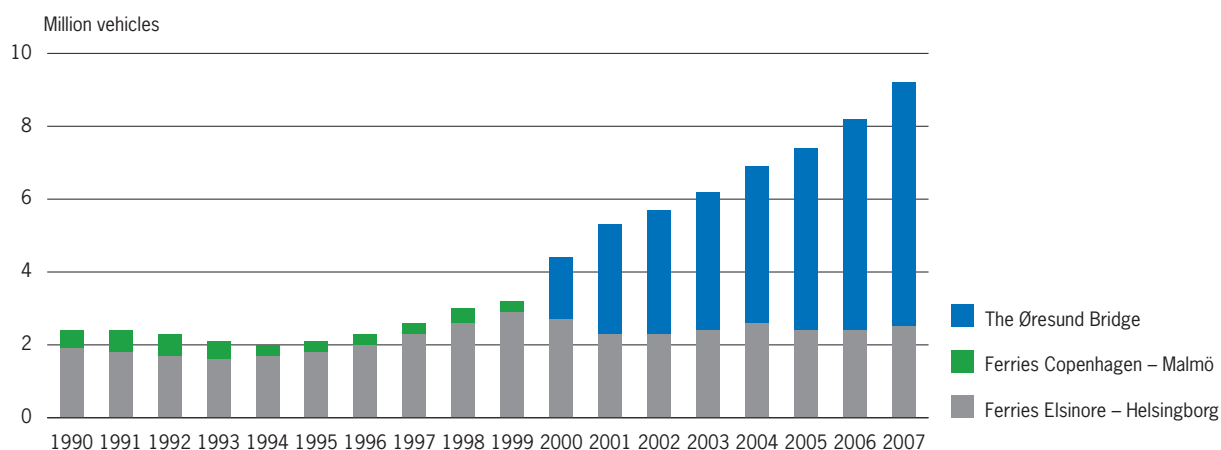
Following a small decline in traffic at the beginning of the 1990s, Øresund traffic increased by approximately 10 per cent per year from 1995 to 1999. New services, more departures, lower prices and economic growth in Denmark and Sweden were the main drivers behind the traffic growth. The opening of the Øresund Bridge resulted in a further sharp increase of 43 per cent and, in the past year, overall traffic across Øresund has grown by 13 per cent.

In 2007, traffic on the Øresund Bridge rose by 17 per cent while traffic on the ferries between Elsinore and Helsingborg rose by 3 per cent. Consequently, the trend of previous years for traffic on the Øresund Bridge to grow faster than the ferries continued in 2007.

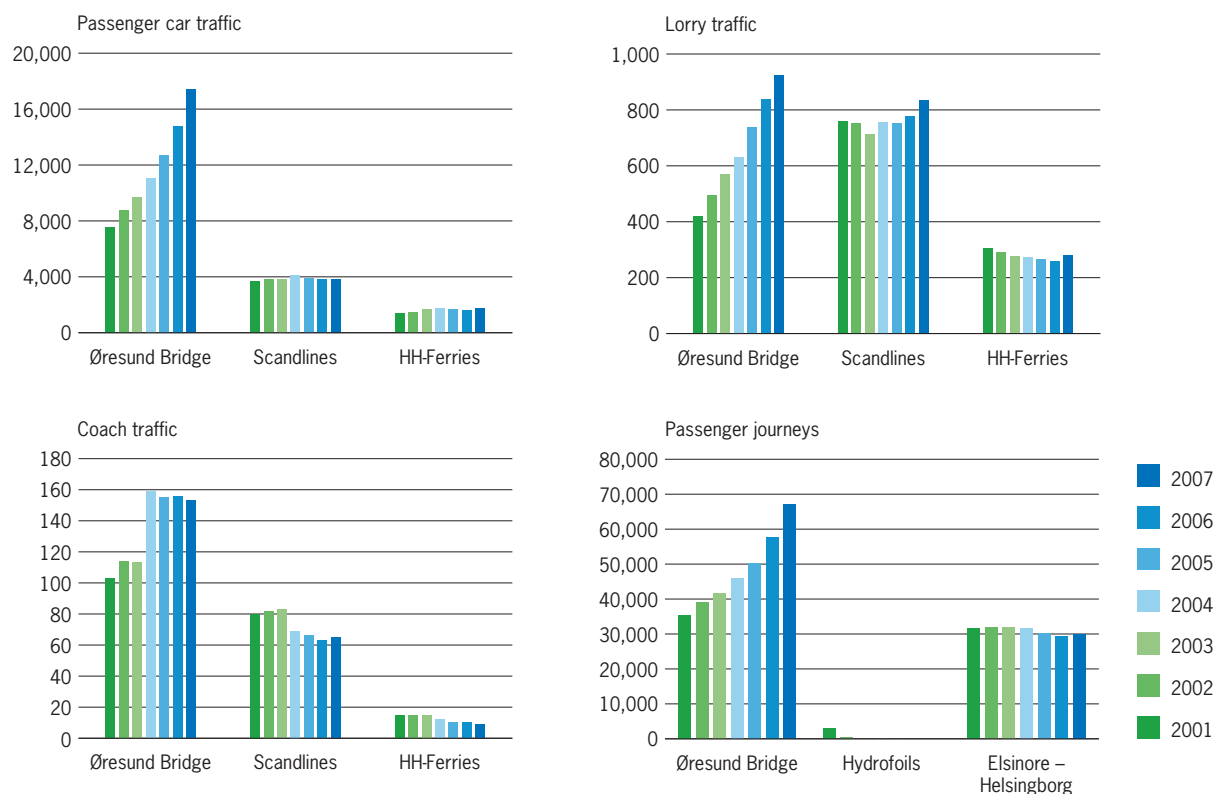
The higher growth on the bridge is owing to the type of traffic that uses the ferries. Whereas regional traffic – commuters, business travellers and regional leisure traffic – accounts for the largest volume of the bridge's users, much of the ferry traffic continues to be made up of holidaymakers and shoppers. The development in these two traffic segments has stagnated over the past few years, with either a decline in traffic or growth of no more than a couple of percent. As the point of departure and destination are key parameters when choosing between the bridge and ferries, there has only been a minimum transfer of passenger car traffic from the ferries between Elsinore and Helsingborg to the bridge after 2001.



Traffic across Øresund



Daily traffic across Øresund 2001 – 2007



The Øresund Bridge's traffic forecast

39,000 vehicles across the Øresund Bridge in 2017

Every year, Øresundsbro Konsortiet prepares a forecast for future traffic on the bridge. In recent years, the forecasts have comprised three scenarios for road traffic: a growth scenario, a stagnation scenario and a middle scenario.

The middle scenario is the most likely outlook and Øresundsbro Konsortiet's budget planning is based on the road revenue from this scenario. The middle scenario is often referred to as the traffic forecast. If no specific scenario is given, the middle scenario applies.

The middle scenario is based on the following assumptions:

- Positive regional development where politicians or other authorities, as a minimum, do not hamper interaction across Øresund and where the economic gap between Malmö and Copenhagen in terms of salaries and housing costs remain.
- Stable economic development in Denmark and Sweden over the next ten years. This development should, more or less, correspond to the development over the past ten years adjusted for demographic change.
- Sustaining the current traffic and infrastructure development in Denmark and Sweden. A minor level of congestion charges or rising petrol and

energy prices will not impact on the long-term forecast but the forecast is not stable viz a viz major changes.

- Unchanged competitive conditions in relation to ferry services.

Traffic across the Øresund Bridge has doubled over the past five years. During the next ten years, daily traffic across the bridge is expected to increase to 39,000 vehicles per day in the middle scenario and this figure is anticipated to increase further to 49,000 vehicles per day by 2025. Annual traffic growth is expected to fall from approximately 14 per cent in 2008 to 2 per cent in 2025. Subsequently, 2 per cent annual growth is expected to be sustained until 2031 when commuter traffic will reach its capacity limit while the other traffic segments will continue to grow.

The driver behind traffic development on the Øresund Bridge is the fusion of Copenhagen and Malmö where many inhabitants have started to commute across the bridge for work or educational purposes. Work or study-related commuting is showing the fastest growth and exceeds all previous forecasts. In 2007, 17,600 individuals crossed the bridge every day to their place of work or study on the other side. This is an increase of 31 per cent on 2006. The Øresund Bridge expects 56,000 individuals to commute daily between Malmö and Copenhagen in 2025 – or treble the number of today.

The explanation for the strong growth in commuting is:

- That many Danes are moving to the Malmö area.
- There are significant differences in unemployment levels and real wages across Øresund. As a result, many Swedes are looking for work in Copenhagen.
- Copenhagen and the rest of Zealand will, within a few years, see a massive shortage of labour which will create pressure on wages and salaries in Denmark. As the employment shortage and, therefore, pressure on wages and salaries, is less on the Swedish side, this will further strengthen the economic incentive to work in Denmark for residents of Southern Sweden.
- Population figures and employment levels are expected to increase in the Malmö area over the next 20 years. This alone will lead to a 35 per cent increase in employment over 20 years.

The growth scenario is the most positive of the bridge's three scenarios. This scenario primarily differs from the middle scenario in the assumption that integration of the Øresund Region will proceed at an even higher rate. Over the long term, positive European economic trends will also contribute to this scenario.

