The Oresund bridge

Shaping the future of the European core network corridors

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Britt Andresen, Chief Researcher
Independent Danish-Swedish knowledge centre

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100+ members from government authority, regions, municipalities, universities and business

Analysis, facts and news focusing on Greater Copenhagen (Oresund region) in a Danish-Swedish, Nordic or European context
The Oresund fixed link

Connects Denmark and Sweden

Consists of

4 km immersed tunnel

4 km artificial island

8 km cablestayed bridge
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

1 July 2000 Inauguration
Financing and costs

- Øresundsbro Konsortiet owns and operates the Øresund Bridge and 50/50 per cent owned by the Swedish and Danish states
- Øresundsbro Konsortiet took out loans to finance the construction costs
- **State guarantee model** gives low interest rates – two AAA economies
- In 2000 net debt was DKK 19.6 billion plus an debt of DKK 10.5 billion from the construction of the landworks
Financing and costs

**Bridge tolls** paid by road users is going to finance construction and operation costs.

The Swedish Transport Administration and Rail Net Denmark pay a fixed annual amount (indexed) for the use of the railway.

Cars up to 6 metres: **48 EUR cash payment** – **22 EUR** BroPass annual subscription

Expected to be repaid by 2033.
Reasons to build the Oresund fixed link

• In the 80’s **European Round Table of Industrialists** at the initiative of Pehr Gyllenhammar, the CEO of Volvo, advocated strongly for a fixed link between Denmark and Sweden

• After the decision to build the bridge the vision of a **common labour and housing market** between Zeeland and Skåne emerged

**Rail freight** in focus

**Regional development** and **commuter travelling** in focus
An amazing project

- Build in time and on budget
- A bonus to get the employees to stay until their last day
- Traffic volumes higher than the traffic forecasts, even though average toll per car is lower
- More train passengers than on the Great Belt link
Intense social dialog during construction phase

- Environmental impact assessment in Denmark and Sweden
- Public relation and information services were seen as critical to get success
- A policy of having credible, open and proactive reports on what happened
- ....also when things went wrong
- as when tunnel segment 12A was dropped
Building in urban area

- 100m wide, 9 km long motorway of the Danish landworks cutted through an urban area
- 250 houses were expropriated
- A local information office with a spokesman of the local community
- The spokesman had direct access to the site manager to solve problems
- Many complains were prevented
Public celebration

- A whole week the public got access to the bridge
- Walking, bicycling and
- A bridge run with 80,000 contestants
- The bridge run has been repeated 6 times
  (2002-2006, 2010)
Thanks!

britt.andresen@oresundsinstituttet.org