



The Øresund Bridge and its Region 15 years





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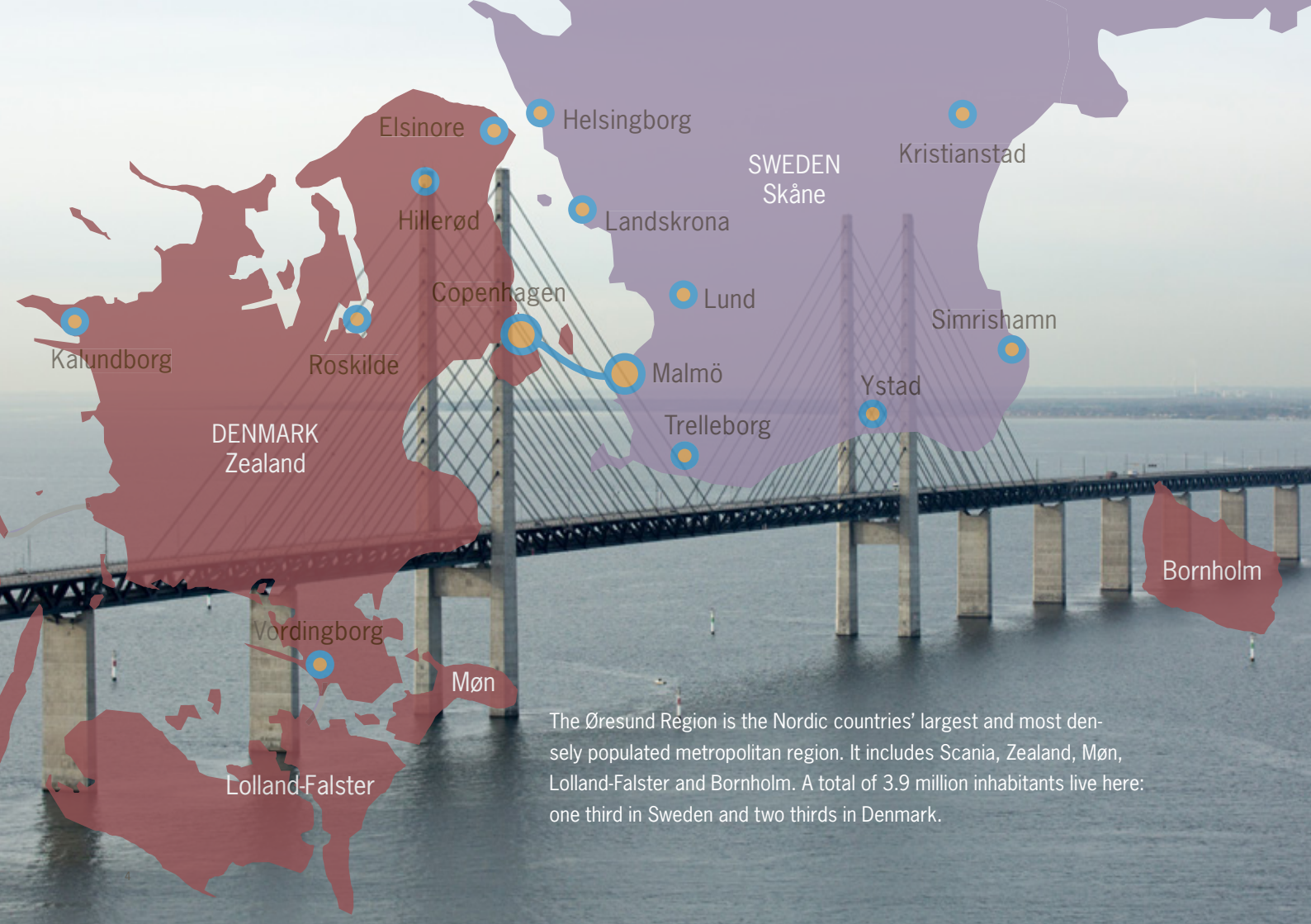
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Kalundborg

DENMARK
Zealand

Roskilde

Vordingborg

Lolland-Falster

Møn

Elsinore

Hillerød

Copenhagen

Helsingborg

Landskrona

Lund

Malmö

Trelleborg

SWEDEN
Skåne

Kristianstad

Simrishamn

Ystad

Bornholm

The Øresund Region is the Nordic countries' largest and most densely populated metropolitan region. It includes Scania, Zealand, Møn, Lolland-Falster and Bornholm. A total of 3.9 million inhabitants live here: one third in Sweden and two thirds in Denmark.

15 years of a bridge between people

The Øresund Bridge was built to improve communications between Scandinavia and the continent. But that's only half the story. The Øresund Bridge was also built to develop economic and cultural cooperation between Denmark and Sweden. The two governments agreed to create a region – the Øresund Region – where the goal was, among other things, increased trade and a common labour and housing market.

This is probably politics at its best: when one looks ahead and decisions are taken that enable the fulfilment of a vision. Decisions that have brought the prosperity to the region that we see today. The bridge is an important part of this social structure. And this year, we are 15 years old.

Every day we provide a secure and reliable link for both road vehicles and trains. We give commuters an easy way to drive across the bridge, safely and securely at a reasonable price. Those who choose the train

also have an easily accessible way to reach the other side. We offer all our freight and business customers a modern and simple way to manage their business. Our approach to developing leisure traffic has been a major success for us and has allowed many Danes and Swedes to discover the other side of the Sound.

The Øresund Region covers nearly four million people, who together account for a quarter of Sweden's and Denmark's gross domestic product.

The ambition for us on the Øresund Bridge is to continue to be the modern and easy link between people in Denmark and Sweden. This brochure presents a picture of the region's current state and the development of traffic on the Øresund Bridge since its opening in 2000.

Caroline Ullman-Hammer
CEO, Øresund Bridge

Road traffic recovered after the crisis years

The Øresund Bridge is the most important transport link between Denmark and Sweden. Since it opened, the number of travellers crossing over the bridge has doubled to about 70,000 per day. Those travelling by car represent 55 per cent while 45 per cent go by train.

