



TECHNISCHE
UNIVERSITÄT
WIEN
VIENNA
UNIVERSITY OF
TECHNOLOGY

DIPLOMARBEIT

City-regional Co-operation to strengthen Urban Competitiveness A report on Cross-border Co-operation in the regions of Copenhagen-Malmö and Vienna-Bratislava

ausgeführt zum Zwecke der Erlangung des akademischen Grades
eines Diplom-Ingenieurs unter der Leitung von

ao.Univ.Prof. Mag. Dr. Rudolf Giffinger

E280 - Department für Raumentwicklung, Infrastruktur- und Umweltplanung
Fachbereich für Stadt- und Regionalforschung

eingereicht an der Technischen Universität Wien

Fakultät für Architektur und Raumplanung

von

Christian Fertner

Matrikelnummer 9953186

Röergasse 23 / 7, 1090 Wien

Wien, am 12. Mai 2006

City-regional Co-operation to strengthen Urban Competitiveness

A report on Cross-border Co-operation in the regions of Copenhagen-Malmö and Vienna-Bratislava



Christian Fertner, Vienna, May 2006

Student No. (Mat#) 9953168

Contact

Tel: +43 / 664 37 10 216
E-Mail: christian.fertner@gmx.net
WWW: <http://wohn.heim.at/fertner>

Major supervision at the UT Vienna in Austria by
Rudolf Giffinger, Centre of Regional Science, Department of
Spatial Development, Infrastructure & Environmental
Planning, UT Vienna, Austria

Moreover there was supervision at the KVL in Denmark by
Getrud Jørgensen, Division for Urban and Landscape Studies,
Forest & Landscape Denmark, KVL Frederiksberg, Denmark

Preface

The intention of this master thesis is to complete my studies in urban and regional planning (Raumplanung) at the Vienna University of Technology.

It contains a discussion of new challenges and problems occurring to cities and city-regions in a global competition and therefore strengthens the need for co-operation dealing with new geopolitical situations. Further on, an analysis of different forms of co-operation in cross-border city-regions, by way of two case studies, namely the Copenhagen-Malmö region and the Vienna-Bratislava region was done. These two case studies were chosen because of their special situation (see introduction) and because of existing contacts. Finally the case studies performance in cross-border co-operation was analyzed and general conclusions for cross-border city-regions were done.

The methods used for this work, mainly consist of three approaches: First the evaluation of literature dealing with cities and competitiveness and forms of co-operation; second the analysis of "grey" literature and data about the case study and, as a third approach, interviews with persons of involved institutions or agencies dealing with co-operation in the case study area.

For this thesis a study trip to the Copenhagen-Malmö region was done from October to December 2005. With a scholarship of the UT Vienna and a study agreement at the KVL (Royal Veterinary and Agricultural University, Denmark) in Frederiksberg/Copenhagen it was possible to do analyses and interviews on site. The second part was written back in Vienna.

I want to thank my local supervisor in Denmark at the KVL, Getrud Jørgensen, for a competent and guiding supervision and also for providing a desk at the department. I also want to thank my major supervisor in Vienna at the UT, Rudolf Giffinger, for his supervision and for taking me along to a study trip to Bratislava. Moreover thanks to the persons I interviewed for spending some of their time.

Christian Fertner, May 2006

Index

Preface	1
Index	2
1 Introduction	4
1.1 Context and aim of this thesis	4
1.2 Personal motivation	5
1.3 Structure and methodology	6
PART I : THEORETICAL CONTEXT AND METHODOLOGICAL FRAMEWORK	
2 Cross-Border Co-operation to strengthen Competitiveness	9
2.1 Cities and Competitiveness	9
2.1.1 Origins of competition between cities	9
2.1.2 City-regions in competition	11
2.1.3 How to understand the competitiveness of city-regions	12
2.1.4 Competition on different levels	14
2.2 New City-Regional Strategies	15
2.2.1 Introduction	15
2.2.2 Polycentrism and the entrepreneurial city or complementation and innovation	15
2.2.3 Co-operation as a city-regional strategy	16
2.3 Cross-border Co-operation	17
2.3.1 Trends in cross-border regions	17
2.3.2 Regional co-operation crossing borders	18
2.3.3 How can cross-border co-operation be organised?	18
3 Methodological framework for the analysis	21
3.1 Structure and framework	22
3.1.1 Intensity of political collaboration	22
3.1.2 Participants / actors involved	23
3.1.3 Areas of regional co-operation	24
3.2 Output	25
3.2.1 Integration of the region	25
3.2.2 Performance of the Interreg programme	26
3.3 Interviews	26
PART II : EMPIRICAL ANALYSIS	
4 Cross-border co-operation in a European context	29
4.1 Key concepts for territorial development of the EU (Lisbon/Gothenburg)	29
4.1.1 Lisbon Strategy	29
4.1.2 Gothenburg Strategy	29
4.1.3 Impacts on cross-border co-operation	30
4.2 View on cross-border city-regions from an European spatial development perspective	30
4.3 EU-Funds for cross-border co-operation	32
4.3.1 Interreg in the Copenhagen-Malmö region	33

4.3.1.1	Interreg III A – Öresund	34
4.3.2	Interreg in the Vienna-Bratislava region	36
4.3.2.1	Interreg III A – Austria-Slovak Republic	37
5	Case studies for cross-border co-operation	41
5.1	Copenhagen-Malmö / Öresund region	42
5.1.1	Introduction to the region	42
5.1.1.1	The Öresund region in a regional perspective	43
5.1.1.2	Recent changes and developments of interest in the region	46
5.1.1.3	Overview of planning systems in the region	46
5.1.2	Introduction to city-regional cross-border co-operation in the region	49
5.1.2.1	Actors in cross-border co-operation in the region	49
5.1.2.2	Structure of the political cross-border co-operation in the region	51
5.1.2.3	Examples of other cross-border co-operations in the region	54
5.1.3	Performance of the cross-border co-operation	56
5.1.3.1	Structure and framework	56
5.1.3.2	Output	61
5.2	Vienna-Bratislava region	66
5.2.1	Introduction to the region	66
5.2.1.1	The Vienna-Bratislava region in a regional perspective	67
5.2.1.2	Recent changes and developments of interest in the region	70
5.2.1.3	Overview of planning systems in the region	72
5.2.2	Introduction to city-regional cross-border co-operation in the region	74
5.2.2.1	Actors in cross-border co-operation in the region	74
5.2.2.2	Structure of the political cross-border co-operation in the region	76
5.2.2.3	Examples of other cross-border co-operations in the region	79
5.2.3	Performance of the cross-border co-operation	81
5.2.3.1	Structure and framework	81
5.2.3.2	Output	84
 PART III : SUMMARY AND CONCLUSIONS		
6	Summary and conclusions	91
6.1	Copenhagen-Malmö / Öresund region	91
6.1.1	Summary and conclusions to structure and framework	91
6.1.2	Summary and conclusions to the output	91
6.1.3	Impact of the cross-border co-operation to regional competitiveness	92
6.1.4	Outlook for the cross-border co-operation process	93
6.2	Vienna-Bratislava region	95
6.2.1	Summary and conclusions on structure and framework	95
6.2.2	Summary and conclusions on the output	95
6.2.3	Impact of the cross-border co-operation to regional competitiveness	97
6.2.4	Outlook on the cross-border co-operation process	97
6.3	General conclusions, recommendations and outlook	100
7	Appendix	102
7.1	List of figures	102
7.2	Regional specific names and denotations	103
7.3	References / Literature	103
7.4	Transcriptions of the interviews	107
7.5	Data basis / assortments	120

1 Introduction

1.1 Context and aim of this thesis

Today cities are in competition and compete, internationally, nationally and at the regional level. At the same time cities co-operate through specialisation and exchange of goods and services within an urban system which increasingly crosses national borders. Cross-border co-operation became due to these new conditions in recent years more and more important in Europe. Cities and regions use cross-border co-operation as a strategy for enhancing regional and urban development. Initiatives from the European Union like the Interreg programme have even accelerated this development.

