

COMMUTING ACROSS ØRESUND

Commuting developments across Øresund have primarily taken place between southwest Scania and the Danish part of the Øresund Region. This accounted for 55 per cent of all commuting across Øresund in 1999, while in 2010 it amounted to 81 per cent.

Øresund commuters lift the Danish economy by 740 million EUR a year

In 2010, Øresund commuters contributed 740 million EUR in added value to the Danish economy. Since the Øresund Bridge opened in 2000, the Danish economy has received a substantial financial injection totalling 4.4 billion EUR through Øresund commuters. For that money it would be possible to build one and one-third Øresund Bridges. In other words, the social gain from the Øresund Bridge exceeds what it cost to build it.

While the Danish economy gets an economic boost from the Øresund commuting, the Swedish economy saves expenditure on unemployment benefits because Swedish employees get jobs in Denmark instead of becoming unemployed. In 2010, this saving was nearly 175 million EUR.

The calculations show only a part of the regional economic impact that the Øresund Bridge has and has had. For example, the shorter travel time across the Øresund to and from Kastrup (Copenhagen Airport) had a positive effect on the number of business start-ups in and around Malmö and also the number of Swedish air passengers travelling from Kastrup. The value of these and many other effects have not been calculated.

The Øresund Bridge is the single most important reason that many have given for taking the opportunity to commute

to a job on the other side of the sound, since both journey time and travel costs have been reduced significantly as a result of the opening of the fixed link.

Effects on the economy

The many Swedes who have entered the Danish labour market have solved a labour shortage problem since, and had the Danish employers not been able to recruit Swedes, the Danish economy would have lost production and hence the added value.

The social value of a person in employment amounts to around 73,900 EUR. Social value is measured as a company's added value per employee.

Added value is calculated by subtracting the value of the raw materials, consumables and services that the company uses in production from the company's turnover. The added value goes to the remunera-

The contribution of commuting to added value growth divided according to industry sectors (2010)

	Net commuting flow, individuals	Gross added value per employee in EUR	Øresund commuting contribution to added value growth, EUR million
Agriculture, forestry, fishery and raw material extraction	15	120,996	2
Industry	778	89,226	69
Supply companies	40	256,708	10
Building and construction	274	48,205	13
Commerce	1,690	51,334	87
Hotels and catering	771	27,070	21
Transport and communication	2,042	98,088	200
Finance and insurance	469	200,111	94
Property and rental of commercial property	1,325	106,225	141
Public and private service	300	78,417	24
Education	285	52,784	15
Health care, etc.	1,325	43,841	58
Culture, leisure and other services	323	51,804	17
No information	7	71,690	1
Total	9,645		751

Source: Statistics Denmark, Øresund Data Bank and the Øresund Committee's own calculations.

tion of employees, profit in the company and production taxes (property taxes, road taxes, social security contributions, payroll tax, etc.).

Added value per employee varies significantly depending on the profession. Certain occupations – such as pharmaceuticals and financial services – have a high

added value, while hotels and restaurants have a low added value per employee.

The value to Danish society of the Øresund commuters' labour force corresponds to the added value in the industries in which they are employed. The calculations of the commuters' contribution to added value is based on in-

dustry divided commuter statistics from the Øresund Data Bank and national accounts data for the Danish economy.

Effects on the labour market

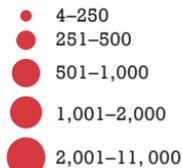
Danes, who at some point have chosen to live on the other side of Øresund and commute to work in Denmark, usually also had jobs on the Danish side before

they moved. In other words, they contribute as much to the Danish economy after they have become Øresund commuters as they did before. In 1999 – before the Øresund integration really took off – the Danes already accounted for some 10 per cent of commuting from Scania to Zealand. In the analysis, therefore, 10 per cent of the Danish commuters from Scania to Zealand are regarded as a subsidy for the Danish economy and on an equal footing with the Swedish commuters.