The Øresund Bridge experienced a rapid increase in road traffic of 10 to 17 per cent a year from 2001 to 2007. The traffic increase was driven by the large difference between house prices on the Swedish and Danish sides of the Sound and the need for Swedish labour in Copenhagen.

House prices in the Copenhagen area rose sharply during the bridge's first five years. As a result, many Danish families decided to move to the Malmö area where prices were lower. They became bridge commuters. Meanwhile, many Swedes looked for work in the Copenhagen area, where the salary level was

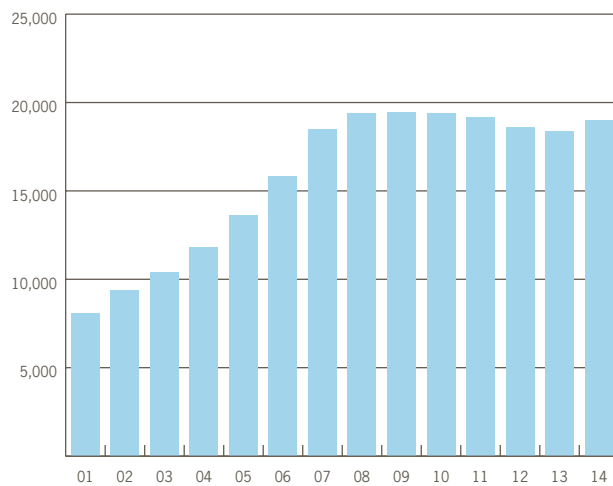
higher and the number of vacancies greater. They also became bridge commuters.

When the economic crisis hit in 2008, the increase in road traffic on the Øresund Bridge fell to just under 5 per cent while, in the 2010 anniversary year, road traffic dropped for the first time in the history of the bridge. The reason was that commuting declined dramatically during this period. Our focus on leisure and freight traffic was a good counterbalancing factor, which has contributed to people in the region increasing their leisure time travelling across the Sound throughout the period.

The weak development in traffic continued through 2011-2013, before increasing again in 2014. By then, the Øresund Bridge was crossed by an average of approximately 19,000 vehicles per day, an increase of 3.4 per cent compared to 2013.

Average daily road traffic across the Øresund Bridge 2001-2014

Number of vehicles per day



Leisure travel increases and commuting falls

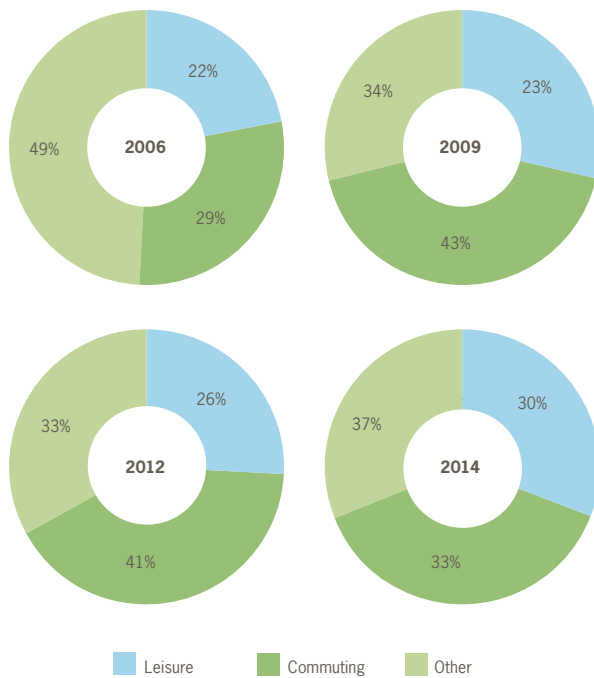
Private car traffic across the Øresund Bridge consists mainly of commuting and leisure travel. Customers with commuter agreements accounted for 33 per cent of all trips across the bridge in 2014. Customers with the leisure agreement, BroPas, accounted for 30 per cent of private car traffic. Since 2010, commuter traffic has declined by 20 per cent while leisure travel has increased.

This does not mean that integration is diminishing but rather that it is taking other forms. Leisure traffic is important for us to get to know each other across the Sound. The Swedes are drawn mainly to the extensive opportunities for culture and shopping in the city of Copenhagen. The Danes, meanwhile, have discovered Scania with its fine natural scenery as well as the prospect of cheaper shopping in Malmö. In addition, many Danes go across the bridge and, via Ystad, holiday on the island of Bornholm.

The growth in leisure traffic is mainly due to three factors:

- Since 2005, when the BroPas leisure agreement was introduced, the Øresund Bridge has developed a new way to market itself to leisure customers. The new loyalty programme, Club Øresund Bridge, has been very well received. Customers get ongoing tips and discount offers for events on the other side of the Sound.
- In 2008, the Swedish krona weakened so that it became significantly less expensive for Danes to shop in Sweden. They took advantage of this and, in so doing, discovered the different choices on offer in Sweden. Since then, the Swedish krona has risen again, but many Danes have continued to spend more free time in Sweden.
- The “getaway” discount was introduced in 2012 and is valid from September through May at weekends and evenings.

