

## 13. Commuting across Öresund

### Number of commuters

In 2009 about 20 000 persons commuted daily between their homes and workplace on the other side of Öresund. Most of these persons, or 18 000, commuted via the Öresund Bridge.

Since the opening of the Öresund Bridge in 2000, commuting across Öresund has in-

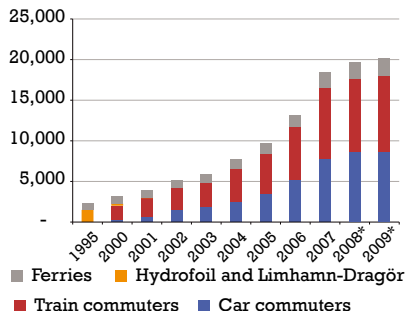
creased by about 600 percent. The increase in the number of commuters across Öresund was exceptionally large during 2006 and 2007, when both the Danish shortage of labour and differences in housing prices accelerated the movements across Öresund. However, in 2008 and 2009 the financial crisis and the resulting economic downturn caused a halt to the nearly explosive in-

crease in commuting. In 2008 and 2009, the number of commuters across the Öresund Bridge increased by six and two percent respectively.

### Commuter composition

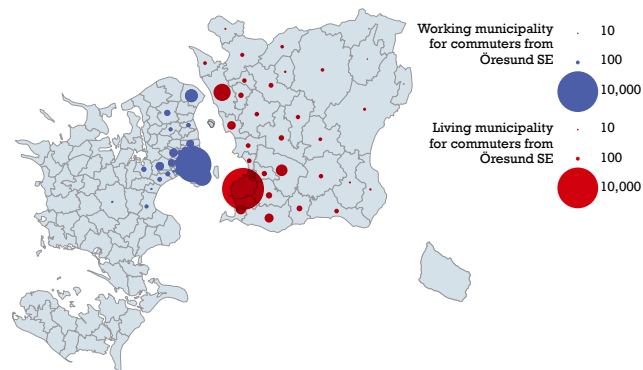
All of 97 percent of the commuters live in Sweden and work in Denmark. 48 percent of the commuters drive their cars over the

### Number of commuters across Öresund



Source: The Öresund Bridge. Footnote: \* 2008 and 2009 is predictive analyses made by the Öresund Bridge

### Commuters from Öresund SE to Öresund DK 2007



Source: Örestat. Map: Region Skåne

### Commuters from Öresund SE by place of residence and work 1999

	Copenhagen Municipality	The surroundings of Copenhagen	North Zealand	Bornholm	East Zealand	Western and south Zealand
<b>Southern Skåne</b>	45 %	6 %	3 %	0 %	1 %	55 %
<b>North-east Skåne</b>	2 %	0 %	0 %	0 %	0 %	3 %
<b>North-west Skåne</b>	13 %	5 %	24 %	0 %	1 %	42 %
<b>Total</b>	59 %	11 %	27 %	0 %	1 %	100 %

Source: Örestat

### Commuters from Öresund SE by place of residence and work 2007

	Copenhagen Municipality	The surroundings of Copenhagen	North Zealand	Bornholm	East Zealand	Western and south Zealand
<b>Southern Skåne</b>	54 %	21 %	3 %	0 %	2 %	81 %
<b>North-east Skåne</b>	0 %	0 %	0 %	0 %	0 %	1 %
<b>North-west Skåne</b>	5 %	3 %	10 %	0 %	0 %	18 %
<b>Total</b>	59 %	24 %	13 %	0 %	2 %	100 %

Source: Örestat

### Öresund commuters by country of residence

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008*	2009*
<b>From Öresund DK to Öresund SE</b>	166	188	204	281	539	533	536	692	734	750	623	661	676
<b>From Öresund SE to Öresund DK</b>	2,130	2,365	2,584	3,010	3,751	4,697	5,683	7,160	8,783	12,744	17,890	18,973	19,412
<b>Total</b>	2,296	2,553	2,788	3,291	4,290	5,230	6,219	7,852	9,517	13,494	18,513	19,634	20,088

Source: Örestat

Footnote: 2008 and 2009 is predictive analyses by the Öresund Bridge

### Öresund commuters by country of birth

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
<b>Denmark</b>	884	938	929	1,208	1,822	2,419	3,063	3,811	4,545	6,011	7,383
<b>Sweden</b>	1,212	1,362	1,569	1,753	2,004	2,187	2,329	2,804	3,445	4,804	7,213
<b>Other countries</b>	200	253	290	330	464	624	827	1,237	1,527	2,679	3,917
<b>Total</b>	2,296	2,553	2,788	3,291	4,290	5,230	6,219	7,852	9,517	13,494	18,513

Source: Örestat

bridge, while the rest travel by rail. Danes who have moved to Öresund SE choose to take their cars to work to a greater extent than Swedes do.

Even though most of the commuters live in Sweden, there are many Danes who also commute across Öresund. 37 percent of the Öresund commuters are Danes while 40 percent are Swedes. Others were born outside of Sweden and Denmark.

The large percentage of Danes is because the economic incentives to move to Sweden have been very strong up until the middle of 2007, when Danish housing prices began to drop. From 2005 onwards, Danish companies began to seriously recruit Swedish labour due to a labour shortage in Denmark. Due to the demographic development of Öresund DK and Öresund SE, it is expected that the labour supply will become a more serious problem on the Danish side of the sound than the Swedish one. Thus it is assumed that future commuting will be driven

by labour market integration to an even greater extent and not as much by the housing market integration, as was the case in the years following the opening of the Öresund Bridge.

#### Geographic distribution of commuters from Öresund SE

The most important commuting flow from Öresund SE to Öresund DK has mainly de-

veloped between Southern Skåne and Öresund DK. While commuting from Southern Skåne to Öresund DK comprised 55 percent of all commuting in 1999, the corresponding figure in 2007 was an entire 81 percent.