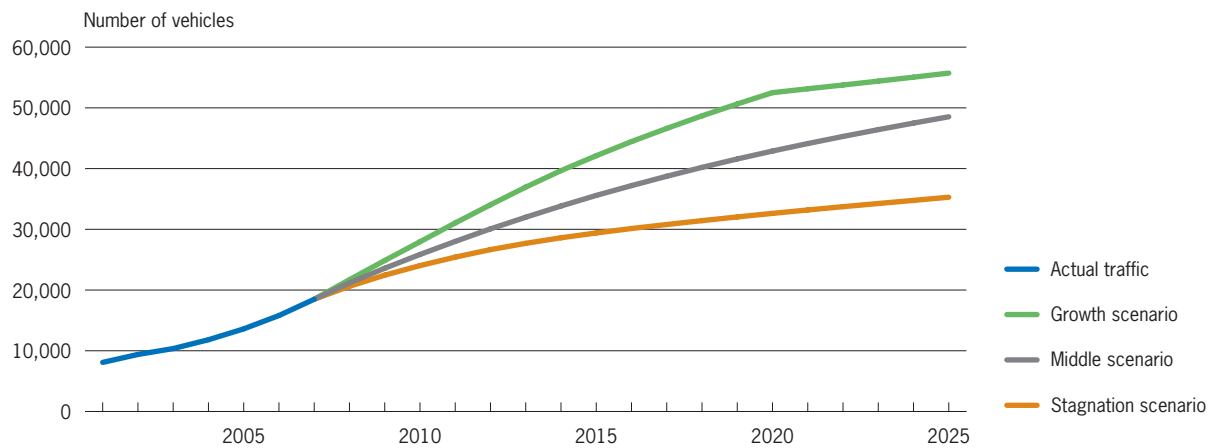
Under the growth scenario, traffic on the bridge will rise from 18,500 vehicles in 2007 to 47,000 per day in 2017 and 56,000 vehicles in 2025. In 2031, 60,000 vehicles will cross the bridge every day, which equates to the model's capacity limit. In practical terms, traffic may well exceed this limit as long as the growth takes place outside peak periods.

The stagnation scenario is the worst case scenario where the development in regional integration declines within a few years. Equally, a prolonged economic crisis or public restrictions on car traffic could also contribute to this scenario.

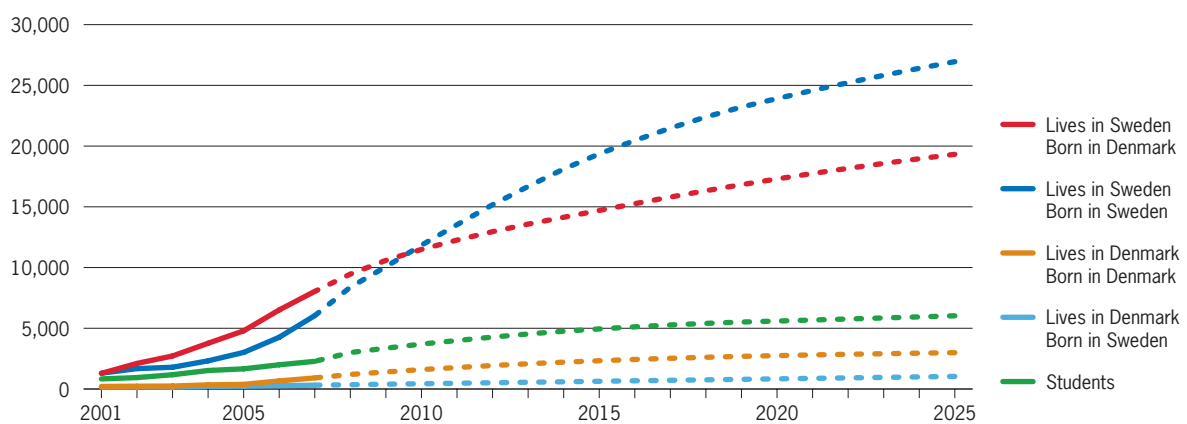
Under the stagnation scenario, 31,000 vehicles will cross the bridge in 2017 while traffic will double between 2007 and 2025. Although the stagnation scenario represents the most pessimistic view of traffic growth, traffic will still exceed the forecast from before the opening of the bridge. At the time, the bridge was expected to carry a maximum of 22,250 vehicles per day in 2020. Under the stagnation scenario, annual traffic growth will decline from 11 per cent in 2008 to 1.5 per cent around 2025. Over relatively few years, the development in regional integration will decline and traffic growth on the Øresund Bridge will equate to the growth on corresponding road sections in Northern Europe. (Traffic growth on border crossing roads and ferry routes has, over the past 20 years, exceeded growth on domestic routes.)

Øresundsbro Konsortiet believes that, in the longer term, the assumptions for the middle scenario are the most realistic. The growth and stagnation scenarios show the span of the expected development. In some years, growth may be higher than in the growth scenario although, in the long term, developments are most likely to lie between the stagnation and growth scenarios.

Traffic scenarios – daily traffic across the Øresund Bridge



Number of commuters across the Øresund Bridge 2001 – 2025



The Øresund Bridge's capacity

Congestion on approach roads and at the Øresund Bridge

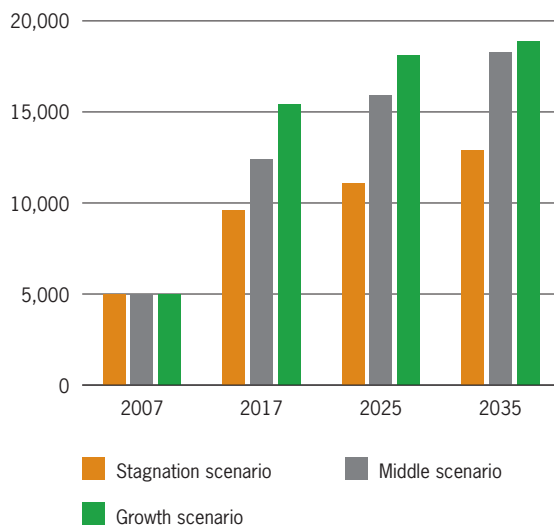
The Øresund Bridge's road section has the capacity for approximately 4,000 vehicles per hour in each direction. Capacity is especially limited in the tunnel. While currently, queues typically form at the toll station, within a few years, new technology will enable regular customers (particularly commuters) to pass through the toll station without reducing their speed. As a result, the toll station will be able to handle increased traffic volumes more smoothly.

Øresundsbro Konsortiet is studying several new initiatives aimed at regulating traffic especially in the mornings and thereby increasing capacity on the link. This could, for instance, be through price differentiation so that there is greater incentive to cross the

bridge early in the morning or after 09:00. Speed regulations or the introduction of intelligent transport systems (ITS) on the link itself and on approach roads will also increase capacity. Yet another potential (emergency) solution could be to allow two-way traffic in the one direction of travel by increasing capacity from two to three lanes from Sweden to Denmark in the mornings.

However, before congestion becomes critical on the link itself, capacity problems will occur at approach roads. In particular, the Amager motorway will have to be expanded from two to three lanes in both directions. An extension of the section between Tårnby and Copenhagen city centre is under consideration by A/S Øresund. Later on, however, there will also be a need to extend the motorway between Tårnby and Copenhagen Airport.

Expected number of cars headed for Denmark between 6 and 10 am on a weekday morning



Congestion on the rail line

Rail traffic across the Øresund Bridge alternates between high frequency passenger traffic (the Øresund trains) and international freight trains evenly spread over 24 hours as well as occasional passenger and maintenance trains. Due to the traffic diversity, the need to ensure a regular timetable with the potential to make up for delays and the wish to run at least two freight trains per hour will restrict scheduled traffic during rush-hour to approximately ten trains per hour in each direction.

The next few years will also see a need for five-minute operations during the rush hour between Malmö and Copenhagen in order to meet the growing number of commuters. Optimum planning of opera-

tions, however, will eliminate capacity problems on the bridge itself which has a capacity for 15 – 17 trains per hour in each direction. By contrast, capacity problems at Copenhagen Airport, Södra Stambanan in Scania and on certain rail sections in central Copenhagen will worsen if rail capacity is not upgraded when the number of train passengers across the Øresund Bridge trebles in the morning and afternoon.

A solution for congestion problems on the land side, for the road link as well as for the railway, is more urgent than new initiatives on the bridge itself. Extending the infrastructure to and from the bridge is, therefore, a pre-requisite for further Øresund integration.



FINANCING AND PRICES

Financing

Borrowings of DKK 30 billion

When the Øresund Bridge was completed in 2000, Øresundsbro Konsortiet had net liabilities of DKK 19.6 billion and the Øresund Bridge's two parent companies, A/S Øresund and SVEDAB AB, had total liabilities of DKK 10.5 billion. By the end of 2007, Øresundsbro Konsortiet's net liabilities totalled DKK 19.2 billion.

By and large, revenue from road traffic and the railway are the sole revenue source from which Øresundsbro Konsortiet and the two parent companies' debts will be repaid. The latest forecast from autumn 2007 assumes that the Øresund Bridge will be paid for after approximately 30 years of operations. The cost of the landworks, however, will be repaid some years after the bridge. The first dividend payments from Øresundsbro Konsortiet to the parent companies are expected to take place approximately 14 years after the bridge's opening.

The three factors with the greatest impact on the repayment period are traffic development, the development in toll charges and financing costs (the interest rate level). Øresundsbro Konsortiet's fee from rail traffic is fixed and index adjusted on an annual basis. Fluctuations in operating costs are minor.