The two case studies represent a special position in comparison with other cross-border regions: They are both cross-border regions within the European Union; they are densely populated with 3.6 resp. 6.4 Mio. or 170 resp. 145 inhabitants per km² (EU 25: 115 inhab/km²) and in both areas are two main cities. Both respective cities are considered as MEGAs by the ESPON¹ and are very close situated to each other (Copenhagen-Malmö 25 km, Vienna-Bratislava 50 km²), but were also separated until recently (Closed borders between Austria and Slovakia until 1989, no fixed link over the Öresund strait until 2000³).

Besides that, the further integration of Europe through the European Union became also a driving force for closer co-operation in cross-border regions. The EU-accession of Austria and Sweden in 1995 and of the Czech Republic, Slovakia and Hungary in 2004 is crucial for the case study areas.

But there are several factors which emphasises a cross-border co-operation and the development of new city-regional concepts. One aim of this thesis is to answer the question:

- ***With which new challenges, problems and changed geopolitical situation are city-regions confronted?***

Key words like globalisation, European integration, urban competitiveness, territorial cohesion and sustainability occur. So another question to answer is:

- ***Why is co-operation and collaboration a tool to enhance competitiveness and which special problems and potentials are connected to cross-border co-operation?***

To get an idea how such concepts can look like in reality it is necessary to focus on case studies.

- ***How are the two case studies dealing with these new challenges, which co-operation strategies do they focus on?***
- ***How is the cross-border co-operation performing in the two case study areas?***

¹ MEGA = Metropolitan European Growth Area, ESPON has defined 76 MEGAs in the ESPON territory (EU 27 + CH + NO), cf. ESPON 1.1.1 2005

² City-centre to city-centre: CPH-MAL 25 km / VIE-BRA 50 km as the crow flies, CPH-MAL 42 km / VIE-BRA 65 km by car (Reference: www.map24.com, October 2005)

³ Remark: This should not be an equation of the Iron Curtain and the missing fixed link over the Öresund, but I want to emphasize the recent changes at the border lines within the case study areas.

Finally, the findings about cross-border city-regional co-operation will be summarized and concluded and general recommendations given. The aim is not to do a comparison of the two case studies but to show how cross-border city-regional concepts and strategies work in different areas. It is to ask the same questions but on different cases.

1.2 Personal motivation

My personal interest in cross-border co-operation was developed during my studies in Vienna. Since the fall of the iron curtain and now due to the EU-accession of these, before 1989 completely closed, countries, co-operation also in terms of spatial planning has become an additional dimension. Cross-border projects are the new challenge, especially for planners in Austria where no point of the country is more than 110 km away from the national border and so from a neighbouring state.

The cross-border region around Vienna and Bratislava has some interesting aspects: It inhabits the closest located capitals to each other in the world with only 50 km situated from each other. There were always strong relations within the region except for the 40 years behind the iron curtain. Many of the old former relations broke down but in recent years they are being built up again. I had my first experience of these new relations around 10 years ago when I went to school in the 10th district of Vienna. There were some classmates, attending the school like me but commuting from Bratislava every day. And it didn't take them much longer to school (around 1 ½ hours) than a girl from my class who was living in the 17th district of Vienna.

I got interest in the cross-border region of Copenhagen and Malmö due to an Erasmus-Semester at the KVL Frederiksberg in Copenhagen. Also here I met people who commute everyday with the train from Malmö to school in Copenhagen. Later I also got to know a guy living in Copenhagen but commuting to Malmö University. For the people in the Copenhagen-Malmö region this might be nothing special, but that makes it even more interesting for me.

These circumstances make these two case studies special and worth to take a closer look on them. The work should not become a comparison of the two co-operation areas but should show how cross-border city-regional concepts and strategies can work in completely different but also somehow similar areas.

1.3 Structure and methodology

The thesis is structured in three major parts. The first part, consisting of chapters 2 and 3, should give a theoretical framework around cross-border co-operation, new city-regional concepts and urban competitiveness and describe the methodological framework for the empirical analysis.

Chapter 2 summarizes problems and challenges with which cities and cross-border city-regions are confronted and how cross-border co-operation is or can be connected to that.

In chapter 3 possible characteristics of cross-border co-operations and description of indicators used will constitute the methodical framework for the analysis of the case studies.

The second part consists of the chapters 4 and 5. The focus now lies on the analysis of a European perspective to cross-border co-operation and followed by an empirical analysis of the two case study areas.

Chapter 4 is contextually split in a general overview of trends in and strategies from the European Union and in a more detailed view of the two case study areas as seen by the EU (and their institutions) regarding especially funds.

In chapter 5 the case studies will be analysed in detail. This chapter is split in three parts: First an introduction to the concerned region, then a look at perspectives on cross-border co-operation from various actors and third a performance analysis on the structure and functioning of the cross-border region.

The third and final part sums up the results found. Chapter 6 will give a summary of the strengths and the weaknesses of the cross-border co-operation within the study areas and will show the different perspectives and approaches to cross-border city-regional co-operation. Finally find a conclusion to its impact on regional competitiveness and an outlook to cross-border co-operation.

For the methodology approach to the work is done in three ways. The first approach is a work on literature about new positioning of cities, new demands and perspectives. Together with literature about competitiveness and co-operation it should give a theoretical frame to work on and go then into more detail with the case studies. The second approach is the evaluation and analysis of so-called "grey" literature. Mainly by using the "Google-Method" it is an evaluation of relevant documents and articles related to the theoretical framework but, even more important, current information related to the case studies. The third, empirical approach will be interviews with experts in the case study areas. This will be people who work in related institutions or who are in charge of or working on projects of interest for this thesis.

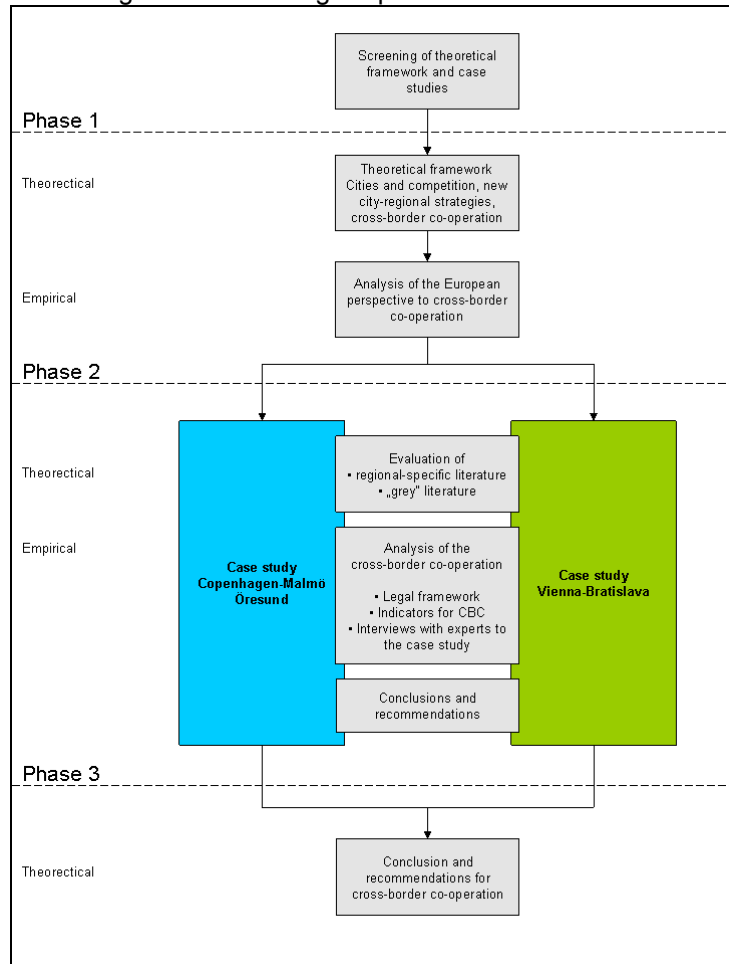
The methodological process can be split in 3 phases. In the first phase the focus lies on the framework around cross-border co-operation and the case studies. A theoretical framework is built up and the perspective of the European Union on cross-border co-operation should accomplish the framework for the case studies.