Reasons for private cars travelling across the Øresund Bridge



The bridge dominates freight traffic across the Sound

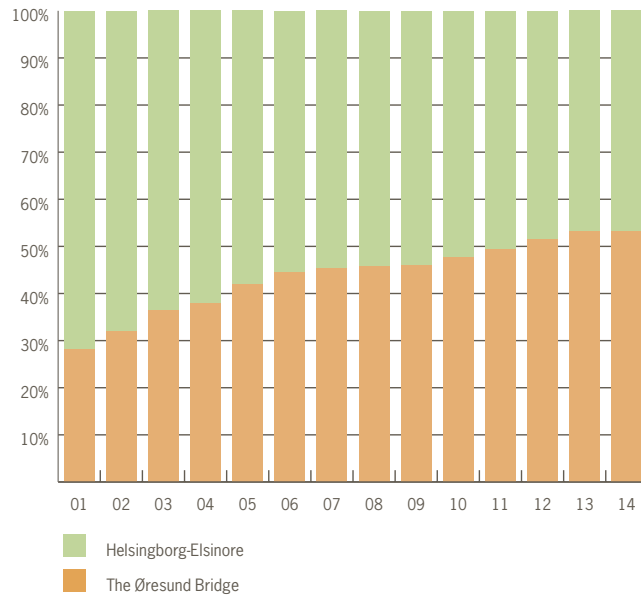
Business traffic across the Øresund Bridge consists of cars, delivery vans and lorries. There are coaches as well. Business traffic is steady each year at around 20 per cent of the traffic across bridge.

The Øresund Bridge's share of freight traffic across Øresund has nearly doubled since 2001 and amounted to 53 per cent in 2014. The reason is down to both growth in the market and that more freight companies choose the bridge because it is faster and logistically better positioned relative to customers. Major logistics centres have congregated near the E6 with close proximity to, among other things, the Øresund Bridge.

Developments in freight have a strong relationship with economic cycles, not only in Denmark and Sweden, but throughout Europe. A large proportion of lorry traffic connects Sweden with markets in Europe. Rail freight traffic has also increased, but not at the rate forecast.

Øresundsbro Konsortiet also stimulates integration and trade between Danish and Swedish companies in the region by arranging the Øresund Business Meeting, where business people from Sweden and Denmark meet for inspiration on opportunities across the Sound. These events have become very popular and have many participants.

Market share of freight traffic



Road traffic is expected to increase

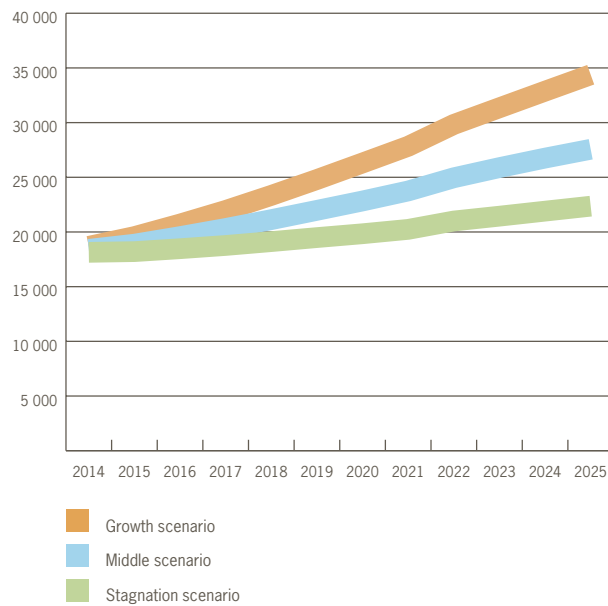
Every third year, the Øresund Bridge draws up three scenarios for the development of road traffic across the bridge and where the middle scenario is considered to be the most likely. Daily traffic in this scenario is projected to increase from the current 19,000 to 23,000 vehicles in 2020 and to 28,000 in 2025.

The forecast is based on a series of assumptions:

- Decisions that have already been made will be implemented, but no new decisions will be made on the infrastructure, which are of regional importance.
- An unchanged competitive relationship between the Øresund Bridge and the ferries between Helsingborg and Elsinore.
- When the fixed link under the Fehmarnbelt opens, it will contribute to about 1,000 new daily crossings across the Øresund Bridge.
- The Swedish and Danish economies develop in a stable and consistent manner over the next 10 years.
- Conditions in the form of regulations, taxes and the like for living and working on the other side of the Sound improve or remain unchanged.

Traffic scenarios – daily traffic across the Øresund Bridge

Number of vehicles



Rail passenger traffic is increasing steadily

Rail passenger traffic across the Øresund Bridge continues to increase. Since the bridge opened, the number of passengers has more than doubled.

The City Tunnel between central Malmö and the Øresund Bridge opened in December 2010 and shortened the travel time between stations in Scania and Copenhagen's Central Station. During rush hour in the mornings and evenings, six Øresund trains run per hour between Malmö and Copenhagen. The journey time is 35 minutes.

The City Tunnel created two new stations, Triangeln in central Malmö and Hyllie at Malmö Arena and the Emporia shopping centre. The new stations have given many local Malmö residents better access to the train service, which has also shortened travel times.

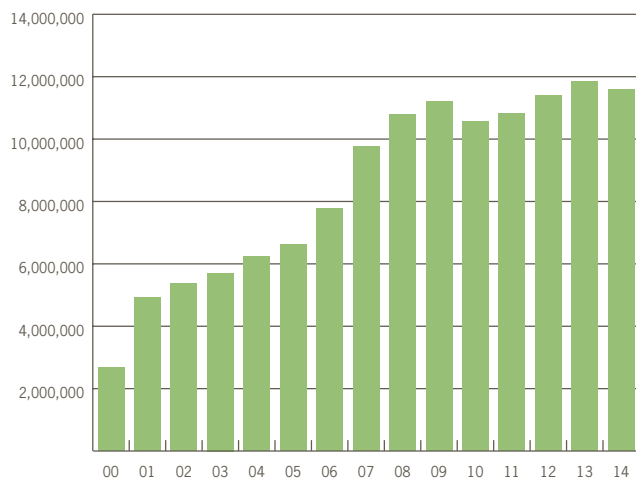
The train has become an attractive alternative to the car when the start and end of the journey is near the Øresund train route: Elsinore-Copenhagen-Øresund Bridge-Malmö-Lund and further towards Gothenburg, Karlskrona and Kalmar.

75 per cent of train journeys are regional, both starting and ending in the Øresund Region. Half of all rail passengers on the Øresund Bridge take the return trip between Malmö and Copenhagen.