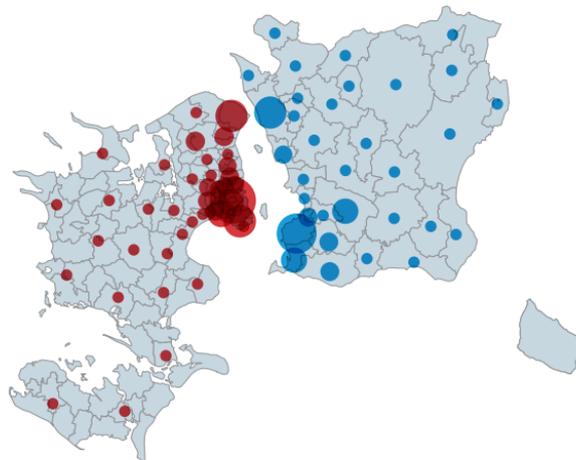
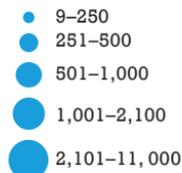
Commuting flows from Scania to Zealand are far greater than the flow in the opposite direction, which amounted to 633 commuters in 2009. In principle, the 633 jobs in Denmark could have been taken by commuters living in Denmark, so that the calculation of commuters' economic contribution would only need to take net commuting from Sweden to Denmark.

Commuting from the Swedish side of Øresund to Denmark (2010)

Jobs



Municipality of residence



Source: Region Scania.

Commuting structure

96 per cent of the Øresund commuters live in Sweden and work in Denmark. Of this, Swedes number 40 per cent

and thus have the greatest share, while Danes number 37 per cent. The remainder were born outside Sweden and Denmark.

57 per cent of the commuters on the Øresund Bridge commute by train, while the rest take the car. The Danes who have moved to the Swedish part of

Øresund, choose to drive to work to a greater extent than the Swedish commuters.

The large proportion of Danes is due to the fact that the economic incentive to move to Sweden was very strong until mid-2007, when Danish house prices

Øresund commuters' country of residence

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
From the Øresund Region DK to the Øresund Region SE	166	188	204	281	539	533	536	692	734	750	623	708	633	712
From the Øresund Region SE to the Øresund Region DK	2,130	2,365	2,584	3,010	3,751	4,697	5,683	7,160	8,783	12,744	17,890	19,097	18,387	17,702
Total	2,296	2,553	2,788	3,291	4,290	5,230	6,219	7,852	9,517	13,494	18,513	19,805	19,020	18,414

Source: Ørestat.

Øresund commuters' place of birth

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Denmark	884	938	929	1,208	1,822	2,419	3,063	3,811	4,545	6,011	7,400	7,379	7,149	6,868
Sweden	1,212	1,362	1,569	1,753	2,004	2,187	2,329	2,804	3,445	4,804	7,225	7,968	7,660	7,315
Other countries	200	253	290	330	464	624	827	1,237	1,527	2,679	3,888	4,458	4,211	4,231
Total number of commuters	2,296	2,553	2,788	3,291	4,290	5,230	6,219	7,852	9,517	13,494	18,513	19,805	19,020	18,414

Source: Ørestat.

Commuters from the Øresund Region SE divided according to residence and jobs in per cent (2010)

	Copenhagen city	Copenhagen environs	North Zealand	East Zealand	West and East Zealand	Øresund Region DK
Southern Scania	54	21	4	2	1	81
Northeastern Scania	0	0	0	0	0	1
Northwestern Scania	4	3	10	0	0	18
Total number of commuters	59	24	14	3	1	100

Source: Ørestat.

began to fall. It was in 2005 that Danish companies' recruitment of Swedish employees began in earnest because of labour shortages in Denmark.

Due to the demographic developments in the Øresund Region (see page 8) significantly greater problems are expected in future in recruiting sufficient manpower in the Danish part of the Øresund Region than in the Swedish. Therefore, commuting in the future is expected to be increasingly driven by real labour market integration rather than the housing market integration as in the early years of the Øresund Bridge's lifetime.