The second phase consists of the work on the two case studies. With the approaches mentioned before the case studies are analysed and evaluated. The methods for the analysis of the case studies are illustrated in chapter 3. Because of the split of the work in two parts the work on the case studies is not done parallel but one after another.

After both analyses conclusions follow respectively and finally in the third phase general conclusion and recommendations can be done.

The work on the thesis started in August 2005 with first researching. From October till December 2005 the work continued in Copenhagen at the KVL, supported by a scholarship from the UT Vienna. The stay in Copenhagen was necessary to do research for the case study of the Copenhagen-Malmö region as well as interviews with involved persons.

Fig. 1 Methodological procedure of the thesis



Source: Own scheme, based on Aigner/Miosga (1994)

PART I : THEORETICAL CONTEXT AND METHODOLOGICAL FRAMEWORK

2 Cross-Border Co-operation to strengthen Competitiveness

Referring to Begg (1999) and other authors⁴, cities are in competition and compete, internationally, nationally and at the regional level. At the same time cities co-operate through specialisation and exchange of goods and services within an urban system which increasingly crosses national borders. Furthermore co-operation is used to handle common problems like social exclusion or environmental issues due to share experience and establish networks.

This chapter first will illustrate why cities are in competition and how competitiveness related to a city can be understood (2.1), second why it is necessary to develop new city-regional strategies and what approaches there are (2.2) and third what is special when it comes to cross border (2.3).

2.1 Cities and Competitiveness

Independent from their size, location or economic power are cities more and more in competition with each other. This competition is about different factors in different sectors but has almost always the same aim: The city should become an attractive place for business and residence and should play a role of international importance. So competition between cities can be seen as the competition about the attractiveness of cities. Attractiveness can be defined by quality of living in the city and the opportunities for economic development in the city for each single individual.⁵

2.1.1 Origins of competition between cities

Competition between cities (and so the cities' demand for high competitiveness), especially in Europe, is no new phenomenon. It only became obsolete for some time due to the empowerment of the national states⁶, but latest since the increasing internationalisation of the economy and the European integration process the competition between European cities emerged again. Due to the reduction or even fall of market barriers in the EU territory the comparison of cities reached a new level. Products and services with a high centrality orientate no longer on the national city-system but on a continental or global city-system⁷. Former primate cities in the national context now have to compete with other big cities. It can be seen that urban hierarchies are shifting radically, with the result that cities which have been in a comfortable role now are confronted with a rather uncertain development. Furthermore the competition between cities regards not only the cities (i.e. like their administrative borders) but also the region around, their surroundings. The whole functional area connected with the city (see chapter 2.1.2) has to be seen as one unit in the competition between cities.

⁴ cf. Begg 1999, Boddy 1999, Gordon 1999 (in Docherty, Gulliver, Drake 2004); Jensen-Butler et al 1997

⁵ cf. Giffinger et al 2003

⁶ cf. Cheshire 1999, p. 844 cont. (in Giffinger et al 2003)

⁷ cf. Gordon 1999 (in Giffinger et al 2003)

To clear it up, what are the concrete origins of the new emerging competition between cities? Referring Jensen-Butler et al 1997 it can be argued that (1) globalisation, (2) advances in information technology and (3) far-reaching structural changes (i.e. European integration) have altered the terms of competition between cities⁸.

Fig. 2 Origins of the emerging competition between cities

<p>Advances in technology</p>	<p>Technological advances in transport and telecommunication have increased the mobility of private firms and so of jobs as well high-skilled labour. Due to that other demands to places emerge. The pure location of the place loses importance because of the low transport and communication costs. Instead other factors which can show the individual strengths and characteristic specifications of the city and the region, like the socio-cultural milieu, political framework, national and city-regional specialities, win of importance.</p>
<p>Globalisation – Global values and global demands</p>	<p>This point has the same consequences as the first point. But complementary to the increased mobility private firms enlarge their acting area to a global level. Private companies have a grid or list of criteria what they demand from a place of interest and they use the same procedure worldwide. Therefore cities have to compete for this companies and their impact on a global level. This leads to similarities in certain characteristics in competing cities and it's the up mentioned factors where competition between cities takes place.</p>
<p>Structural changes – European / global integration</p>	<p>The reduction or even fall of borders and barriers within the European integration dramatically reduced transport and transaction costs which lead again to a higher mobility of production factors. This is also the aim of the European Union, to create a fully integrated economic area without any barriers so that a high mobility and so higher specialisation is possible. Cities in Europe are in competition with other cities and regions, which are completely different regarding their size, economic power, social structure, location etc. They have to compete with others which show a total different starting position. The integration of the European territory also changes the surroundings of regional centres. Cities which surroundings were former separated by national borders suddenly have to compete with the neighbouring city for purchasing power and jobs. Seen from a global perspective institutions like the WTO with their principles and their agreements (GATT, GATS, TRIPS⁹) or the recent opening of China, and so Chinese cities to the global market, alters the terms of competition between cities.</p>
<p>Needless to say that all three factors do not stand alone but are tied up with another and have influence on each other.</p>	

Source: based on Begg 1999, Giffinger et al 2003, Giffinger 2004

⁸ cf. Begg 1999

⁹ cf. WTO Agreements, http://www.wto.org/english/thewto_e/whatis_e/tif_e/agrm1_e.htm

Summarized we can say that cities become to a certain extent more and more alike. Due that competition increases and changes the fields/areas in which cities compete. The areas, in which competition takes place, are different from city to city and depend on their profile as well as their possibilities. The two case studies are competing on a European scale with other cities about the position in the European city system and so for all kinds of benefit one can get from this. One approach in both regions occurring is to co-operate over the border and so try to create new possibilities and opportunities to increase their position, their attractiveness – their competitiveness.

2.1.2 City-regions in competition

Before speaking about the definition of competitiveness of cities, the term cities should be discussed for short. The size and the functional area of cities of today are not conforming anymore with the administrative borders of the city. The increasing use of the term “city-region” reflects the growing economic significance of the changed relationship between cities and regions.

The relation between cities and regions is mutually reinforcing. Competitive cities create prosperous regions but without regions cities cannot become competitive.

Fig. 3 Key features of the city-region relationship

Cities boost Regions by providing	But Cities rely on Regions for
– A critical mass of public and private knowledge institutions	– Space for major economic and infrastructure projects
– A vibrant environment for knowledge creation and transfer	– A wider range of urban and rural housing options
– Strategic business and financial services	– Distinctive urban centres with niche retail experiences
– The ‘connectivity’ which attracts higher value business functions	– A wider range of business sites and premises
– Highly paid jobs – many of which attract regional commuters	– A wider workforce and skills base
– A concentration of culture, leisure and sport	– Opportunities for countryside leisure
– Transport hubs	– ‘Closest customer’ feedback on reputation and performance
– National and international profiles	

Source: ODPM 2003

So when we talk about competitiveness of cities in the next chapter, the functional area of a city and its surroundings is included in the term. So not only the city is in competition but the whole region. One could call it city-region or functional-urban-area. But it is still one kind of a region which means that the term regional competitiveness also can be applied to city-regions.