The train is widely used by people in the region who live on one side and work on the other side of the Sound. About 60 per cent of the passengers across Øresund are commuters. Three out of four train passengers live in Sweden, the fourth lives in Denmark.

Rail passenger traffic across the Øresund Bridge

Øresund train with passengers



Freight train traffic follows the economic cycle

The Øresund Bridge is also used by the international freight trains that connect Sweden with the continent. On average, one freight train crosses per hour.

From 2001 to 2009, the amount of freight transported by train across the Øresund Bridge grew by an average of 5 per cent per year. Also, since 2001, the amount of freight across the bridge has doubled.

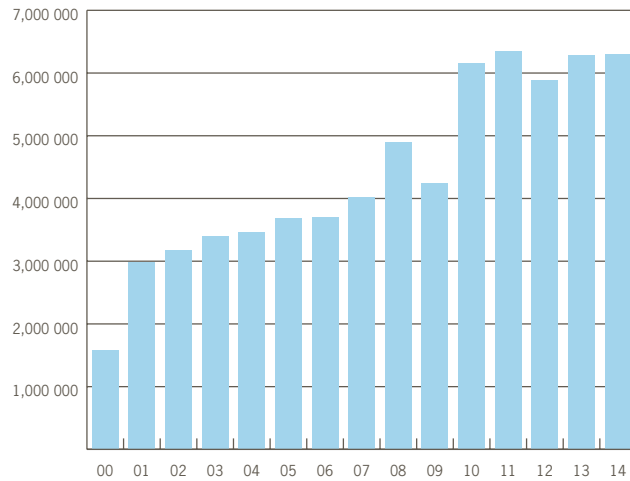
In 2010, freight traffic grew significantly – 36 per cent more trains and 46 per cent more freight than the previous year.

In 2014, approximately 8,000 freight trains crossed over the bridge with 6.3 million tonnes of cargo.

Over the next 20-30 years, demand for rail traffic across the bridge is expected to increase. Because of this, it is necessary to improve capacity on routes leading to and from the Øresund Bridge. An upgrade to some parts of the railway infrastructure on both sides of the Sound is essential to meet the expected increase.

Freight volumes across the Øresund Bridge

Tonnes





The financing of the Øresund Bridge

In 1991, Denmark and Sweden entered into an agreement to build a fixed link across Øresund. Just over a year later, the governments decided to set up a 50/50-owned enterprise, Øresundsbro Konsortiet, which would build and operate the Øresund Bridge, and take out loans to finance the construction costs.

The agreement of 1991 states that the construction and operation of the link is to be financed through bridge tolls paid for by its road users. In addition, the Swedish Transport Administration and Denmark's Rail Net Denmark pay a fixed annual amount (indexed) for the use of the railway. Revenues should cover operating costs, interest expenses and the repayment of the loans raised to finance the construction of the link, including the landworks in Denmark and Sweden.

When the Øresund Bridge was completed in 2000, Øresundsbro Konsortiet's net debt was DKK 19.6 billion. The two parent companies, A/S Øresund and SVEDAB AB, in turn had an overall debt of DKK 10.5 billion from the construction of the landworks. At the end of 2014, Øresundsbro Konsortiet had net liabilities of DKK 15.4 billion (interest bearing debt).

According to the latest estimate (2014) Øresundsbro Konsortiet's debt is expected to be repaid 33 years after the opening of the Øresund Bridge. Equity is expected to be restored in 2017, when it will be possible to pay dividends to the owner companies so that they can start paying off their debts.

The bridge brings great benefits to society

The Øresund Bridge is not only a faster and more convenient way to travel between Sweden and Denmark. It also has an economic value for both countries.

When the Øresund Bridge opened, it became possible to travel faster and more cheaply across Øresund. The trip between the tunnel portal in Denmark and the toll station in Sweden takes only 15 minutes, compared with 45 minutes by hydrofoil.

Access to a common labour market contributes to significant economic benefits for the surrounding community: above all, through Swedish commuters contributing to production in Denmark and Swedes having had access to the Danish market in a period of high unemployment in Scania. Many unemployed young people in Malmö got their first job in Copenhagen in service industries and commerce.

There are also many examples of mergers/partnerships in business that have been good for the region,

such as the merger of the ports of Copenhagen and Malmö to form Copenhagen Malmö Port.

Copenhagen Airport is a major asset for the region and a prerequisite for business. It has helped many companies to establish themselves in the region. In 2015, IKEA will open its new headquarters in Malmö.

MAX IV and ESS are large research facilities currently under construction. They will have a positive effect on the region in the coming years.

Access to a common housing market has brought economic gains for the Danes in particular, who had access to cheaper housing in Sweden when housing prices in Denmark were much higher.

Various estimates have been made of these benefits in monetary terms, including by the Øresund Committee and the Øresund Institute.

A woman with blonde hair, wearing a brown trench coat and dark pants, is leaning over the side of a blue ship. She is holding onto a vertical pole with blue and yellow diagonal stripes. Her hair is blowing in the wind. In the background, a long, grey concrete bridge with many pillars stretches across a body of water towards the horizon under a clear sky. The ship's railing is visible in the foreground, with the word "FUEL" painted on it.

The TV series “The Bridge”

The bridge has brought the two countries close together but allowed them to keep their differences. This has created conditions for increased cultural cooperation. The most famous example is the TV series “The Bridge”, which has been a hit all over the world.

Responsibility for the region, the people and the environment

The Øresund Bridge plays an important role in the community in which it operates. This means that Øresundsbro Konsortiet is a sound business that takes responsibility for people and the environment.

Many important social functions depend on the Øresund link. People have to be able to get to their workplaces in order that businesses in the region can function, not least the health services and government. Travellers and employees must be able to get to and from Copenhagen Airport. Therefore, Øresundsbro Konsortiet's main task is to provide an open, accessible and secure link 24 hours a day.