After the early years with low volume traffic, traffic in recent years has exceeded all pre-opening forecasts. In the long-term, traffic on the bridge is now expected to be double that of the forecast from May 2000. As international interest rate levels have also fallen compared to the expectations prior to the opening, the bridge's financing costs are also lower. Despite the positive traffic trend and the interest rate level, the repayment period has been extended because the average toll charge has fallen somewhat compared to the expectations from before the opening. The reason for the lower average charge is partly the significant increase in the number of commuters and partly because freight prices are lower than expected.

Total construction costs for the Øresund Bridge and the landworks in 2000 prices

	DKK billion
The Øresund Bridge (Øresundsbro Konsortiet)	19.6
Danish landworks (A/S Øresundsforbindelsen)	7.9
Swedish landworks (SVEDAB AB)	2.6
Total	30.1

Note: Construction costs are shown as net debt in 2000 prices.

Repayment time for Øresundsbro Konsortiet

Real interest rate	2.5%	3.0%	3.5%	4.0%	4.5%
Growth scenario	2026	2026	2027	2027	2027
Middle scenario	2029	2029	2030	2030	2030
Stagnation scenario	2036	2037	2037	2037	2037



Øresundsbro Konsortiet's expectations with regard to the most important key figures in 2000 and 2007

	Forecast May 2000		Forecast Nov. 2007	
	2007	2020	2007	2020
Average daily traffic	15,732	22,250	18,482	42,889
Average price including VAT (fixed 2007 prices)	272	282	173	149
Revenue from road traffic in fixed 2007 prices (DKK million)	1,250	1,829	934	1,865
Interest expenses (DKK million)	1,078	779	827	675
Expected repayment time	Year 2029		Year 2030	

Pricing

Framework conditions for the pricing structure

Charges for using the fixed link across Øresund are determined on the basis of the following criteria:

1. The Øresund Bridge must be self-financing, i.e. the price paid by users for crossing the link must cover all construction and operating costs, including maintenance as well as reinvestments and new investments.
2. The construction of the Øresund Bridge is financed by loans raised in national and international capital markets on the basis of the joint and several state guarantees from the two governments. Revenues must cover ongoing financing costs and secure the long-term repayment of the loans.
3. Øresundsbro Konsortiet determines the toll charges for using the bridge for the purpose of achieving long-term financial stability. VAT is paid to the two governments.
4. Increased traffic with rising road revenue is an important element in the long-term achievement of the financial targets. The pricing structure, therefore, is designed to promote regional integration and increased traffic growth.
5. The railway and the ferries are essential for achieving improved regional integration with a consequent increase in traffic. Fees for the road link are, therefore, determined so that they do not threaten the survival of these services. The pricing structure complies with the provisions of the competition legislation.
6. The national railway agencies in the two countries pay a fixed index regulated amount for the right to use the link's rail line. This amount is based on a fee of DKK 300 million in 1991 prices equating to approximately DKK 429 million in 2007 – or approximately 30 per cent of Øresundsbro Konsortiet's revenue. The rail agencies subsequently sell the capacity to rail operators.

2008 prices on the Øresund Bridge

Prices incl. VAT	Standard price		BroPas ¹⁾		10-trip card	
	DKK	SEK	DKK	SEK	DKK	SEK
Passenger car	260	325	135	165	190	236
Motorcycle	145	180	60	74	105	130
Car with trailer/van/caravan	520	650	270	330	380	472

Prices excl. VAT

Lorries over 9 metres	620	768
Coaches over 9 metres	880	1,092

Notes: All prices are per passage.

¹⁾ Annual charge for the BroPas is DKK 230 or SEK 280.

For further information and prices see www.oresundsbron.com.

Prices on the Øresund Bridge 2008

The Øresund Bridge pricing strategy is based on the principle of financial stability and offering low prices to frequent customers. Customers can either take out a contract with Øresundsbro Konsortiet, pay cash or pay by credit card at the toll station. Contract customers benefit from discounts and fast passage through the toll station's automatic lanes by having a brobizz (an electronic transponder).

BroPas

To simplify procedures for private customers, the Øresund Bridge, in 2005, launched the BroPas product. By paying an annual subscription of DKK 230 or SEK 280, BroPas customers can cross the bridge at a fixed low price every time (DKK 135 and SEK 165, respectively). Moreover, customers have access to the Øresund Bridge advantage programme which offers special deals on events and attractions on both sides of Øresund at attractive prices. BroPas is the most attractive product for private customers who use the bridge at least once a year and not on a daily basis.

Commuters

Commuters can take out a commuter contract which will always be the most advantageous product for customers who commute across the bridge on a daily basis.

Commuters pay an annual subscription and then per passage. Commuters who use the bridge 40 times per month will pay DKK 2,827 or SEK 3,455 per month or DKK 71 and SEK 86 per passage. The exact price depends on the number of journeys undertaken within one calendar month. The price is determined according to a price scale: for the first 16 passages per month, the fee is DKK 135 and SEK 165 after which the charge falls

to DKK 26 and SEK 32 per passage until the 50th trip. The price then reverts to DKK 135 and SEK 165 per passage until the start of a new month when the scheme begins once again.

Commuters who are resident in Sweden and work in Denmark also get a special Øresund allowance of DKK 50 per passage when using their car or motorcycle in addition to the normal transport allowance provided for in taxation legislation.

Commuters with a commuting contract also have access to the Øresund Bridge advantage programme.

ØresundBusiness

Business customers who cross the bridge by passenger car, van, coach or lorry can benefit from a special business product. In this case, the customer and the Øresund Bridge agree a certain traffic volume which enables customers to cross the bridge at a fixed reduced price for the full year. When the year is over, the final price is calculated on the basis of the actual number of passages undertaken for each vehicle category. The customer subsequently receives a final invoice for the full year.

Cash and 10-trip cards

Customers who do not wish to take out a contract can either buy 10-trip cards at a discount of approximately 30 per cent on the cash price or a single ticket with no discount at the toll station.

The Øresund Bridge's price list is publicly available and is identical for all customers. All customers are treated in the same way and the price difference is based exclusively on the customer's actual volume and driving patterns. Read more about prices and products at www.oresundsbron.com.

ENVIRONMENT AND SAFETY

Environment

The environment has high priority

Rigorous environmental requirements were one of the pre-conditions for the establishment of the Øresund Bridge. During the construction period, comprehensive documentation was prepared and an intensive study of the Øresund environment undertaken. Øresundsbro Konsortiet's efforts to meet the authorities' environmental requirements have provided the company with a unique environmental profile. In their concluding report from 2001, the Danish and Swedish supervisory authorities confirmed that all requirements relating to the environmental impact in Øresund and the Baltic Sea had been complied with.

Øresundsbro Konsortiet's studies show that natural flora and fauna have been established in the waters affected by the extensive dredging work during the construction phase. This also applies to the protective islands around the central bridge piers where,

on the concrete surfaces of the bridge piers, a layer has been established largely consisting of common mussels, algae and small crustaceans. Common mussels serve as food for fish and birds and filter the water of algae.

On Peberholm, the flora and fauna are allowed to develop without human interference and so far, over 450 different types of plants have been found. The island also has an exciting bird life, including endangered species such as the avocet and the little tern. The island is also home to the highly endangered green toad as well as rare spiders and insects.

The Øresund Bridge is subject to the environmental legislation of two countries, and a decision was taken from the start to comply with the most stringent regulations. A central requirement is that Øresundsbro Konsortiet must have an overview of its environmental impact and publish an annual environmental report. In addition, specific demands relating to the monitoring of noise conditions, discharged water from the bridge, discharge of drain water from the tunnel and the calculation of the traffic emissions of greenhouse gases have been drawn up. The Øresund Bridge has resulted in a strong reduction in the emission of greenhouse gases from traffic across Øresund as compared to the ferry services before the link was established. Exhaust fumes from traffic across the Øresund Bridge, however, are deemed to continue to have regional significance – although not to the same extent as the previous ferry services.



Safety

Strong focus on safety

During the construction period, a major effort was directed at risk management, including identification and handling of relevant risks to people, the environment and economic issues. To this day, this work forms the backbone for operating the Øresund Bridge from a safety perspective.

Acknowledging that risks cannot be entirely avoided or eliminated, Øresundsbro Konsortiet has drawn up criteria for acceptable risk levels – including disruption to traffic on the link and loss of life – so that the Øresund Bridge's risk levels are reasonable and comparable with other similar traffic facilities.

In practice, this means that risks on the Øresund Bridge relating to, for instance, accidents on the road or rail section, ship or aircraft collisions with the bridge, grounding on the immersed tunnel, and accidents involving fire or hazardous goods are regularly reassessed in a risk analysis and the

result compared to the established acceptance criteria. If necessary, risk-reducing measures are set in motion. As an example, the risk of motorists either reversing on the motorway or “ghost drivers” driving against the traffic flow were not originally part of the risk calculations.

Significant work, therefore, has been invested in making trips across Øresund as safe as possible for motorists and rail travellers. A number of safety measures, including surveillance cameras, dynamic signs, barriers and speed limits in the tunnel as well as a ban on overtaking by lorries across the entire link as well as the 24 hour manned traffic centre, aim at preventing accidents as far as possible. Daily operations also place higher priority on safety and contingency planning based on a preventative approach. Targets are also set to minimise the number of safety-related incidents.

The joint Swedish/Danish contingency plan for the Øresund Bridge and other contingency aspects, including training, exercises and evaluation of accidents on the bridge are maintained and handled through a comprehensive and sustained cooperation with and between the Danish and Swedish emergency organizations. All these initiatives will ensure maximum effort when incidents occur – as they inevitability will.