2.1.3 How to understand the competitiveness of city-regions

At the micro-economic level there exists a clear understanding of what makes a **firm** competitive. So a definition for a firm's competitiveness can be, to meet the customers' needs more efficiently than other firms. The more competitive a firm is, compared to its competitors, the bigger will be its ability to gain market share while an uncompetitive firm will lose market share and if it remains to do so it will finally go out of business (unless it gets some kind of subsidy or protection). It is questionable, if this definition can be used for cities or regions too.

On the macro-economic level, meaning on the level of **nations**, the concept of competitiveness is not defined clear at all. Economists like Krugman (Martin 2004) say that the concept of national competitiveness is essentially 'meaningless'. He raises some key points which are i.e.

- that it is misleading and incorrect to make an analogy between a nation and a firm (i.e. a nation cannot 'go out of business') or also
- the success of one country or region creates rather than destroys opportunities for others (trade between nations is not a 'zero-sum game') in opposition to firms which gain at the expense of other firms.

On the other hand there is a "consensus view"¹⁰ of macro-economic competitiveness, which recognises that improvements in one nation's economic performance don't have to be at the expense of another's and productivity as one of the central concerns of competitiveness. The definition of the OECD should illustrate this view:

"[Competitiveness] may be defined as the degree to which, under open market conditions, a country can produce goods and services that meet the test of foreign competition while simultaneously maintaining and expanding domestic real income" OECD Programme on technology and the Economy (1992)

Referring to Martin (2004) the following elements of macro-economic competitiveness can be recognised:

- A successful (economic) performance, typically judged in terms of rising living standards or real incomes.
- Open market conditions for the goods and services produced by the nation in question (i.e. there is actual or potential competition from foreign producers).
- Short-term 'competitiveness' should not create imbalances that result in a successful performance becoming unsustainable.

Regional or urban competitiveness and competitiveness of cities are terms which were used more rarely. The competitiveness of a region is not only the sum of its resident individual firms and their interactions, but also in the broader assets and social, economic, institutional and public attributes of the region itself.¹¹ So the concept of regional competitiveness is as much about qualitative factors and conditions as it is about quantifiable attributes and processes. The final target of competitiveness for a region must be welfare and quality of living for its citizens. As these are the final goals to achieve there are certain indicators to measure it like the gross regional product, labour productivity or the employment rate. But the basic criteria which are important to achieve those are much broader and wide

¹⁰ cf. Martin 2004, p. 2-1

¹¹ cf. Martin 2004, p. 7-1

scaled and integrated the whole urban and regional performance. These are factors for long term success, success determinants. The following list shows the broad approach of determinates, formulated by Parkinson (1997):

Fig. 4 Criteria of competitiveness

economic diversity	<ul style="list-style-type: none"> • preferably in the high value added branches and in the exporting or import substitution sectors
supply of skilled human capital	<ul style="list-style-type: none"> • persons/labour forces who can operate in the knowledge and information based industries;
right institutional networks	<ul style="list-style-type: none"> • private industry should be embedded and interlinked with institutions of education, research and politics
right physical environment	<ul style="list-style-type: none"> • high standards for living and working are likely to attract higher qualified mobile labour forces and residents
right social and cultural environment	<ul style="list-style-type: none"> • These soft factors become increasingly important for sustainable development. In particular, economic prosperity cannot be sustained under conditions of inequality and injustice. • Social cohesion and economic competitiveness are mutually sustaining but not mutually exclusive;
good communication networks	<ul style="list-style-type: none"> • A precondition is an adequate physical infrastructure <ul style="list-style-type: none"> ○ on the regional level (different potentials of the city-region) ○ on the international level (for network activities). • Besides infrastructure it is the need for a strategy for the city's positioning in global networks and markets.
institutional capacity	<ul style="list-style-type: none"> • Facing rapid changes in economic and social structures the city should be able to mobilise effectively public, private and community resources in a middle and long term process

Source: Parkinson 1997 (in Giffinger 2003)

Furthermore it should be said, that a problem of defining regional competitiveness is that it is necessary to generalise across various types of regions. One approach could be to define some theoretical types of regions (Martin 2004). Another problem is that regional competitiveness originates from a variety of geographical scales (from local, regional, national and even international levels). So the determination and isolation of precise effects of any individual factor is hardly possible, which makes empirical measurement and analysis of regional competitiveness not easier. Also terms like "quality of life" / "standard of living" are not clearly defined, and thus hard to measure.

So on one hand it is difficult to measure competitiveness. But on the other, certain success determinants for regional competitiveness can be defined. These determinants can be used to qualify a certain project or form of co-operation to its impact on the competitiveness of the concerned region. There is no doubt about that the absolute measurement of the contribution to the competitiveness will not be possible, but a qualified answer to how intense a certain success determinant can be tried to reach. In the conclusion to my case studies I will try to relate the cross-border co-operation these success determinants for regional competitiveness.

2.1.4 Competition on different levels

Which cities are in competition with each other? Jockeying for position between the large financial centres such as London, New York, Tokyo has been recognised for a longer time¹². But the stronger and more developed the three mentioned origins for competition between cities get (i.e. further integration of world economy) the more also smaller cities become part of a European or global positioning of cities and regions and a higher competition between them. Additionally the competition is not restricted to cities with a comparable level regarding size, economic structure, welfare etc., but also dissimilar ones compete with each other in certain key areas.¹³ These are all areas where actors like persons, private firms, institutions can choose between alternative places to realise their aims.

Still there are three stereotypes¹⁴ of cities in competition, depending on their size (regarding the economic agglomeration):

- Former primate cities of single countries which are due to the globalisation more and more in competition with other former primate cities and other big cities of other countries.
- Medium- and small-sized cities as highly specialised economic agglomerations which due to national and regional conditions are increasingly in competition with other specialised locations of different size.
- Regional centres in former border-regions which have to cope with the fall of the border which was a barrier but also a protection. The bigger hinterland causes new potentials but also new competition at least on the regional level.

To anticipate the empirical part it is obvious that regions/cities are often competing on more than one level. In the case of the two study areas it can be said that all three kinds of types are somehow true. Both consist of former primate cities in their country (Copenhagen, Vienna) and highly specialised medium-/small-sized economic agglomerations (i.e. Malmö, Lund, Bratislava, Brno) and, due to the closeness to the border and the fall or the decrease of this barrier recently, also the third type is true for both areas.

¹² cf. Sassen 1991 (in Begg 1999)

¹³ cf. Jensen-Butler 1997, p. 4 (in Giffinger et al 2003)

¹⁴ cf. Giffinger 2004

2.2 New City-Regional Strategies

2.2.1 Introduction

In the former chapter the new challenges, competition between cities, occurring for cities and their regions were discussed. Also the aim to be successful in these challenges, regional competitiveness, has been mentioned.

These demands to cities and regions are relatively new, also because the inability of national-state-based centralised controls are leading to a “decentralisation of decision regarding accumulation” on the regional/local level and the agglomerations themselves are confronted with new demands caused by new socio-economic structural conditions which cannot be met within the municipal borders anymore.¹⁵

Of course, not every city or region is in the same way affected. Some are well-equipped to deal with the new challenges, others have to struggle and need a concrete policy response to help them adapt. The development of a city-regional strategy can be an approach for progress but is not always necessary. But the increasing elaboration of spatial strategic plans and the introduction of new governance and co-operation models in urban development policies show the pressure for being innovative and competitive.

2.2.2 Polycentrism and the entrepreneurial city or complementation and innovation

There are different ways and strategies to achieve competitiveness and to respond to the increasing pressure of competition in a sustainable way. Two major concepts which occur in literature are polycentrism and entrepreneurship.

The concept of polycentrism contributes to competitiveness due to a complementation effect. I.e. at the regional or local scale, polycentricity occurs when two or more cities have functions that complement each other and even more so, if the cities co-operate with each other in order to be able to act jointly as a larger city. At this level, policies for polycentricity stimulate the functional division of labour, as well as the flows and the level of co-operation between neighbouring cities.