The Øresund Bridge contributes to social, economic and environmental sustainability.

Energy consumption has been reduced considerably as old technology has been replaced by new, including

the lighting on the link. Speeds at the toll station have been reduced through the installation of flexible speed bumps, resulting in a better and safer environment for customers and employees. In 2015, the Danish police will begin to enforce speed limits in the tunnel. A new operating system for traffic monitoring is improving safety.

Prior to the construction of the Øresund Bridge, there was concern that it would be harmful to the environment. Instead it has been found that the link has had beneficial effects, in particular on the waters in the Sound. One of Europe's largest contiguous mussel beds is here with the Øresund Bridge pylons forming a subterranean reef, where the mussels thrive. The unique plant and animal life on the artificial island, Peberholm, attracts experts from around the world.



The common labour market

Even before the Øresund Bridge opened, some 1,500 people moved back and forth between Malmö and Copenhagen. Most were Swedes who took the hydrofoil to work every morning. With the Øresund Bridge, it suddenly became realistic for many more to live on one side of the Sound and work on the other.

Copenhagen is the dominant city in the region with over a million inhabitants – around one third of the Øresund Region's inhabitants live in Copenhagen – and in a varied job market. It attracts workers from all over the region, particularly from Malmö.

Commuting is also rather one-way - towards Denmark in the morning and Sweden in the evening. Over 90 per cent of commuters across the Øresund Bridge live in Sweden and work in Denmark.

Sixty per cent of commuters residing Sweden and working in Denmark live in Malmö. This is followed by

Helsingborg with 10 per cent and Lund with 5 per cent. Their work is mainly in the Danish capital. More than 80 per cent work in the Copenhagen area. The picture was very different prior to the Øresund Bridge, when only 38 per cent of commuters to Denmark lived in Malmö and 27 per cent lived in Helsingborg.

The Danish commuters who work in Sweden live mostly in the Copenhagen area and they work mainly in Malmö, followed by Lund and Helsingborg.

It was in 2005 that the Swedes made great inroads into the Danish labour market. There was a great shortage of labour in Copenhagen and high unemployment in Scania. Also, because the wage levels in Denmark were significantly higher than in Sweden, Danish jobs became attractive.

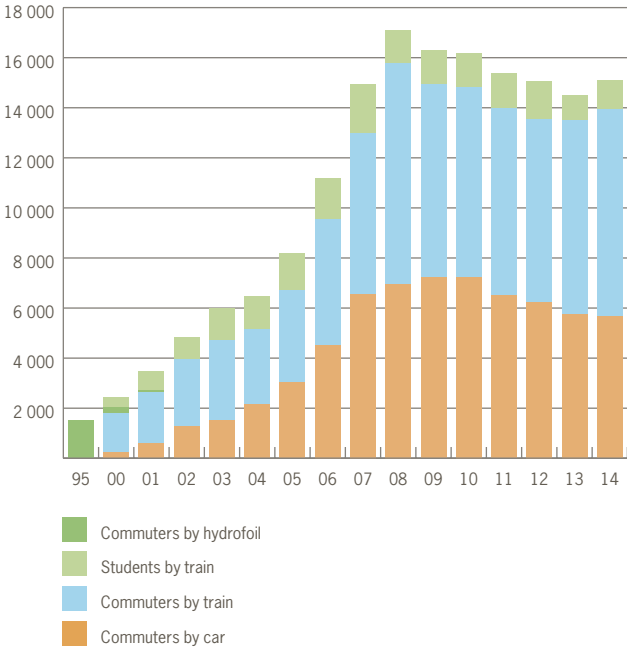
The trend peaked in 2007, when 6,667 Swedes got a job in Denmark. This was almost twice as many as in

2006 and five times as many as in 2005. The figures emerged in the traffic statistics on the Øresund Bridge, where commuter traffic hit a record 17,000 commuters in 2008. This means a tenfold increase since the Øresund Bridge opened.