As mentioned above, risks cannot be completely avoided or eliminated and a number of incidents and accidents of a more or less serious nature have occurred on the bridge since its opening in July 2000. Fortunately, there has been no loss of life although five incidents have involved serious personal injury.

Some of the accidents have been caused by careless driving although excessive speed has been the reason behind some of the more serious incidents.

Accidents on the motorway

	2001	2003	2005	2007
Accidents	2	5	8	10
Involving injury	1	0	0	2
Involving fatalities	0	0	0	0

Incidents in the tunnel

	2001	2003	2005	2007
Stationary cars	68	95	96	111
Ghost drivers and reversing vehicles	–	55	70	68
Pedestrians, bicycles and mopeds	–	19	18	13

Note: Incidents in the tunnel were not compiled in 2000 and apart from the number of stationary cars.

THE ØRESUND REGION

A new European powerhouse

The opening of the Øresund Bridge cut travelling time across Øresund from one hour to ten minutes. This has created new opportunities for creating one labour and housing market across Øresund and strengthening ties between companies and organizations in the region. The vision is to create one international region around Øresund which is capable of competing with the largest and most advanced regions in Northern Europe.

With the expansion of the European Union by ten new member states in 2004, the Øresund Region acquired a central position in the EU. The region's strategic location in the Baltic area, its highly developed infrastructure and the well functioning Swedish and Danish societies constitute a firm foundation for the creation of a future European powerhouse in the Baltic Region.

Conurbations in Northern Europe

Northern Europe is home to 21 conurbations with more than 2.5 million inhabitants. Copenhagen-Malmö is the only conurbation in Scandinavia which belongs among these metropolitan areas although, with 2.6 million inhabitants, it forms one of the smaller regions.

In London, Dortmund/Cologne (Ruhr) and Paris, which are geographically comparable to the Copenhagen/Malmö area in terms of size, there

are 10 million inhabitants while 7 million reside in the Amsterdam/Rotterdam area (Randstad) and 6 million in Manchester/Liverpool. These figures are far larger than the figures for the administrative groupings where the borders are typically closer to the city centres and neighbouring cities are not included. In the Baltic Region, only Hamburg, Berlin, St Petersburg, Warsaw, Katowice, and Copenhagen/Malmö have more than 2.5 million inhabitants.

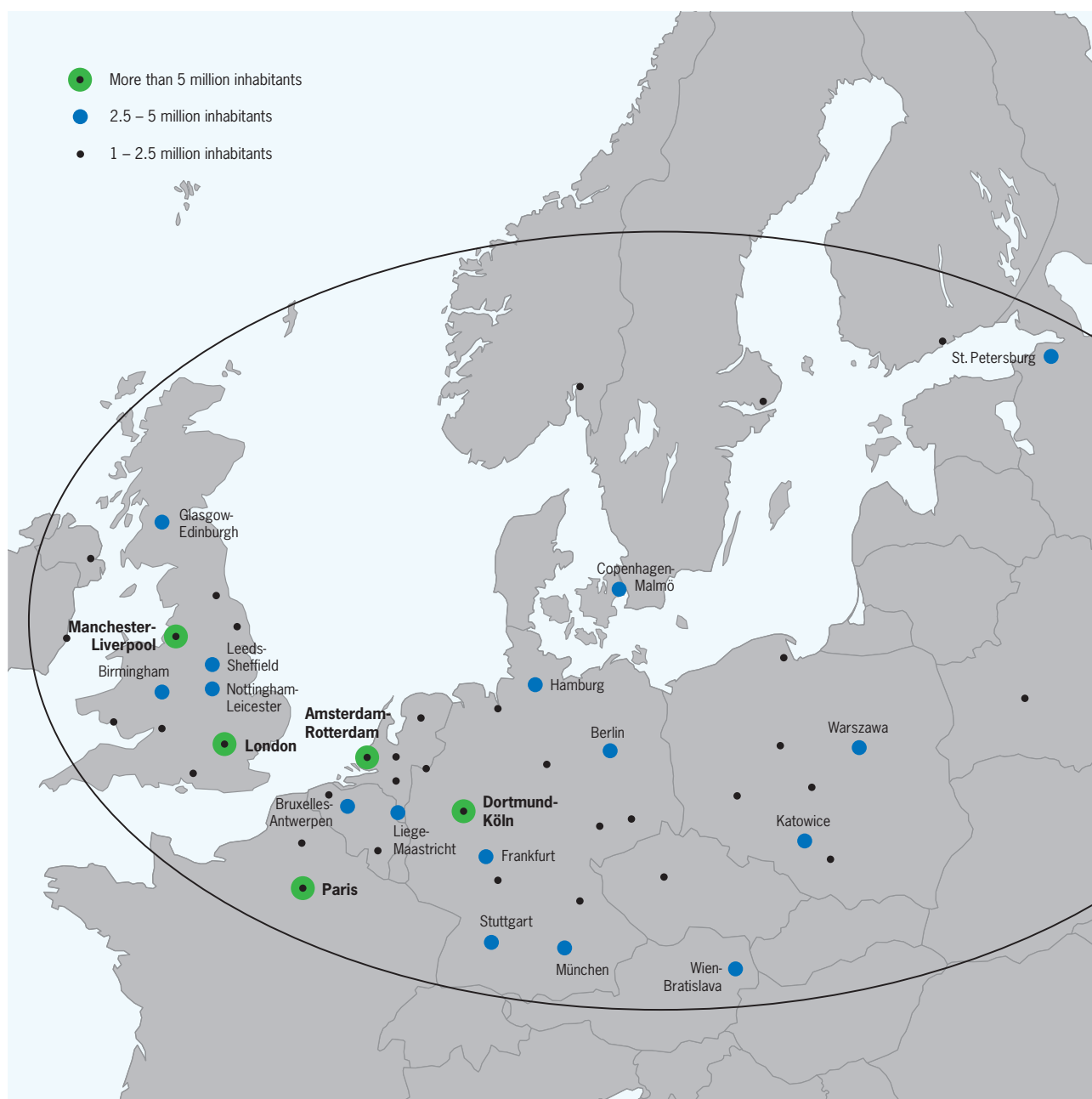
The competitiveness of the cities and regions can be calculated in several other ways than on the basis of the number of inhabitants. It can, for instance, be the size of their economies (gross regional product), the number of students, research, labour market, business competitiveness, traffic statistics, etc.

Achieving the target

The creation of a European powerhouse around Øresund is linked to two key development trends:

1. The Danish and Swedish parts of the Øresund Region must be integrated into one cohesive region with one common labour and housing market.
2. The Øresund Region must attract international investment in the form of company start-ups.

The most important conurbations in Northern Europe



Note: The number of inhabitants has been calculated as the number of inhabitants within a radius of 40 km from the city centres. This corresponds to an area of approximately 5,000 sq. km.
Source: Øresundsbro Konsortiet with data from Danmarks Statistik (the national office of statistics).

One cohesive region

Daily life in the Øresund Region

On the backdrop of an increasingly overheated Danish economy and an acute lack of manpower combined with a housing market in Copenhagen which, despite price falls over the past year, remains pricier than on the other side of Øresund, Scania has become the solution to many people's problems.

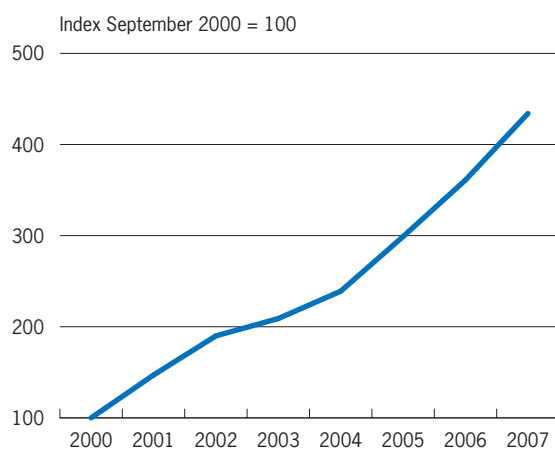
The Øresund Bridge's integration index reveals that increasing numbers of people are dividing their daily lives between the Swedish and Danish sides and that the Øresund Region is becoming increasingly closer to achieving the goal of becoming one functional region. The integration index has more than quadrupled in seven years. The index measures the develop-

ment in business and commuting-related integration based on morning traffic on the Øresund Bridge.

Now, eight years after the opening of the Øresund Bridge, it is quite common to know Danes who have moved to Scania or Swedes who work in Denmark. 75 per cent of the population of Zealand have come across Swedes who work in Danish shops or in Danish companies. 70 per cent know someone who has moved to Sweden, 20 per cent have Swedish colleagues and one out of three knows a Swede who lives in Denmark.