At the Interregional or meso level which also applies for the case studies, urban complementarities are important. Two or more cities can complement each other functionally by offering the citizens and companies in their conjoined hinterlands access to urban functions that would usually only be offered by higher-ranking cities. Rather than competing to build up the same urban functions, the ESDP recommends that cities should co-operate by joining existing assets, in particular assets that are complementary.¹⁶ The ESPON mentions the following issues at the respective spatial levels:

- Macro level (Europe): Promote several global integration zones in addition to the Pentagon
- Meso level (inter-regional): Integrate city regions, enhance functional complementarity
- Micro level (intra-regional): Improve economic performance through improved links and better co-operation

¹⁵ cf. Aigner, Miosga 1994, p. 45

¹⁶ cf. ESPON 1.1.1 2005, p. 3

Entrepreneurship regarding cities or “entrepreneurial cities” means that cities are intended to link their local economic policies directly to diverse forms of spatial planning, infrastructure investment and political-economic co-ordination on the metropolitan and regional scale.¹⁷ Referring to Schumpeter¹⁸, entrepreneurship is the creation of opportunities for surplus profit through new combinations or innovation. Following that, Jessop and Sum worked out five fields, in which innovation may occur in the relation to urban form and functions:

1. Creating new types of place or space for producing, servicing, working, consuming, living, etc.
2. New methods to produce such ones
3. Open up / Exploit new markets
4. Identification of new resources of supply
5. Refiguring or redefining the urban hierarchy

In brief we can summarize that the concept of polycentrism increases competitiveness through complementation and the concept of the entrepreneurial city increases competitiveness through innovation. Both concepts have something in common: Co-operation is one way to implement these concepts.

2.2.3 Co-operation as a city-regional strategy

Many cities cannot cope alone with these challenges, because, as mentioned in chapter 2.1.2, the whole functional regions are in competition and each city alone can only deploy limited financial, intellectual and governmental resources. Strategic approaches regarding the positioning of the city in general as well as the fostering of innovation in urban development seems to require interaction, so the co-operation of different actors.

Citing Docherty, Gulliver and Drake brings the why of city-regional co-operation to a point:

Co-operation or collaboration therefore emerges as a potential mechanism through which cities can share their resources, assets and skills so that together they can enhance their combined position in the global economy (Docherty, Gulliver, Drake, 2004, p. 448).

Of course co-operation, as it demands extra expenses, is something which doesn't start just by itself. The most important thing, if co-operation is used as a city-regional strategy to improve the own situation and so competitiveness, is to make benefits visible for all partners respectively. If a partner doesn't see the benefit, he/she understandably prefers to decide about the topic alone and defects from the co-operation. The benefits of partnership working can range from building local consensus and capacity, unlocking land and development potential, place promotion and marketing and creating synergies.

To say it with other words partnerships and co-operation can promise big benefits, bigger than one could achieve by its own. But co-operation is in opposition to other strategies special, because it includes at least two partners who have their own respective interests. Three points should be considered carefully when setting up a co-operation:

- The benefit has to be visible and transparent for all partners
- The goals of the partnership have to be clearly defined
- A detailed arrangement about the division of work (who does what) is necessary to know each others responsibilities

¹⁷ cf. Brenner 2003 (in Giffinger, Tosics, Wimmer 2004)

¹⁸ cf. Jessop and Sum 2000 (in Giffinger, Tosics, Wimmer 2004)

Additional a permanent evaluation is recommended to identify undesirable developments immediately and to ensure a smooth flow of the co-operation.

Certainly co-operation in urban/regional development is more difficult than between enterprises, where the criteria for co-operation are comparatively clear. The goals and aims of urban development policy, -planning, economy and society are often very diverse and partly contrary to each other. The benefit in such co-operations is mostly limited or not at all economically measurable. Also when politics are involved the co-operation can only work when the benefits are visible and communicable in time, because they are depending on the political usage (use for elections etc.).

Hence, co-operation where also the political level is involved is more complicated. Even more complications, but may be also more opportunities for a benefit, puts in the next chapter.

2.3 Cross-border Co-operation

2.3.1 Trends in cross-border regions

To get a short overview to the political development of (cross-) border regions I want to cite Tägil (2000):

Historically, border regions have played a crucial role as factors creating international conflicts and wars. Today border regions can probably in many cases be seen more as promises than threats, both the old, culturally developed regions and the new, functional units, based on the needs of modern society as manifested in the European integration process...

Through decentralisation, previous state prerogatives are transferred to the regions. A growing awareness of people's deep-rooted cultural needs is strengthening the regional identities, sometimes in evident opposition to the state government. We can also notice a deliberate tendency of "region-building", with the ambition to create new regions or to strengthen weak ones. Together, these processes of decentralization, separatism and region building may proceed in parallel and can mobilise mutually supporting forces. This is especially likely in border areas where today co-operating cross-border regions are emerging throughout Europe. Particularly border areas, which are located far from the national centres, will most likely be quick to take advantage of the new circumstances.

Summarized resp. further more, two interlinked trends and their beneficial effects on the development and growth of the European cross-border regions can be determined¹⁹: The lowering of the importance of national barriers with the forthcoming integration of national, regional and local economies, and on the other hand the emergence of new development poles in form of functional regions that cut across administrative borders increasing their competitiveness. Both trends strengthen the demand for cross-border co-operation.

Regarding the content or the issues of current cross-border co-operation, the ESPON 1.1.1 project²⁰ indicates economic issues to be most important:

Results indicate that cross-border regions find it easier to co-operate on economic issues than on spatial development or, surprisingly on transport. Indeed we found only one example of an operational joint strategy that concerned transportation, although

¹⁹ cf. Finka, Žigrai 2004

²⁰ cf. ESPON 1.1.1 (2005), p. 198

there are developments that indicate the beginning of some such forms of co-operation... The picture may change over the next few years however, as almost all joint plans had only been developed in the last couple of years.

So the current development trends in border regions like the minor importance of national borders and therefore the increasing functional interlinking of them strengthen the demand and the recognition for cross-border co-operation where the main issues deal with economic tasks than with spatial development or transport.

2.3.2 Regional co-operation crossing borders

As already mentioned in the former chapter: There are certain criteria and conditions, which has to be fulfilled that regional co-operation can be successful. Regarding cross-border co-operation a fundamental precondition is that a shared recognition of the need for, or the purposes of, co-operation is present in the concerned area. This recognition can arise due to different triggers (Norden 2004):

- common environmental or planning problem or on the basis of disputes concerning the location or execution of projects
- utilisation of obvious advantages and opportunities – i.e. due rationalisation, common perceptions, regional marketing etc.
- external incentives by way of financial, labour resources, political or other types of declarations

The already existing complications of “ordinary” co-operation, when it is involving public institutions as regions or cities, are increasing when the co-operation additional stretches over national borders. More heterogenic factors come together due to different because of different political and judicial systems, economic situations, different culture, language etc. Cross-border co-operation has to create a much higher benefit to justify the higher expenses which have to be done. That is also why the mentioned shared recognition of the need of co-operation is so important for cross-border co-operation. Of course cross-border co-operation can also promise a big benefit when it works. Differences can be transformed into strengths of the region, new impulses, higher potential for innovation, opportunities to increase the regional competitiveness.

2.3.3 How can cross-border co-operation be organised?

In case of cross-border regions it is often a political initiative which starts up co-operation in a more or less interlinked cross-border region; therefore the political actors have a special importance.²¹

The political co-operation can be structured different. It depends on the demands of the situation or the problem and of course also on the will of the politicians involved. Like most other actors they are only willing to co-operate when the benefit for them is clearly visible. This can either be an improvement of the situation for people from the own region/municipality, then they can gain new voters, or an improvement of regions/municipals budget situation through i.e. sharing duties. Besides this also the legal framework around (i.e. national legislation) takes an influence, especially when the co-operation is getting more intensive.