#### Industrial breakdown among commuters from Öresund SE to Öresund DK.

The majority of Öresund's commuters from

#### Industrial breakdown among commuters from Öresund SE to Öresund DK, 1999 and 2007

	1999	2007	Change	
			Absolute	Percent
<b>Agriculture, Fishery and mining</b>	6	41	35	583 %
<b>Industry</b>	222	1,637	1,415	637 %
<b>Energy and water supply</b>	6	46	40	667 %
<b>Construction</b>	174	732	558	321 %
<b>Wholesale and retail trade</b>	334	3,265	2,931	878 %
<b>Hotel and restaurant industry</b>	128	1,472	1,344	1,050 %
<b>Transport and communication</b>	682	2,822	2 140	314 %
<b>Banks and financial operations</b>	80	725	645	806 %
<b>Leasing and real estate brokerage</b>	287	3,785	3,498	1,219 %
<b>Public service and personal services</b>	70	450	380	543 %
<b>Education</b>	102	557	455	446 %
<b>Health and medical care</b>	374	1,667	1,293	346 %
<b>Sanitation, associations and culture</b>	119	687	568	477 %
<b>Information missing</b>	0	4	4	
<b>Total</b>	2,584	17,890	15,306	592 %

Source: Örestat

Öresund SE work in the Danish service sector. This reflects the structure of industry in the Copenhagen area, with a strong emphasis on business services, research and development (R&D) and trade. Trade and business services have seen especially strong increases in personnel from Öresund SE since 2000.

Before the bridge opened, many Swedes were employed in the transport industry. This was especially due to the Copenhagen airport having such great importance. However, the number of Swedes employed in the Danish transport industry has not increased as much as other industries; in 2007, leasing and real estate sales were the industries having the most Swedish employees. Compared to workplaces on both sides of Öresund, there are relatively many commuters coming from Öresund SE in trade, hotels and restaurants, transport and real estate, while there are relatively few in construction, public administration, teaching, and health and medical care.

78 percent of all commuters from the Swedish side are employed in the private sector, while the corresponding figure for commuters from the Danish side is 70 percent. It should be said that only 65 percent and 64 percent of workplaces on the Danish and Swedish sides respectively are in the private sector.

Many commuters are highly educated. All of 65 percent of commuters who live in Denmark have a university education, while the educational competency differs somewhat with the commuters who live in Sweden, where 38 percent have a university education and 47 percent have an upper secondary education or vocational training. This can be compared to only about 30 percent

of those aged 20–64 in both Öresund DK and in Öresund SE who have a university education.

Concerning commuters' sex and age distribution, there are only two women to every third man who commute from Öresund SE to Öresund DK.

People in the youngest group aged 16–24 are commuting the most, and particularly the young women. These young people commute four times more often than gainfully employed persons aged 45–64 do.

#### Educational level broken down by area of residence

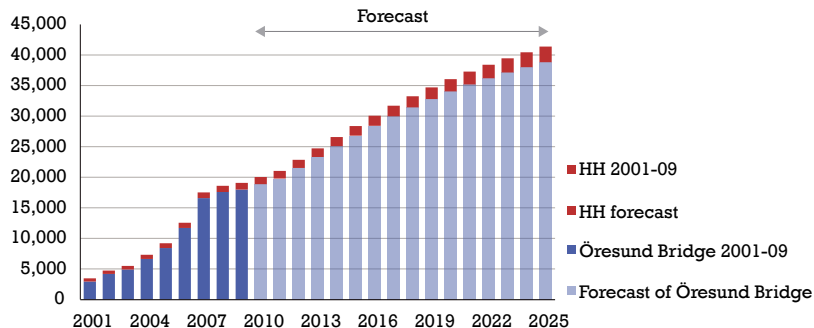
	Öresund DK	Öresund SE
Compulsory school	6 %	14 %
Upper secondary or vocational training	25 %	47 %
Higher education or university education	65 %	38 %
Unknown education	3 %	2 %

### The commute up to 2025

In the most recent traffic forecast of the Öresund Bridge, commuting to work is expected to increase to 39 000 persons in 2025. The economic downturn of today is predicted to generate a low increase in commuting in the coming years, but in the long term commuting to work is expected to increase due to the demographic development. The proportion of older persons is increasing much quicker in Öresund DK than in Öresund SE, but towards the end of the 2020s the dependency ratio is about the same on both sides of the sound. However, the age group between 20 and 64 years in Öresund SE is expected to increase more quickly, and thus it could be in the Danish interest to recruit more labour from Öresund SE.

The significant differences in housing prices between Öresund SE and Öresund DK have already decreased, and will probably even out in the long run, but it is still economically more favourable for many Danes to live in Öresund SE and commute to work

### Actual and expected commuting to work across Öresund Bridge 2001-2025



Source: Öresund Bridge, (HH is the ferry route between Elsinore in Denmark and Helsingborg in Sweden).

in Denmark. However, the price differences are not as sharp as during the first ten years of the bridge.

**Comments on the statistics:**

The numbers of commuters across the Öresund Bridge are counted as the number of full-time commuters, that is, persons who commute five times a week between their homes and places of work. This definition has been chosen because it is based on the number of trips across the Öresund Bridge by either car or train, since there are no statistics compiled for commuter travel frequency. Historically, this method of calculation provides results very near to the register-based commuting statistics compiled by Statistics Denmark and Statistics Sweden, which are not released until about two years after the time of measurement. The register-based commuting statistics for Öresund follow the same definition used to describe the commuting between municipalities in both Denmark and Sweden. The commuting between Elsingore-Helsingborg is an estimate based on the register-based commuting statistics.