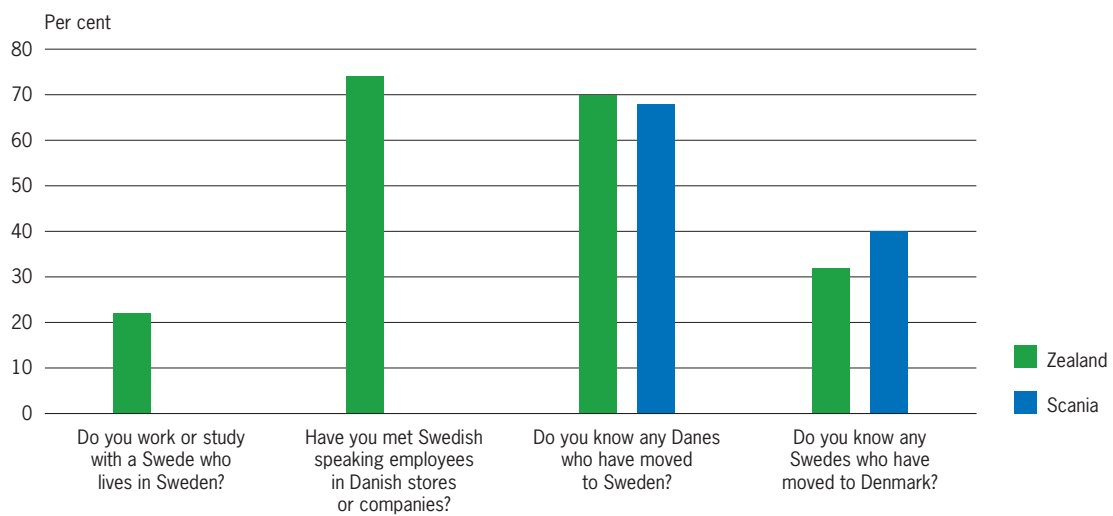
The integration of the Øresund Region is also making a clear impact on daily life in Scania. 68 per cent know a Dane who has moved to Scania while 40 per cent know a Swede who has moved to Denmark.

The Øresund Bridge integration index





Four targets for everyday integration of the Øresund Region



Commuting

Commuting across the Øresund Bridge increased significantly in 2007

In 2007, 17,600 persons commuted across the Øresund Bridge, including 2,500 students. Commuting traffic increased by 3,900 individuals in 2007 – a new record.

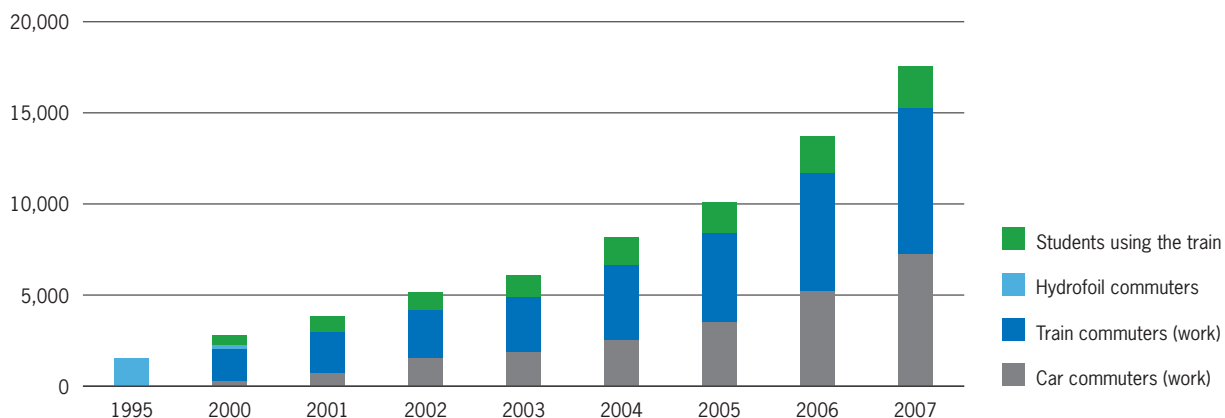
The rise in the number of commuters across the Øresund Bridge was exceptionally high both in 2006 and 2007 when a shortage of manpower among Danish companies and price differentials in the residential property market stimulated movement across Øresund.

What is a commuter?

The number of commuters is calculated on the basis of the number of full-time commuters, i.e. people who travel between their homes and their place of work five times a week.

This definition has been selected as it is based on the number of journeys across the Øresund Bridge by train or car and because there are no statistics available with regard to commuters' travelling frequency. Historically, this method of calculation has been close to the official commuting statistics for the Øresund Region which are only published around two years after the survey is carried out.

Commuting across the Øresund Bridge



Source: Øresundsbro Konsortiet.



Danes take the car – Swedes take the train

No less than 92 per cent of commuters live in Sweden and work in Denmark. 41 per cent of commuters travel by car across the bridge while the rest take the train. Danes who have relocated to Scania are more likely to use their car to go to work than Swedish commuters. 63 per cent of all car commuters have a Danish background. In the case of the rail commuters, the figure is 36 per cent.

At the same time, there is a clear tendency for men to go by car while women use public transport. 70 per cent of car commuters are men while 55 per

cent of rail commuters are men. 37 per cent of car commuters have benefited from further education while the corresponding figure for rail commuters is 42 per cent. However, whereas the rail commuter group accounts for the highest educated, it also includes the largest number of travellers with a low level of education. 22 per cent of rail commuters have a secondary education whereas the same is the case with 16 per cent of the car commuters.

The results have been calculated on the basis of the Øresund Bridge's customer panel which, at the end of 2007, comprised 1,505 car commuters, and the responses to a survey from 435 rail commuters. Due to the method applied, the results carry some statistical uncertainties.

The labour market

A record number of Swedes found work in Denmark in 2007

The number of Swedes who found jobs in Denmark set a new record in 2007. According to SkatØresund (joint tax office for the Øresund Region) the number of Swedes who got their first job in Denmark totalled 6,667 last year. This is an 85 per cent increase compared to 2006.

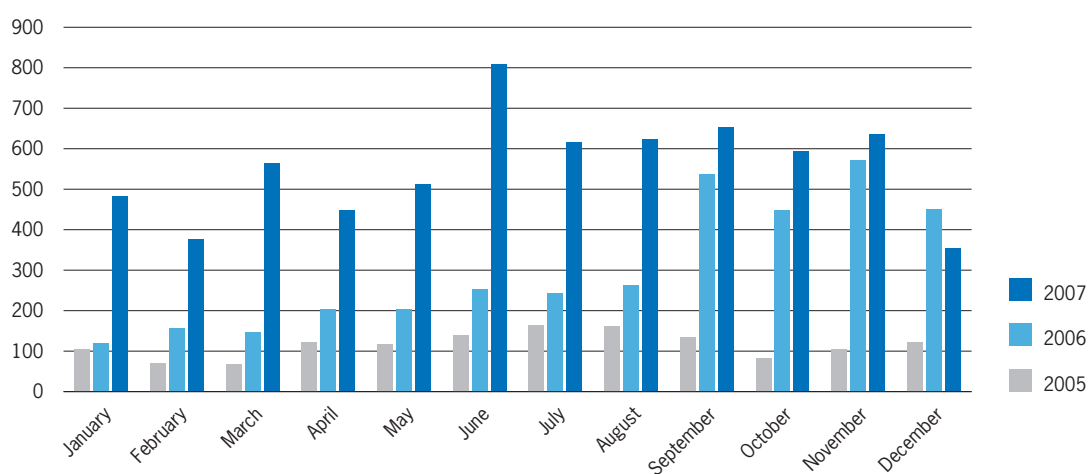
The lack of manpower at Danish companies accelerated recruitment of Swedish employees during the autumn of 2006, continued at a high level in 2007, and peaked in June when 800 Swedes were employed by Danish companies. The high level for June relates to the recruitment of temporary summer staff when many Danish companies, e.g. in Tivoli

Gardens – employ a significant number of people from Sweden. These summer temporary workers, however, return to the Swedish labour market shortly afterwards.

Recruitment stabilised at a level of around 600 people per month during the autumn of 2007. All in all, 6,000 Swedes are expected to find jobs in Denmark during 2008.

When a Swede finds work in the Danish part of the Øresund Region, they are assigned a PAYE number as they are liable for tax in Denmark. People who have previously worked in Denmark all have a PAYE registration number. Consequently, only Swedes who work in Denmark for the first time can be included in these statistics by SkatØresund.

Number of Swedes in the Danish labour market for the first time

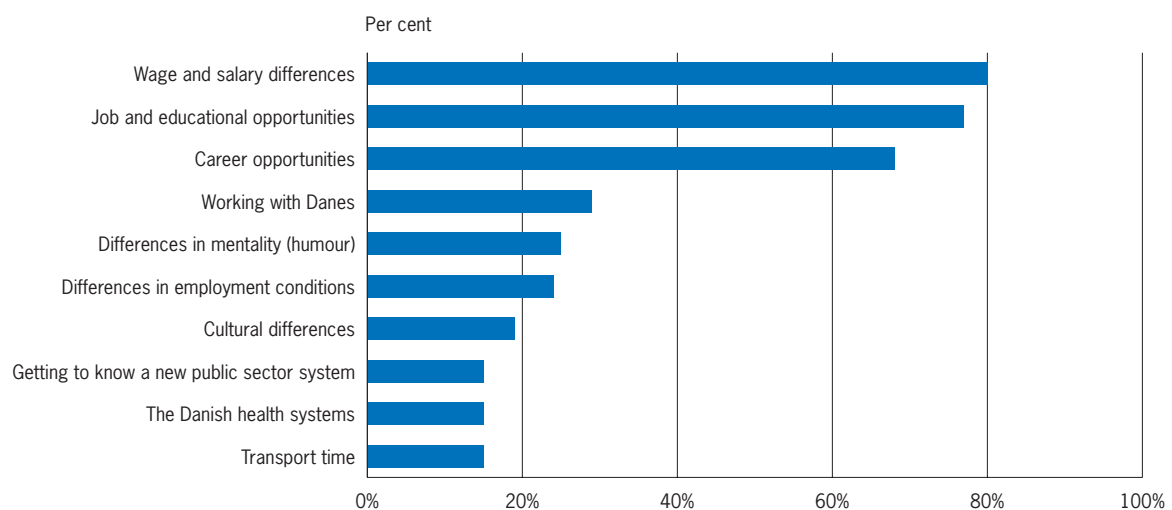


Salaries and careers tempt the Swedes

Higher wages and salaries and better job opportunities in Copenhagen are among the key reasons why Swedes go job-hunting in Denmark. While financial and career-related considerations are crucial for Swedes who commute across Øresund to Copenhagen, language and cultural differences are not seen as a problem. Moreover, a large group of Swedish commuters believe that working with Danes is an advantage. The data derives from a survey carried out by Øresundsbro Konsortiet among Øresund commuters in 2006.