²¹ cf. ÖROK 2005

For the organisation of cross-border co-operation, two strands are determining: The working approach and the depth of regulation in which the working takes place.

The approaches to partnerships can be seen to be either deliberative/strategic (strategic co-operation) or operational/instrumental (selective co-operation) in purpose. The first relates to partnership working that operates in a strategic or agenda setting level of policy development, while the second focuses on partnership activity that is designed around the implementation or delivery of specific programmes of action.²²

The depth of regulation within a partnership is something which can mostly not be achieved from the start but during ongoing co-operation. The depth of regulation of the partnership work is defined by border-institutional frameworks. There are three institutional frameworks for cross-border co-operation, cited from Östhol (2000):

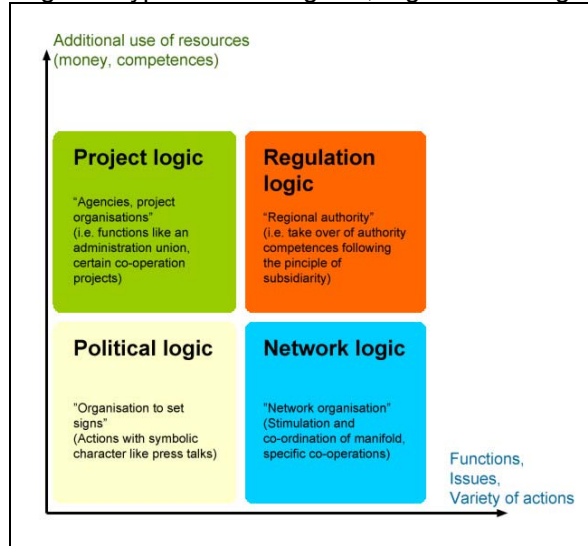
- **Commissions**
are inter-governmental in their outlook. They may pave the way for further cross-border co-operation by co-ordinating policies in various sectors that harm a border region. It is very common that working groups are created on important issues...
- **Regionalisation**
The degree of autonomy in a region may be defined explicitly by constitutional permissions... Financial powers and incomes from taxes are not sufficient. There has to be a combination of resources, judicial and political powers. For instance by the forming of democratically directly or indirectly elected assemblies, representing both sides of the border or federations whose members are municipalities... In order to be effective, regions will have to combine their competence in these fields with their own resources. Without a proper mixture of legal, political and financial capacity, regionalisation is not sufficient to enhance prospects for cross-border co-operation... Needless to say domestic regionalisation does not have the capacity to undo national borders.
- **Supra-national-programming**
... Several programs within the EU have been very successful in encouraging cross-border co-operation. The most instrumental measures for achieving so-called region building are the INTERREG programmes, Tacis, Article 10, and PHARE. Particularly under the influence of Article 10 and INTERREG cross-border co-operation has increased dramatically since the beginning of the 1990s (Östhol 1996)... It has enabled actors to join and formulate common objectives... The INTERREG-program has proved uncontroversial in the sense that it does not upset national interests. Thereby it has successfully created synergies by matching local, regional and national resources in innovative ways. In fact, in the most successful cases all levels of government have learned that they have common interests to pursue. The other great advantage is that the programmes focus directly on border transcending activities and not on the redistribution of money from one location to another.

These forms of broader institutional frameworks for cross-border co-operation may serve the end of cross-border co-operation. However, the depth of regulations in these approaches is crucial for the appearance and the performance of cross-border co-operation.

²² cf. ESPON 1.1.1, 2005, p. 182

So on one hand, co-operation can be selective or strategic, on the other it can have a different depth of regulation. In a graph from the ÖROK-study “Europaregionen”²³, the two strands are combined to point out four organisation logics of cross-border regions:

Fig. 5 Types of Euroregions, organisation logic



Source: ÖROK 2005

- The “**Political logic**” as essential basis of cross-border regional co-operation, to set signs for co-operation to the regional actors
- The “**Regulation logic**” to achieve (formally) binding commitments
- The “**Project logic**” to work on specific problems in a very focused manner and to test co-operation
- The “**Network logic**” to integrate, activate and support many different actors

None of the four logics is should stand alone in cross-border regions, a combination of all seems to be necessary and the intensity of collaboration in the respective logics is responsible for the long term success of the co-operation.

For the methodology these different aspects of characteristics have to be taken in consideration and analysed with a focus on the intensity of co-operation in the various

²³ cf. ÖROK 2005, p. 20 cont.

3 Methodological framework for the analysis

This chapter provides the framework and methods for the analysis of the case studies. The analysis is based on three approaches:

1. **Qualified analysis** of the structure and the framework of the cross-border co-operation
2. **Quantified analysis** of the output of the cross-border co-operation, the integration of the region
3. And **complementary** to this qualitative interviews with involved people

Fig. 6 General assessment scheme for the performance of regional co-operation

<p>Structure and framework</p> <p>Institutional structure and framework for co-operation</p> <p>1.1 Intensity of political cross-border co-operations</p> <p>1.2 Participants in the cross-border co-operations</p> <p>1.3 Focus areas of the cross-border co-operations</p>	<p>Output</p> <p>Regional integration / Outcome of cross-border projects</p> <p>2.1 Indicators of regional integration (commuting, migration, student exchange)</p> <p>2.2 Performance of the Interreg programme (Generated money, approved projects)</p>
<p><i>Qualitative approach</i></p>	<p><i>Quantitative approach</i></p>
<p>Performance analysis of the case study and conclusions</p> <p><i>Factors, trends, problems, potentials, outlook for CBC</i></p>	
<p>Complementary approach</p>	
<p>Expert views and opinions, “border stories” based on</p> <p>Additional assessment through interviews</p>	

Source: Own approach

Regarding the quantitative approach, it is not possible to relate certain indicators of regional integration (i.e. increase of commuting in a period) or even specific indicators of competitiveness like growth of GDP to certain cross-border co-operations or certain projects.

Docherty, Gulliver and Drake (2004) bring it to the point:

The sequential nature of the process of building meaningful collaborative relationships in practice, which is compounded by the time and resources consumed in developing and managing the learning process between key people and institutions, underlines the inherent difficulty in measuring and allocating the potential benefits.

Therefore it is necessary to seek for another approach. For this work the entire trend of cross-border co-operations and integration in the region will be analysed and used to make up a picture of the performance of the region.

For this analysis the focus will lie on few points which shall show a significant picture of the cross-border co-operation. There are always more possibilities to show the performance of cross-border co-operation, but for means of simplification and extent of the work, only the following points will be assessed, for each case study respectively:

1. Structure and framework

- 1.1 Intensity of political cross-border co-operation
- 1.2 Participants in the cross-border co-operation
- 1.3 Focus areas of the cross-border co-operation

2. Output

- 2.1 Indicators of regional integration (commuting, migration, student exchange)
- 2.2 Performance of the Interreg programme (Generated money, approved projects)

After the performance analysis a summary of the results and conclusions to the further development of the case study follows. Finally the results of this assessment will be summarized and set into reference to the **criteria of competitiveness** mentioned in chapter 2.1.3.


3.1 Structure and framework

This qualitative approach is to analyse the structure of cross-border co-operation in the concerned region. It will help to demonstrate the institutional capacities and competences as well as the use of them.