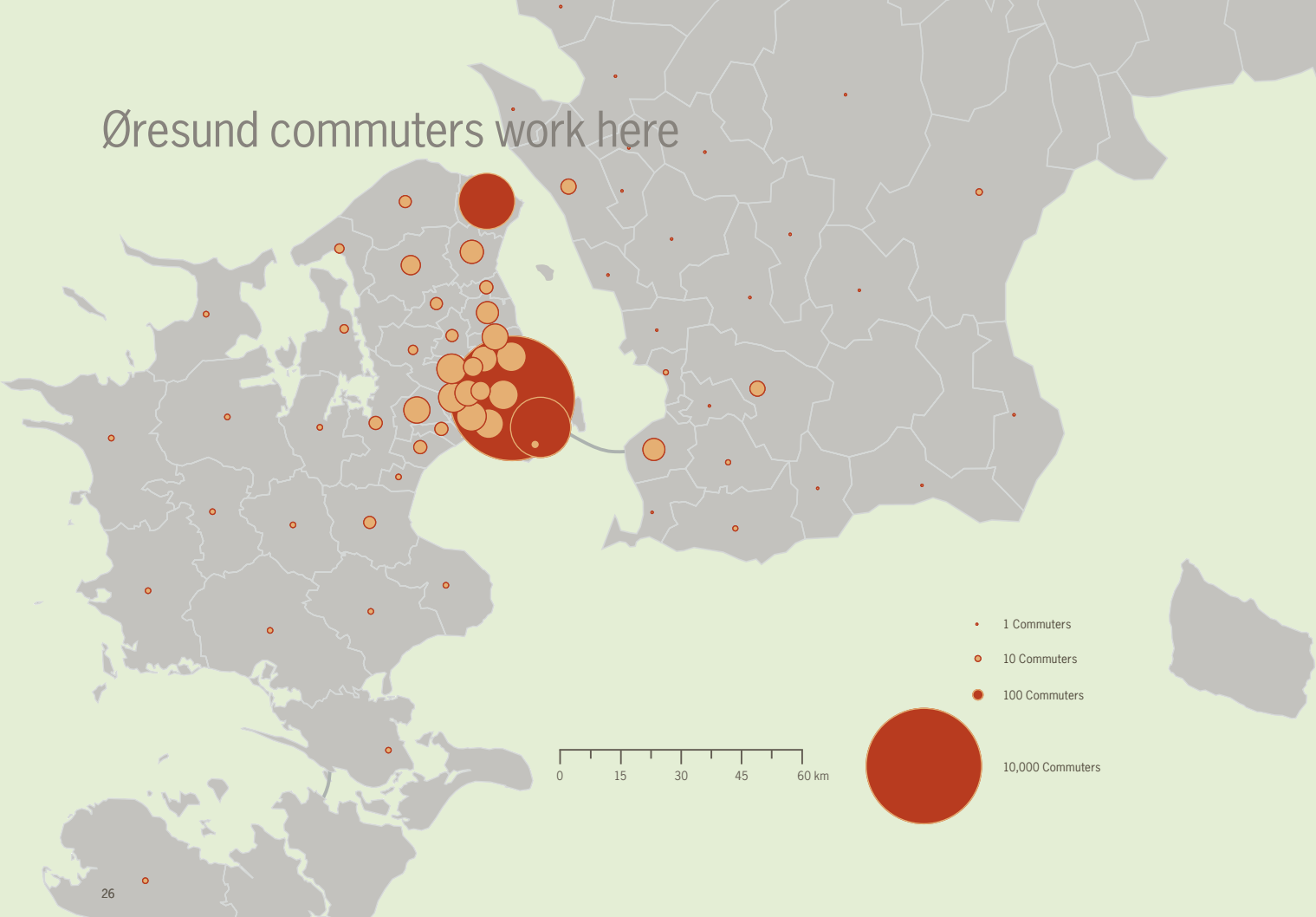
When the financial crisis hit, unemployment rose in Denmark and commuting across the Øresund fell. In 2014, the trend reversed and the Øresund Bridge averaged 15,000 commuters per day. In total 16,100 people commuted across the Sound, according to Ørestat. The reason was that Denmark achieved its highest employment level since 2009.

Average daily commuting across the Øresund Bridge

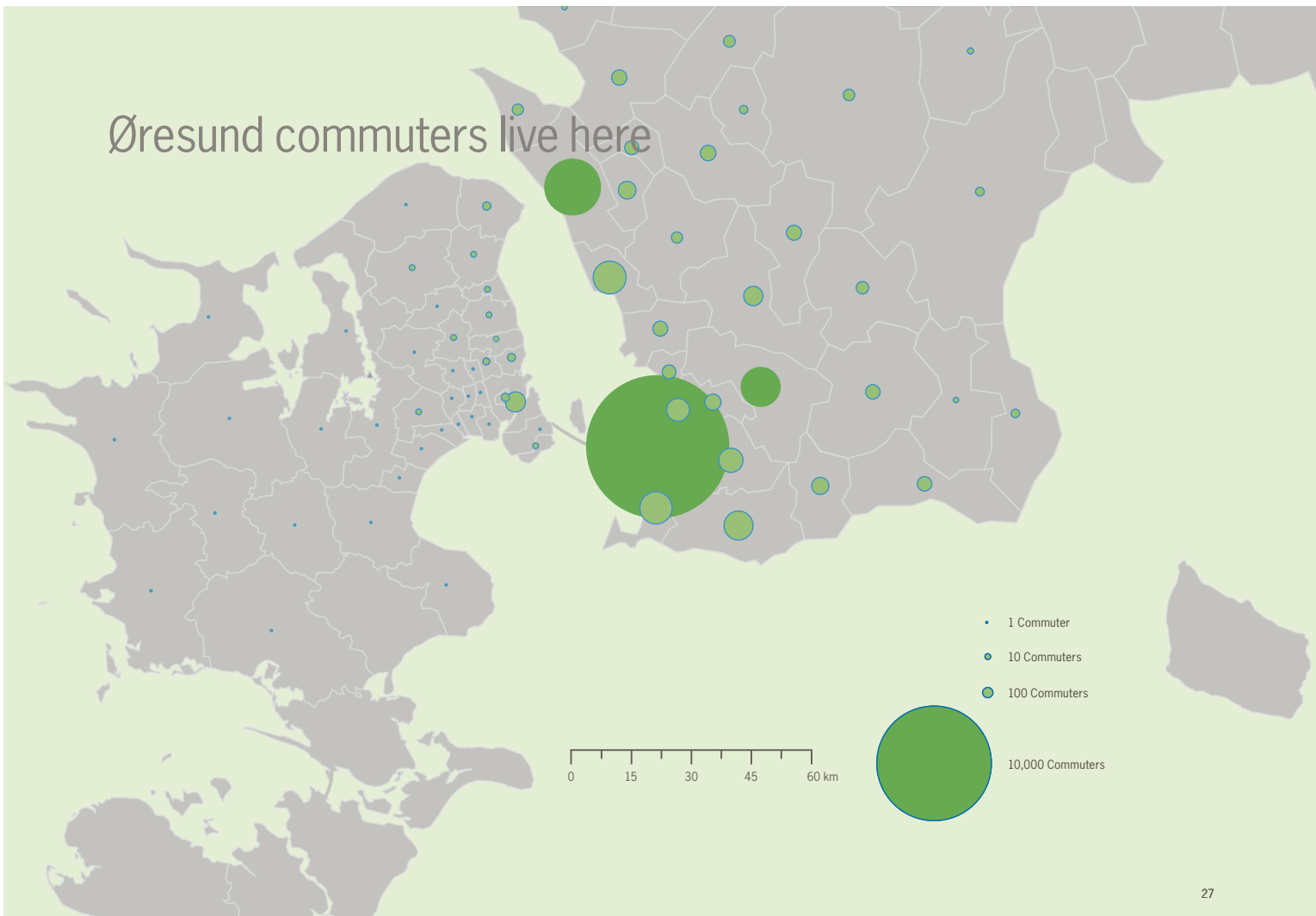
Number of commuters



Øresund commuters work here



Øresund commuters live here



The common housing market

Integration in the Øresund Region was marked at the beginning by the major difference in house prices between the Danish and the Swedish sides of the Sound.