What are the advantages of commuting across Øresund?



The disadvantages to commuting

The downside of commuting are the transport costs and transport time. In addition, the two countries' tax, pension and social security systems create uncertainty which may put off commuters. Differences between the two systems may impact negatively on individual commuters. Commuters also experience daily problems with, for instance, costly text messaging and telephone rates across Øresund and the two national banking systems are not geared for Øresund commuters.

Job seekers in Scania look towards Denmark

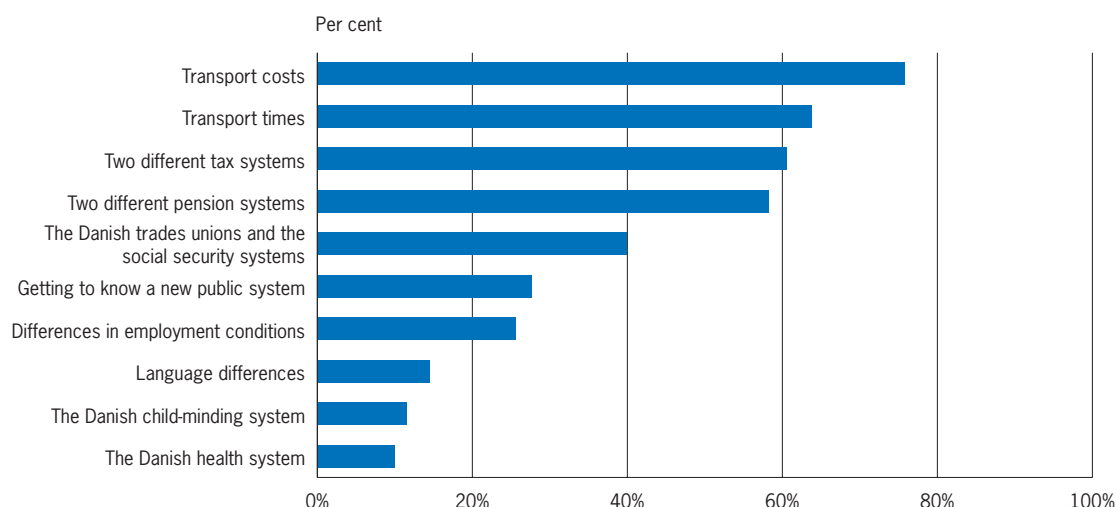
A survey carried out by the Øresund Bridge in conjunction with Stepstone in the autumn of 2006 shows that more than half the Scanian job seekers

are looking for, or considering looking for, jobs in Denmark. One in five job seekers is actively seeking work on the Danish side of Øresund.

Challenges, excitement and higher wages/salaries are seen as more important than job security and good conditions for paternity/maternity leave when job-seekers from Scania are looking for a new position. According to job-seekers, the three first mentioned factors characterise the Danish labour market while the three latter factors apply to the Swedish labour market.

Among Swedes who do not include Denmark in their considerations, three out of five mention the long transport times or that they simply have not thought of Denmark as an opportunity. The fact that different languages are spoken on each side of Øresund is also seen as an impediment by three out of ten persons.

What are the disadvantages to commuting across Øresund?



The housing market

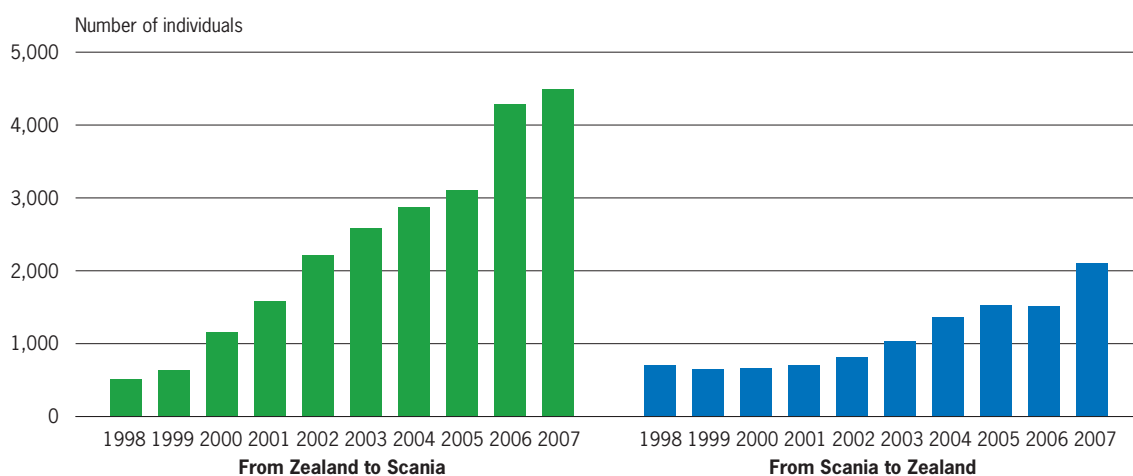
Many Danes continue to move to Scania

Despite declining house prices in Greater Copenhagen, many Danes continue to move to Scania. In 2007, in fact, the number of Danish arrivals set a new record – 4,500. This is 6 per cent above 2006.

Many Danes, however, also used falling house prices as an opportunity to return to Denmark. The number of persons who moved from Scania to Zealand in 2007 increased by 39 per cent on 2006. The net influx from Zealand to Scania, however, remains at a high level – 2,400.



Number of individuals who have moved between Zealand and Scania



Source: Ørestat.

Cheaper housing and cars attract the Danes

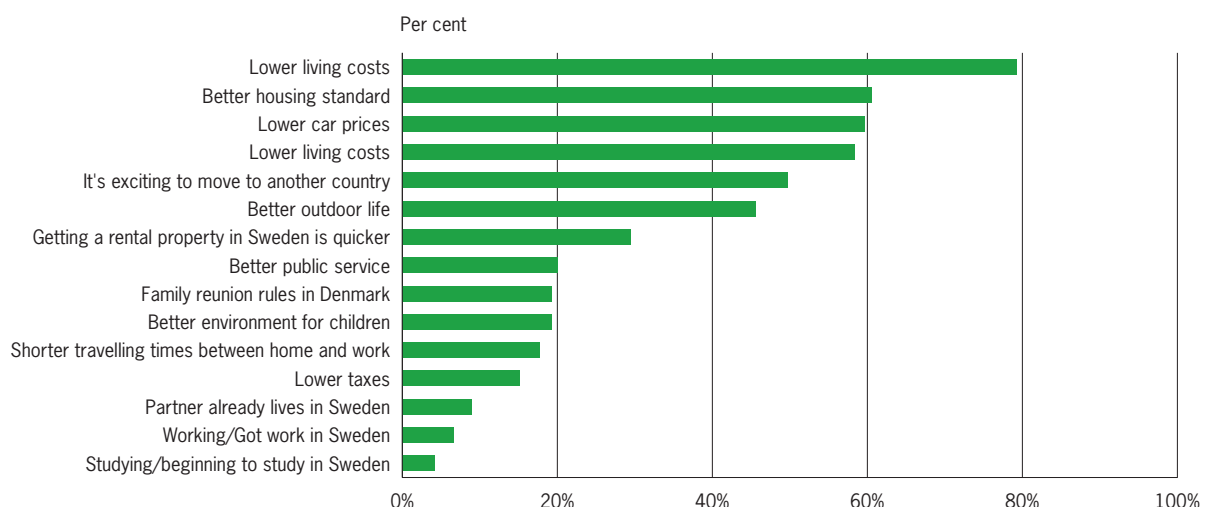
A survey from 2005 showed that Danes move to Scania to improve their financial situation and housing conditions. There are still savings to be had in terms of house prices by moving to Sweden, but lower car prices and generally lower living costs provide a strong financial incentive for Danes to settle in Scania and commute to their jobs in Denmark.

The substantial rise in the number of Danes who move to Scania should be seen within the context of the trend in house prices in the capital region. The Danish influx to Scania stabilised after the launch

of interest only mortgages in Denmark. This was followed by some years of massive price increases in Copenhagen's housing market leading to a significant rise in relocations to Scania in 2006. This trend was maintained at a high level in 2007 despite a narrowing of the price difference in Danish and Swedish housing. A buyer will, however, still be able to save around DKK 900,000 by buying a 140 sq. m. house in Malmö rather than in Copenhagen.

By far the majority – 86 per cent – of the Zealanders who moved to Scania in 2007 formerly lived in Greater Copenhagen. Young people below the age of 35, in particular, decide to settle on the other side of Øresund.

Why Danes move to Scania



The cost of a 140 sq. m. house in DKK



Source: Värderingsdata AB and Realkreditrådet.

Danes in Scania drive German cars

German cars are highly popular with the Danes that moved to Scania between 2004 and 2006. The list of the Danes' preferred cars is topped by Audi, Mercedes-Benz, BMW and Volkswagen which, between them, account for 51 per cent of the car park of Danes in Scania. The Swedes' preferred make – Volvo – only comes in fifth in the ten most popular cars among Danes in Scania. The extra savings made by Danes who swap their Danish registration charges for the Swedish VAT, therefore, are often spent on a better car.