3.1.1 Intensity of political collaboration

The first focus lies on the intensity of existing political co-operations. As already mentioned in chapter 2.3.3, co-operation can be organised different. On one hand it can be selective or strategic; on the other it can have a different depth of regulation. Combining the various characteristics of collaboration, a table showing the steps in intensity in collaboration can be drawn like done by Docherty, Gulliver, Drake (2004):

Fig. 7 The collaboration continuum

Increasing intensity of collaboration 			
Networking	Co-ordination	Co-operation	Collaboration
Dialogue and common understanding	Exploring shared needs and potential for co-ordination	Share resources to address common issues	Build interdependent system to address issues and opportunities
Loose/flexible links	Central body of people as communication hub	Central body of people consists of decision makers	Consensus used in shared decision making; resources and joint budgets are developed
Non-hierarchical	Facilitative leaders	Links formal with written agreement	Ideas and decisions equally shared
Minimal decision making	Complex decision making	Autonomous leadership but with group decision making in central and subgroups	Leadership high, trust level high, productivity high
Informal communication	Formal communication within the central group	Communication is common and prioritized	Highly developed communication system

Source: Docherty, Gulliver, Drake (2004), p. 450 after Himmelman 1996

As collaboration is more than simple networking, it can be plotted in this continuum of intensity. At the one end lies simple institutional networking with symbolic initiatives. Following that, the links get more concrete through the development of co-operative events and joint institutional arrangements. Consequently the next step involves the review of city activities and policies to prevent damaging competition or duplication of efforts. When new policies and strategies are designed and implemented from the outset with these objectives in mind which demands joint allocation and share of resources, the relationship can be called collaboration.

In the case studies this table will be used to qualify the existing political co-operations and to show the grade and the advancement in the co-operative structures. On the other hand it is also suitable to point out the absence of intensive co-operation in certain areas.

3.1.2 Participants / actors involved

The different co-operations can also be evaluated from the perspective of involvement. Which actors are involved, which not, where are further potentials?

Actors in cross-border co-operation can be

- Administration
- Politicians
- Representatives from the business/economic sector
- Science/Research/Educational Institutions
- Civil society (NGOs)
- Intermediary institutions, agencies (i.e. business agency, labour unions)

But how can the participation of certain actors be analysed? One approach I want to use for the Copenhagen-Malmö case study is to show the leading actors in Interreg projects. In an Interreg project there always has to be one responsible leader organization including a contact person for the project. The leading partner, also often the initiator of the project, is an important actor in the project and so for cross-border co-operation.

Another source for participants in cross-border co-operations are the regions website or other websites about the region with an informational character to the in- and outside.

3.1.3 Areas of regional co-operation

Prior to discussions about forms and characteristics of co-operations, areas of regional planning and so of potential areas for city-regional and cross-border co-operations have to be pointed out. In general a lot can be imagined as a reasonable area where improvements could be done through co-operation. Of course this is different from case to case. In some regions it is necessary to co-operate in a certain case in others totally pointless.

To get a general scheme of areas the publication of ARL²⁴ (Academy for spatial research and planning) from 1998 shows an obvious structure. It points out nine areas (and sub-areas) which are relevant for regional development and so areas of co-operation if the region consists of more than one administrative unit which is the case in 100 % of cross-border regions.

For a further analysis of case studies, a summary and a complementation of cross-border specifics is necessary. 9 major areas of regional co-operation seem to be appropriate and interesting to look at not only in cross-border regions. This summing up is necessary to keep the analysis at an adequate size and clear up results.

I'm aware of the fact that there are different views on how certain areas of regional development can be arranged and summarized. This assembly is only what I will use for the assessment of the case studies. It should include all possible areas of co-operation in a reasonable arrangement but not be a ranking of importance. The importance of a certain area very much depends on the focus and the approach of co-operation as well as the regional conditions:

Fig. 8 Areas of regional co-operation for the analysis of the case studies

Areas of regional co-operation		Key words
SUP	Superior goals and aims of the regional co-operation	<i>Regional development perspective, vision for co-operation</i>
REG	Regional administration	<i>Mutual, combined institutions for dealing with tasks of regional importance</i>
INFO	Representation to the in- and outside	<i>Information campaigns, statistics, regional marketing, tourism</i>
SOC	Social integration, regional identity, culture	<i>Segregation, cohesion, cultural activities, media</i>
SET	Settlements, housing	<i>Development and control of land use</i>
ENV	Environment and health	<i>Nature protection, development of green areas, health services</i>
INFRA	Traffic & infrastructure	<i>Regional traffic concepts, supply and waste management</i>
ECON	Trade & economy	<i>Labour market, business environment</i>
EDU	Education, research and science	<i>Knowledge transfer, education networks, science clusters</i>

Source: Own assembly

²⁴ ARL (Academy of Spatial Research and Planning) 1998, p. 10 ff

This list will be used in the case studies to do a statement on the focus of the region's co-operation. On one hand it can be used to analyse the current integration status by finding indicators and assess the area with them. On the other hand it is possible to analyse the major focus of the current cross-border co-operation (CBC) by allocating CBC-projects to the areas and to show areas where there is a lack of co-operation.

3.2 Output

To describe the process of integration and the outcome of cross-border co-operation, many questions like

- What are the development trends of concerned cross-border region?
- How have changes in infrastructure affected mobility of people and goods?
- How much has cross-border commuting increased?
- Are people settling on the other side?
- Are people seeking jobs on the other side?
- How does the economic integration progress?
- Do scientists cooperate?
- What are the key incentives for citizens to utilize opportunities of jobs, studies and housing across the border?

arise. In the quantitative approach the analysis focuses on two points: First the integration in the region itself via analysing indicators for integration and second the performance of the Interreg programme, in which all bigger cross-border projects are involved.

3.2.1 Integration of the region

For the integration of the region, two indicators seem to be very relevant as they give a strong statement on interregional exchange:

- The development of **commuting** from one side to the other
- The development of **migration** from one side to the other

Both indicators should be shown by their development over time in the recent relevant years. Also some figures about commuting and migration to other regions have to be mentioned to qualify the indicators.

Besides these two, I also would like to have a look at the interregional exchange of students. First because I am myself a student and therefore have an interest in this from my personal background and second because integration is something which is often based on young people (i.e. European integration through the Erasmus programme). Therefore the following indicator is added:

- The development of **students' enrolment** coming from one side, studying on the other side of the region.

3.2.2 Performance of the Interreg programme

It is not possible in this analysis to filter the certain outcome of projects and put it in numbers. But a possible approach comes from the other side by qualifying the Interreg programmes for the concerned regions.

The quantitative questions to the performance of the Interreg programmes which can give an impression on the performance are:

- How much money has been generated for cross-border projects?
- How many projects were approved?

Both answers will be set in comparison to past Interreg programmes including an outlook for the next Interreg resp. cross-border programming phase.

3.3 Interviews

The third approach is a complementary one to the first two. Complementary to the findings of qualify able and quantifiable data, in-depth interviews have been conducted with policy-makers and experts. As this analysis is focusing on city-regions, interview partners were chosen from local and regional administrations and agencies and by their involvement in or knowledge of the respective cross-border region.

The interviews should round up and consolidate the outcomes and supply information which is not available via another way, at least not in a reasonable time. Also the aspect of opinion or views of the cross-border co-operation (i.e. problems or trends seen by the certain person) are best to assess by interviews.

The interviews were done in a qualitative way with questions for guidance. The guiding questions for the interview focus on the structure and the functioning of cross-border co-operation (CBC) in the region. The following are general questions of interest and were adapted and adjusted for each interview respectively:

- What meaning has CBC for the concerned city / organization (how important is the topic of CBC)?
- Which changes occurred due to CBC for the administration and the region itself?
- In which CBC-activities is the city / organization involved?
- How important is the Interreg programme for CBC in the region?
- What are the problems, limits of CBC in the region today or in the future?
- What do you think is the outlook for CBC in the region, and in particular for the city / organization?

The final performance analysis for the respective case studies integrates the outcomes of the interviews in the first two approaches. Details about the interviewed persons are listed in the beginning of chapter 5 and in the appendix where also the transcriptions of the interviews can be found.

PART II : EMPIRICAL ANALYSIS

4 Cross-border co-operation in a European context

Before going into detail by way of case studies, a look on the European level seems to be necessary. Cross-border co-operation is something which is closely connected to the European integration process. The question what influence the EU and its institutions and programmes have on cross-border co-operation in general and on the two case studies should be answered in this chapter.