During the first five years of the 2000s, house prices rose in Denmark dramatically, especially in the Copenhagen area. Many families with average incomes could not afford to stay in Copenhagen. On the Swedish side, house prices were much lower and Malmö offered an attractive opportunity to live in reasonable commuting distance from Copenhagen.

The price difference between houses in Malmö and Copenhagen peaked at the beginning of 2007. On the Danish side, one had to pay an average of DKK 3.5 million for a house of 140 square metres. On the Swedish side, the average price was DKK 2.2 million.

Malmö and Scania were no less attractive in that the cost of living was significantly lower in Malmö than in

Copenhagen. Also, income from working in Copenhagen went a lot further in the Swedish stores.

During this period, many Danes decided to move and settle in Malmö, especially in the southern districts of Limhamn and Bunkeflostrand. They are both close to the Øresund Bridge, something that was important when the work itself was usually based in Copenhagen.

The situation changed in 2008, however, when the global financial crisis hit. The Danish housing bubble burst and house prices in the Copenhagen area fell dramatically.

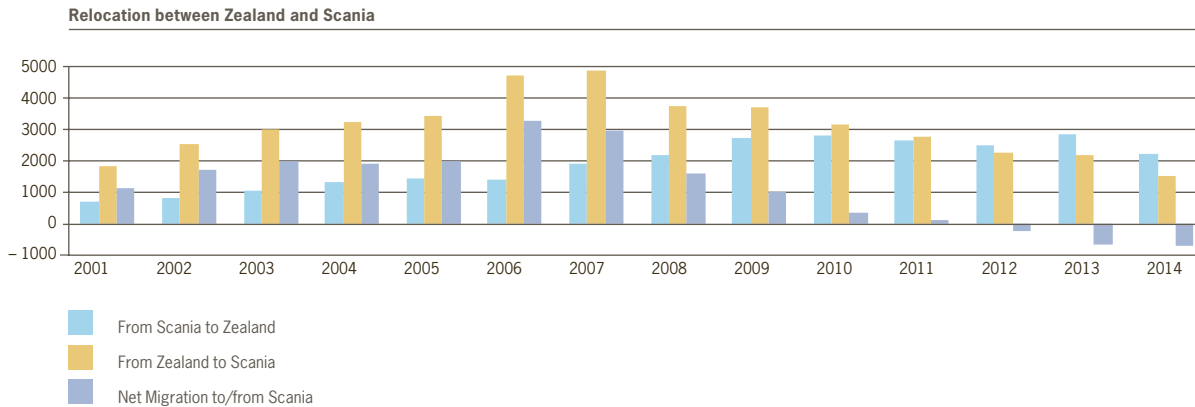
On the Swedish side of the Øresund Region, especially in Malmö, house prices went up, however. At the turn of the year in 2012-2013, the price per square metre for a single-family home in the Malmö area was almost at the same level as in the Capital Region.

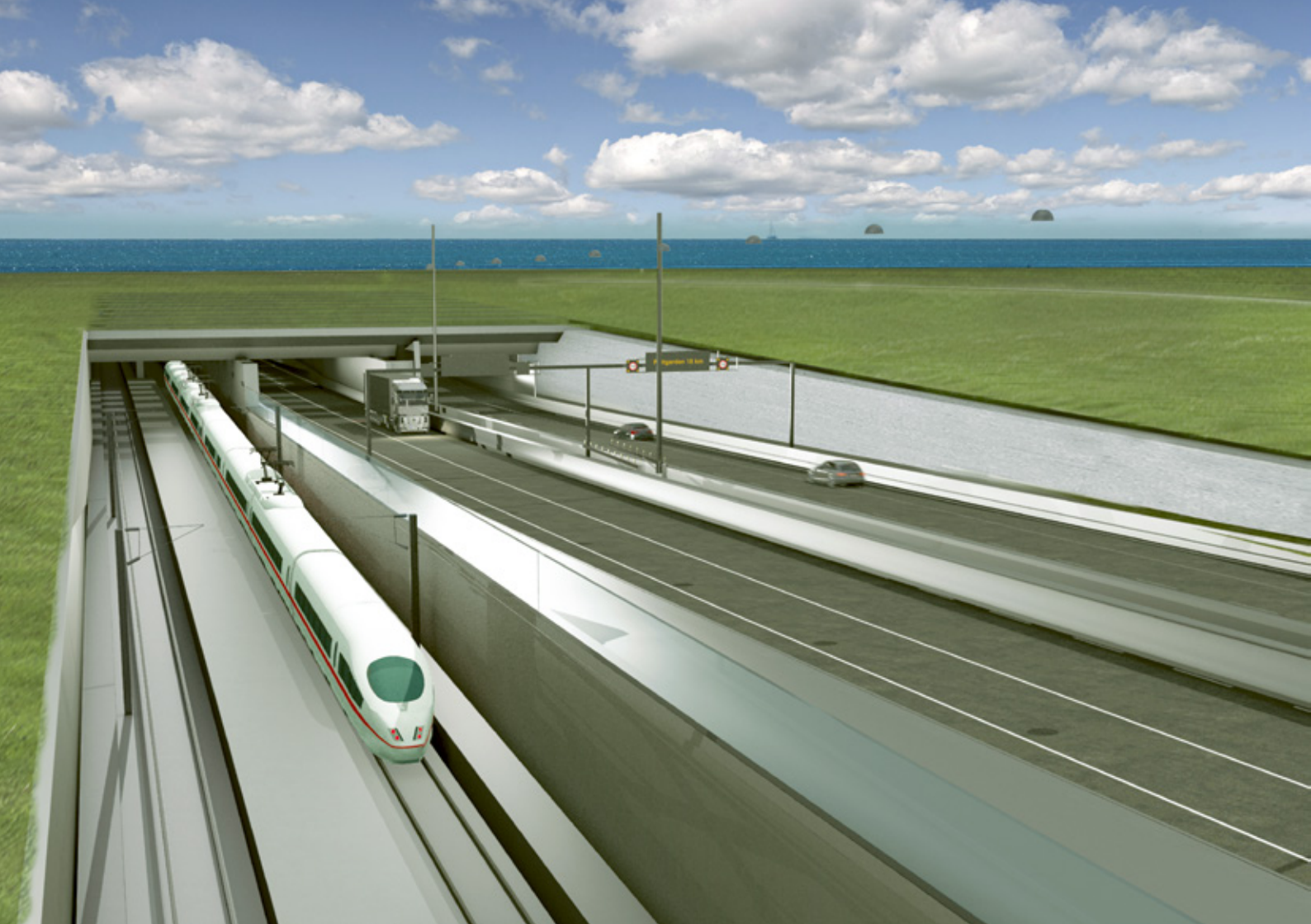
The upshot was that it was no longer profitable for Danes to buy property in Scania. The flow of people