Although Danes living in Scania buy German cars, they do not spend more on cars than other Danes – they just get more car for their money. Danes

in Scania typically drive cars that, in Sweden, are for sale at between DKK 138,000 – 310,000 as new. The ten best selling car models in Denmark in 2006 have list prices of between DKK 114,000 and DKK 325,000.

Car taxes in general

Denmark

The registration fee is 105 per cent of the value up to DKK 74,000 and 180 per cent of the value over DKK 74,000. In addition, VAT of 25 per cent is payable on the total the value of the car, including registration fee.

Sweden

25 per cent VAT.



The Danes' preferred car makes when they settle in Scania

Ranking	Car make	Share
1	Audi	14%
2	Mercedes-Benz	13%
3	Volkswagen	12%
4	BMW	12%
5	Volvo	10%
6	Ford	5%
7	Toyota	4%
8	Opel	3%
9	Peugeot	3%
10	Saab	3%

Source: Statistiska Centralbyrån.

Commuters' experiences with the health services

When you live in one country and work in another, daily life has to function well. Situations that normally run smoothly when you live and work in the same country should not be made more difficult when you work on the other side of the border. The health system is one such area. As a resident of one country with employment in another, Øresund commuters can choose between the Swedish and the Danish health services.

A survey carried out by the Øresund Bridge in 2007 shows that force of habit is paramount when Øresund commuters choose health systems. By and large, Danes choose to remain in the Danish health system after having moved to Sweden, while Swedes mainly choose to stay in the Swedish system while they work in Denmark.

Using the health system in the country where you work, however, is not without its problems. 38 per cent of the survey's respondents who live in Sweden and use the Danish health system have experienced problems. To a significant extent, these problems relate to the fact that neither the commuters concerned nor the staff in the relevant health system are sufficiently knowledgeable about commuters' rights or about how to correctly place the commuter patient into the system. One of the consequences is that one in five has been refused treatment

or rejected because they live in another country. A further problem, which 15 per cent of users of the Danish health service have encountered, is that they have been faced with a demand for payment in an otherwise free Danish system. Both problems are typical examples of the considerable ignorance about border commuters' rights and how they should be handled within the administrative systems.

Respondents who live in Sweden and use the Swedish health system have not experienced problems to a similar extent.

The results are from a survey that was carried out in December 2007 among the Øresund Bridge's regional panel comprising 1,140 car and train commuters. 647 of the 1,140 participants responded to the survey.



Øresund partnerships

Øresund Science Region – a unique organization

The Øresund Science Region is a triple-helix organization (a collaborative effort between the world of science, business and the public sector) which brings business, the academic world and the public sector together in a new type of organization. What makes the Øresund Science Region special is the fact that the organization is rooted in regional cross-border collaboration.

Founded in 2001 by the Øresund University, the Øresund Science Region currently comprises five platforms. The first platform, Medicon Valley Academy, was founded in 1997 as an Interreg II A project but is now financed by contributions from its members. The Øresund Food Network, the Øresund IT Academy and the Øresund Environment Academy joined in 2001. Øresund Logistics, the most recent platform, joined in 2003.

The Øresund University

The Øresund University is a partnership between the Øresund Region's 12 universities throughout the region. The Øresund University was founded by the universities themselves in 1992 with the aim of becoming Europe's leading trans-national university.

Between them, the 12 universities under the Øresund University have:

- 150,000 students
- 14,000 researchers and teachers.



International investments

The Øresund Region – the world's most attractive border region for companies

For the third year running, the Economist Intelligence Unit (EIU) has named Denmark as the world's best country for company start-ups, investment and doing business. Sweden is ranked 11th in the survey. On the backdrop of these two impressive rankings, the Øresund Region, which covers parts of the two countries, can be considered the world's most attractive border region for companies.

The top ranking given to Denmark reflects the country's stable economy, flexible labour market, well functioning transport and communication infrastructure and favourable financing opportunities for businesses. The local workforce is well educated and low corporate taxation makes the region even more attractive.

EIU concludes that Denmark is highly attractive for both American and European investors focusing on Scandinavia. Denmark's location close to the other Nordic countries, Germany and the Baltic nations makes it a natural logistics hub, writes EIU.

In the competition for international investment in Scandinavia between Stockholm and Copenhagen, one of Copenhagen's advantages is its closeness to both the Danish and Swedish markets.



Sales in Copenhagen and production in Scania

An analysis of foreign direct investments in the Øresund Region between 2004 and 2006 by the Invest in Sweden Agency shows that Copenhagen received 77 per cent of the 174 foreign investment projects in the Øresund Region over the period. Danish dominance, however, declined somewhat in 2006 when Scania maintained the inward flow of foreign investment as this declined in the Copenhagen area.

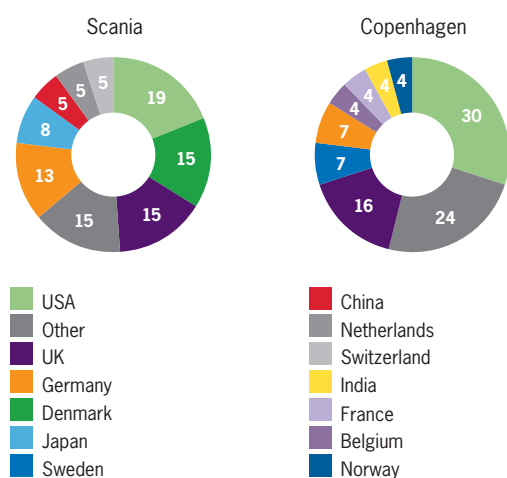
Comparisons between Copenhagen and Scania show that Scania accounted for 11 per cent of the direct inward investments in Sweden, and Copenhagen had a share of 57 per cent compared with the rest of Denmark, which shows the dominance of the Copenhagen area within Denmark.

Foreign inward investment in the Øresund Region targets different segments on the two sides. In Copenhagen, more than half of the new companies focus on sales or have established corporate head offices. In Scania, the emphasis is on production, logistics and distribution.

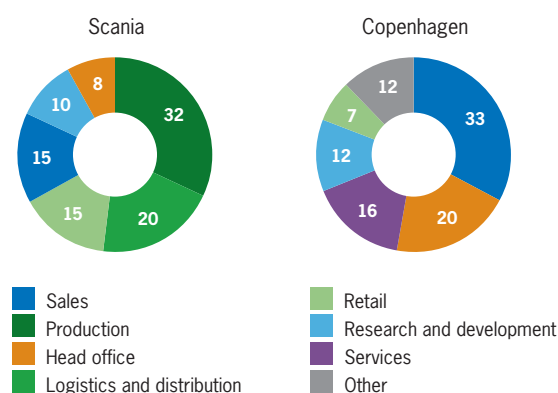
On both sides of Øresund, but especially in Copenhagen, the United States is the biggest foreign investor followed by investments from European countries. Denmark and Germany, for instance, account for a substantial share of the foreign investments in Scania.

It/electronics is the sector that attracts most foreign investments to the Øresund Region – on both sides. The second largest segment is the provision of services in Copenhagen and logistics and transport in Scania. The survey does not cover acquisitions or mergers – only company start-ups or investments for expansion.

Investments originate from – in percentage



Type of business in the Øresund Region – in percentage





ATTITUDES TO THE ØRESUND REGION

The population is positive

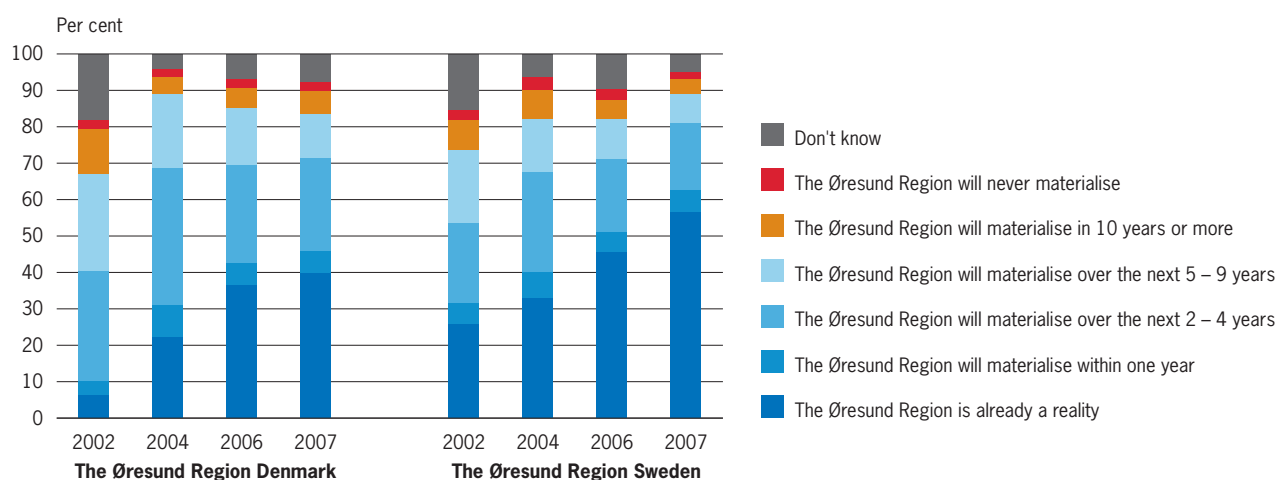
The population welcomes the border region

In those parts of Malmö and Copenhagen that are closest to the Øresund Bridge, daily life is now characterised by a mixture of Danish and Swedish culture and nationality. In the Malmö district of Limhamn-Bunkeflo immediately adjacent to the abutment on the Swedish side, 4 per cent of the population is now Danish. One of the schools in the district has even started an Øresund class where Danish and Swedish children are taught both the Swedish and the Danish language as well as the history and culture of the two nations. At the abutment on the Danish side is Copenhagen's newest district, Ørestad, where the shopping centre Field's employs many Swedes. In some of the shops, Swedish sales assistants are even in the majority.