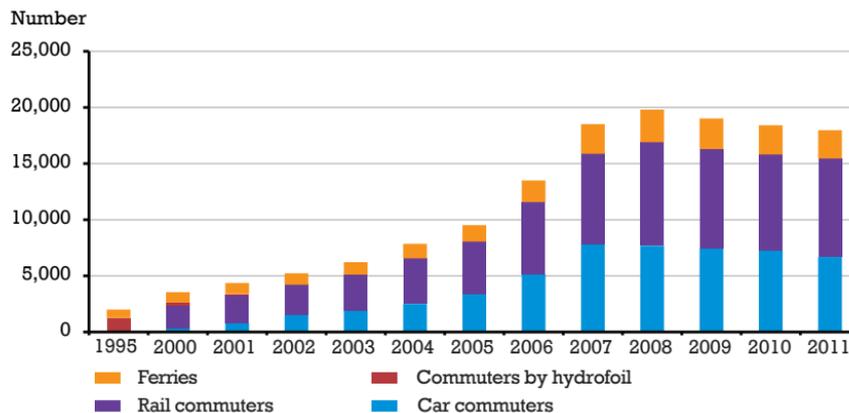
Number of commuters

Approximately 18,000 people commuted daily between home and work on the other side of Øresund in 2011. In 1999, the year before the Øresund Bridge opened, there were 2,600 daily commuters across Øresund. The first year

of the Øresund Bridge's life saw a reasonable increase in the number of commuters, while the growth in the period 2005–2007 was exceptionally high due to both Danish companies' labour shortages and significant house price differ-

ences on the two sides of the sound. In 2008, the number of commuters peaked at 19,800 and has since declined due to the financial crisis in the first instance, and the recession has since then taken its toll on the Øresund regional landscape.

Commuters across Øresund



Source: Øresund Bridge, DSB and Ørestad.

Note: 2011 is the Øresund Committee's calculation.

Commuter distribution by industry

The majority of the Øresund commuters from the Swedish part of the Øresund Region work in the Danish service sector. This reflects Copenhagen's business structure which is strong in professional services, research and development (R&D) and commerce. The retail trade and business services in particular have recruited staff from the Swedish part of

Øresund Region since the millennium.

The transport industry has always had many Swedish employees, mainly due to Copenhagen Airport, which has traditionally been a large employer that attracts workers from a wide catchment area, including Scania. Transport and communication remain the industries that employ the most commuters. With

regard to jobs on both the Danish and Swedish sides of the sound, there are relatively many from the Swedish side of the Øresund Region commuting to work in the commerce, hotel and restaurant, transport and property sectors, while there are relatively few for construction, public administration, education and social and health care.

Commuters from the Swedish side of the Øresund Region to the Danish side divided into sectors

	1999	2010	Share 1999	Share 2010
Agriculture, forestry, fishery and raw material extraction	6	28	0%	0%
Industry	222	1,365	9%	8%
Energy and water supply	6	74	0%	0%
Building and construction	174	416	7%	2%
Wholesale and retail	334	3,083	13%	17%
Hotels and catering	128	1,307	5%	7%
Transport and communication	682	3,898	26%	22%
Financial companies etc.	80	916	3%	5%
Rental and property sales	287	2,416	11%	14%
Public administration and personal services	70	528	3%	3%
Education	102	634	4%	4%
Health care etc.	374	2,447	14%	14%
Community, associations and culture	119	585	5%	3%
No information	0	5	0%	0%
Total	2,584	17,702	100%	100%

Source: Ørestat.

The educational level of commuters according to place of residence

	Øresund Region DK	Øresund Region SE
Primary and lower secondary/basic school	6%	12%
Upper secondary and vocational education	27%	44%
Higher education	64%	42%
Not known	3%	2%

Source: Ørestat.

Øresund commuters work in the private sector to a greater degree. 72 per cent of all commuters from both the Swedish and the Danish side are employed in the private sector. By comparison, only 60 and 66 per cent of the jobs on the Danish and Swedish sides respectively are to be found in the private sector.

Commuters are generally well educated. Up to 64 per cent of the commuters residing in Denmark have received a higher education, while educational skills are somewhat more differentiated among the Swedish resident commuters: here 42 per cent have higher education with 44 per cent having upper secondary or vocational education. By compar-

ison, on both the Danish and Swedish sides of the Øresund, only around 35 per cent of all 20–64 year olds have a higher education.

The breakdown by gender for commuters is such that for every three men who commute from the Swedish side of Øresund Region to the Danish side, there are only two women.