from Zealand to Scania stopped and many of the Danish emigrants returned to Denmark. In 2006 and 2007, net migration from Zealand to Scania was between 2,000 and 3,000 people. By 2010 this had turned into a net out-migration from Scania to Zealand.

the Øresund Bridge. In 2014, house prices have once again risen markedly in Copenhagen, but there has been no equivalent increase in migration from Zealand to Scania.

It all means that the housing market is no longer the driving force for integration or for commuting across





The region will grow with the Fehmarnbelt tunnel

The fixed link between Denmark and Germany is scheduled for completion at the start of the 2020s. Scania and Zealand will then be bound together with Hamburg to create a new growth region. Meanwhile, both car and train journeys to the continent will be much faster.

The link will be constructed as an approximately 18 km long immersed tunnel for road and rail traffic between the Danish Rødby and the German Puttgarden. The travel time on the finished link is expected to be ten minutes by car and seven minutes by train. The travel time by car between Copenhagen and Hamburg is expected to be 3.5 hours (a fall of one hour). The journey time by train will reduce from 4.5 to 2.5 hours, because the railway will also be upgraded on both the Danish and the German sides of the Fehmarnbelt.

Germany is upgrading the railway to an electrified dual-track, which is expected to open around 2024.

The Fehmarnbelt tunnel will become part of the European transport corridor between Scandinavia and the Mediterranean – one of the EU's nine priority transport corridors. It will increase mobility between Sweden, Denmark and Germany and offer better conditions for travelling, commuting and trade.

The tunnel is of great importance for business in the Øresund Region because Germany is both Sweden and Denmark's largest trading partner. Furthermore, Scandinavia is Germany's seventh largest trading partner.

Øresundsbro Konsortiet expects the Fehmarnbelt tunnel to increase road traffic on the Øresund Bridge by about 1,000 vehicles per day.

Timeline

23 March 1991 The governments of Sweden and Denmark sign an agreement to build a fixed link across Øresund.

August 1995 Bridge construction commences with the dredging of Øresund.

June 2000 During Open Bridge Days, several hundred thousand people walk, run and cycle over the Øresund Bridge

1 July 2000 The Øresund Bridge is opened by Denmark's Queen Margrethe and Sweden's King Carl Gustaf. There is a people's party on both sides of the Sound.

January 2005 The Øresund Bridge introduces the BroPas agreement for the region's leisure time. Since then more than 330,000 customers have acquired a BroPas.

2007 Relocation across Øresund reaches a record high. Some 4,300 move to Scania and 2,000 move to Zealand.

2008 Commuting across the Øresund Bridge reaches its own record with around 17,000 commuters a day.

May 2010 Over 50 million cars have crossed the Øresund Bridge. Road traffic has clearly exceeded forecasts from the opening of the link.

December 2010 Opening of the City Tunnel between the Øresund Bridge and Malmö, which means shorter travel times by train across Øresund.

2014 Road traffic rises for the first time since 2009 and even commuting shows a small increase.



1 october 2013 700 lanterns were lit on Peberholm to commemorate the rescue of several thousand Danish Jews, who were taken across the Öresund to Sweden in October 1943.

Find out more

Øresundsbro Konsortiet works actively with the Øresund Region and on the integration between Zealand and Scania. You can read more about the work and results not only in the "Øresund Bridge and its Region", but also in the following sources:

Focus Øresund

Focus Øresund is a digital newsletter, which is published by Øresundsbro Konsortiet. Focus Øresund delivers news about people, businesses and development in the region. The newsletter focuses on the challenges and opportunities for integration across Øresund.

twitter: @fokusoresund, fokusoresund.com

The Øresund database

The Øresund database contains unique border regional statistics that describe trends across the Øresund, and has comparable statistics for the two countries. There are also analyses setting out the development in the Øresund Region.

orestat.se

Corporate Responsibility and Sustainability

Øresundsbro Konsortiet assumes social and environmental responsibility in its operations. In our CSR report, we describe how we handle the working environment and the environment around the bridge, including on the artificial island of Peberholm, which has become a full-scale biological experiment. The report is issued every year.

oresundsbron.com

Annual Report

In Øresundsbro Konsortiet's Annual Report you can read about our financial results, the company and traffic development during the year.

oresundsbron.com





Øresundsbro Konsortiet · Vester Søgade 10 · 1601 Copenhagen V · Denmark · Tel. +45 33 41 60 00
Øresundsbro Konsortiet · Kalkbrottsgatan 141 · Box 4278 · 203 14 Malmö · Sweden · Tel. +46 (0) 40 676 60 00
info@oresundsbron.com · www.oresundsbron.com