The national border runs through the middle of Øresund, but the areas near the bridge are rapidly developing into something unique – a true melting pot of Swedish and Danish culture and it is this development that is the key to the Øresund Region.

The region's population is adopting an increasingly positive view of these trends. A survey in 2007 shows that 56 per cent of the Swedes in Scania and 40 per cent of the population on the Danish side of Øresund believe that the Øresund Region is already a reality. These figures are higher than in any previous surveys since 2001. Equally, 84 per cent of the respondents believe that it is "good" or "very good" that more people are settling, studying or working on the other side of Øresund.

Will the Øresund Region become a reality?





Decision-makers believe in the Øresund Region's potential

The Øresund Region's potential for becoming a Northern European powerhouse is good. This is the view of 90 per cent of the region's decision-makers who took part in a survey in 2007 in which 265 business leaders, politicians, journalists, senior civil servants, stakeholders, and other interested parties replied to a questionnaire about the Øresund Region's future potential.

An improved infrastructure is mentioned by the majority of the decision-makers as an important focus area if the Øresund Region is to become a leading Northern European centre. Enhanced international specialization in core competencies and stronger international marketing of the region are also high on the list.

90 per cent of the survey's respondents, however, also emphasise the need to join forces across Øresund and share in a common commitment before the goal of establishing the Øresund Region as a leading Northern European centre can be achieved.

The business sector's experience

The business sector's expectations are met

The Øresund Bridge's business customers have positive experiences from their activities on the other side of Øresund. In a survey from 2006, 75 per cent of the companies confirm that their expectations with regard to their involvement on the other side of the Øresund have been met. In this respect, there are only minor differences between Danish and Swedish companies. Within the individual sectors, it is the pharmaceutical and biotech industries, media and communication, and public and semi-public organizations that have, in particular, seen their expectations fulfilled. More than 80 per cent of the companies in these segments believe that their expectations have been met.

Besides having had their expectations fulfilled, these companies have also performed well in business terms. 55 per cent of all companies in the survey report that their involvement on the other side of Øresund has impacted positively on the bottom line. Those companies that have taken the full step and started up on the other side of Øresund have done best. 70 per cent of the Swedish companies that have established themselves in Denmark and 60 per cent of the Danish companies that have gone in the opposite direction have improved their results following their move across Øresund.

The majority of the companies have sales activities on the other side while 15 per cent have established subsidiaries. 32 per cent of the companies have additional activities which cover a broad range – from courses to transport to and from Kastrup.





APPENDICES

Traffic across the Øresund Bridge

Vehicles across the Øresund Bridge

	Passenger cars up to 6 m	Motor- cycles	Cars *) 6 – 9 m	Lorries above 9 m	Coaches above 9 m	Total vehicles
2000	1,520,821	23,617	48,587	63,902	22,712	1,679,639
2001	2,660,807	24,330	74,505	153,485	37,745	2,950,872
2002	3,106,318	25,868	73,942	180,803	41,433	3,428,364
2003	3,418,382	26,881	86,477	208,402	41,294	3,781,436
2004	3,908,014	33,615	94,232	230,546	58,270	4,324,677
2005	4,499,640	29,878	109,631	269,164	56,480	4,964,793
2006	5,227,770	32,532	142,188	306,940	57,918	5,767,348
2007	6,143,349	38,567	169,637	338,426	55,989	6,745,968

Note: Vehicles between 6 – 9 m include vans, caravans, etc.

Vehicles across the Øresund Bridge

	2000	2001	2002	2003	2004	2005	2006	2007
January		158,926	191,062	218,549	252,298	299,210	349,535	433,384
February		164,635	190,392	226,962	274,325	300,032	356,736	416,143
March		184,745	237,501	252,486	301,841	352,752	408,872	502,854
April		217,627	249,203	282,181	330,196	367,241	433,141	521,730
May		248,014	294,944	313,455	380,027	423,714	493,716	585,532
June		293,208	331,723	364,577	406,080	467,991	543,315	616,609
July	537,164	449,645	480,399	492,421	547,265	587,974	642,475	750,435
August	341,155	343,139	379,109	414,105	451,899	531,282	599,821	694,242
September	209,378	238,654	290,917	318,345	363,784	435,349	505,194	577,056
October	214,133	241,262	289,988	331,349	363,439	425,400	504,788	598,159
November	190,484	211,542	250,411	282,620	328,165	395,156	471,502	545,481
December	187,325	199,475	242,715	284,386	325,358	378,692	458,253	504,343
Total	1,679,639	2,950,872	3,428,364	3,781,436	4,324,677	4,964,793	5,767,348	6,745,968

Traffic development across Øresund

Individuals

	1990	1995	1999	2001	2003	2005	2006	2007
Øresund Bridge, by car	–	–	–	7,990,000	9,470,000	11,680,000	13,260,000	14,810,000
Øresund Bridge, by train	–	–	–	4,920,000	5,690,000	6,620,000	7,770,000	9,700,000
Hydrofoils, Copenhagen – Scania	2,270,000	3,520,000	3,620,000	1,060,000	–	–	–	–
Dragør – Limhamn	2,970,000	2,020,000	1,580,000	–	–	–	–	–
Elsinore – Helsingborg	16,000,000	12,610,000	14,260,000	11,510,000	11,650,000	11,040,000	10,730,000	10,970,000
Øresund in total	21,230,000	18,150,000	19,460,000	25,480,000	26,810,000	29,330,000	31,750,000	35,480,000
Annual traffic growth		– 3%	2%	14%	3%	5%	8%	12%

Traffic in total

	1990	1995	1999	2001	2003	2005	2006	2007
Øresund Bridge	–	–	–	2,951,000	3,781,000	4,965,000	5,768,000	6,746,000
Copenhagen – Malmö	453,000	328,000	317,000	–	–	–	–	–
Elsinore – Helsingborg	1,910,000	1,821,000	2,878,000	2,277,000	2,430,000	2,424,000	2,381,000	2,456,000
Øresund in total	2,364,000	2,149,000	3,195,000	5,228,000	6,211,000	7,388,000	8,148,000	9,202,000
Annual traffic growth		– 2%	10%	28%	9%	9%	10%	13%

Passenger cars

	1990	1995	1999	2001	2003	2005	2006	2007
Øresund Bridge	–	–	–	2,760,000	3,532,000	4,639,000	5,404,000	6,352,000
Copenhagen – Malmö	367,000	267,000	282,000	–	–	–	–	–
Elsinore – Helsingborg	1,614,000	1,477,000	2,384,000	1,853,000	2,032,000	2,024,000	1,975,000	2,022,000
Øresund in total	1,981,000	1,745,000	2,666,000	4,612,000	5,563,000	6,663,000	7,379,000	8,374,000
Annual traffic growth		– 3%	11%	32%	10%	9%	11%	13%

Lorries

	1990	1995	1999	2001	2003	2005	2006	2007
Øresund Bridge	–	–	–	153,000	208,000	269,000	306,000	338,000
Copenhagen – Malmö	60,000	39,000	23,000	–	–	–	–	–
Elsinore – Helsingborg	245,000	296,000	445,000	389,000	362,000	372,000	379,000	407,000
Øresund in total	305,000	335,000	468,000	543,000	571,000	641,000	686,000	745,000
Annual traffic growth		2%	9%	8%	3%	6%	7%	9%

Coaches

	1990	1995	1999	2001	2003	2005	2006	2007
Øresund Bridge	–	–	–	38,000	41,000	56,000	57,000	56,000
Copenhagen – Malmö	27,000	21,000	11,000	–	–	–	–	–
Elsinore – Helsingborg	50,000	48,000	49,000	35,000	36,000	28,000	26,000	27,000
Øresund in total	77,000	69,000	60,000	73,000	77,000	84,000	83,000	83,000
Annual traffic growth		– 2%	– 3%	10%	3%	5%	– 1%	0%

Further information is available from the following addresses:

Labour market organizations

Job Centre (Sweden)	www.ams.se
Directorate General for Employment (Denmark)	www.ams.dk
Danish Employment Service	www.af.dk
Job Bank (Sweden)	www.platsbanken.ams.se
AF Oresund	www.oresundsinfo.org

Øresund organizations

Øresunddirekt	www.oresunddirekt.dk
Øresund University	www.uni.oresund.org
Øresund Institute	www.oresundsinstitutet.org
Øresund Committee	www.oresundskomiteen.dk

Statistics and prognosis

Ørestat	www.orestat.scb.se
Statistics Denmark	www.dst.dk
Statistics Sweden	www.scb.se

Public authorities

City of Copenhagen	www.kk.dk
The Capital Region of Denmark	www.regionhovedstaden.dk
City of Malmö	www.malmo.se
Region Scania	www.skane.se
Ministry of Transport	www.trm.dk
The Ministry of Employment	www.bm.dk
The Ministry of Economic and Business Affairs	www.oem.dk
Ministry of Industry, Employment and Communications	www.naring.regeringen.se
TaxØresund	www.skat.dk



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