4.1 Key concepts for territorial development of the EU (Lisbon/Gothenburg)

To understand further developments in regions in Europe, it is necessary to know about the two key concepts of the EU-policy regarding the development of the territory of the EU.

The two strategies are on one hand the complex economic concept of competition (Lisbon Strategy) and on the other hand the even more complex concept of sustainable development (Gothenburg Strategy).

4.1.1 Lisbon Strategy

The Lisbon Strategy deals with the low productivity and stagnation of economic growth in the EU, through the formulation of various policy initiatives which should be taken by all EU member states and the objectives are to be attained by 2010.

The European Council adopted the Strategy in 2000 in Lisbon for a 10-years period with the aim, broadly spoken, at making "the EU the world's most dynamic and competitive economy" by the 2010 deadline. The main fields are economic, social, and environmental renewal and sustainability.

The strategy understands a stronger economy as a tool to drive job creation in the EU, alongside social and environmental policies that ensure sustainable development and social inclusion, which will themselves drive economic growth even further.²⁵

In the review of the Lisbon Strategy in 2004 the concept of sustainable development and territorial cohesion, mentioned by in the Gothenburg Strategy, has been added. So now there is actually one strategy with including the two central concepts. However, the aims of the Gothenburg Strategy developed in 2001 shall be mentioned here.

4.1.2 Gothenburg Strategy

In June 2001, the European Council at Gothenburg discussed a strategy for Sustainable Development proposed by the European Commission ("A sustainable Europe for a better world: A European strategy for Sustainable Development") This strategy proposed measures to deal with important threats to our well being, such as climate change, poverty, and emerging health risks, which had been identified in a consultation paper in March 2001.

²⁵ cf. Wikipedia, http://en.wikipedia.org/wiki/Lisbon_Strategy, October 2005

The EU is also committed to promote Sustainable Development at the global level. A second paper covering external policies was adopted by the Commission in February 2002, adding a global dimension to the EU strategy ("Towards a global partnership for Sustainable Development").

The Gothenburg Strategy's goal is the transition towards more sustainable development in the European Union. This should be achieved by structural changes in economy and society, but also in the way to develop and implement certain policies. It requires active participation of all sectors and groups (Community institutions, the Member States, the private and the non-governmental sectors and local authorities) to achieve its aims.²⁶

4.1.3 Impacts on cross-border co-operation

The two strategies, or now one strategy but still with two goals, take their influence on regional or urban development (and also on cross-border integration) through the EU and their programmes. With the tool of legislation and in particular subsidies (through programmes like Interreg) the EU influences regional development in Europe.

The EU institutions bind their actions to their strategies and sets binding conditions to project (co-) financing which are related to the key concepts of territorial development of the EU. Of course, these concepts are defined very broad so it gives, and is also supposed to do so, only a framework for cross-border co-operation co-financed by the EU.

So the two concepts of competitiveness and sustainable development are major ones, not only for the EU but also for the regions and there especially for regions benefiting from EU programmes which are also cross-border regions.

4.2 View on cross-border city-regions from an European spatial development perspective

The European Spatial Development Perspective offers besides a very descriptive part also something called policy options. These options are some kind of the softest measures one can do, but still, due to the agreement of all ministers for spatial planning of the EU in 1999, it was a common consensus for the future development of the EU territory at this time.

The purpose of the ESDP is to create a common reference framework for the member states and the EU commission in order to co-ordinate EU sectoral policies with spatial impacts and national planning strategies towards common objectives.

There are 4 options (paragraph 79) which are relevant to cross-border co-operation:

Option 1: Strengthening of several larger zones of global economic integration in the EU ... through transnational spatial development strategies

Option 3: Promoting integrated spatial development strategies for city clusters ... within the framework of transnational and cross-border co-operation ...

Option 4: Strengthening co-operation on particular topics in the field of spatial development through cross-border and transnational networks.

Option 5: Promoting co-operation at regional, cross-border and transnational level ...

²⁶ cf. EU Commission, http://www.europa.eu.int/comm/sustainable/pages/strategy_en.htm, October 2005

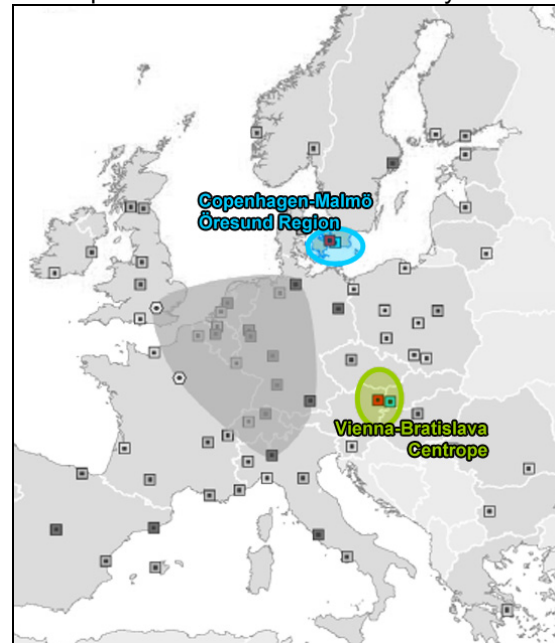
Especially the last point, Option 5, is an obvious message to the member states to promote and start up cross-border co-operation.

The policy options' application forms are mentioned in chapter 4 where it also says, that co-operation beyond borders plays a key role for applying the ESDP because a great number of development tasks can only be solved with satisfaction through cross-border co-operation with local governments.²⁷

Especially for European wide cohesion and a balanced territory, (cross-border) co-operation is seen as an instrument to steer against the territorial concentration of economic power in the European "Pentagon" (space between London, Hamburg, Munich, Milan and Paris) and to support polycentric development – a major aim of the ESDP and also its follow-up programme ESPON.

The ESDP and also ESPON, provide basis data and advices for decision-making for the EU sectoral policies. Hence the direct influence of the ESDP to city-regions comes through EU policies, all ahead through the structural policy and its sub funds and initiatives. Secondly the ESDP takes an influence through national and regional policies which adopt the guidelines of the ESDP.²⁸

Fig. 9 The "European Pentagon of competitiveness" and the two study areas



Source: ESPON 1.1.1 (2005) with own supplementations

²⁷ cf. ESDP 1999, p. 42 (paragraph 180)

²⁸ Currently the ESPON 2.3.1 project assesses the application of the ESDP in the member states.

4.3 EU-Funds for cross-border co-operation

The relevant fund for cross-border co-operation from the EU is of course the community initiative Interreg III which covers the period from 2000 – 2006. Interreg III is financed by the European Regional Development Fund (ERDF) which is one out of four structural funds²⁹.

The history of Interreg can be traced back to 1988/89. Following the approval of the new statutory instrument of the ERDF in December 1988, a series of 14 groups of pilot schemes on cross-border co-operation were started in 1989. These pilot schemes were funded by a budget of ECU 21 million. In July 1990 the European Commission decided to set up Interreg, and between 1991 and 1993 Interreg (later to be called Interreg I) was allocated ECU 1.08 billion by the European Union. The succeeding Interreg II covered the period 1994 – 1999 and was covered with ECU 3.5 billion.³⁰

The Interreg III initiative is made up of 3 strands and has a total budget of EUR 4.9 billion. It receives co-financing from the Commission and the Member States. The ERDF contribution will not exceed 75 % of the total programme cost in Objective 1 regions and 50 % elsewhere.³¹

- **Strand A, cross-border co-operation**
Cross-border cooperation between adjacent regions aims to develop cross-border social and economic centres through common development strategies.
- Strand B, transnational co-operation
Transnational cooperation involving national, regional and local authorities aims to promote better integration within the Union through the formation of large groups of European regions.
- Strand C, interregional co-operation
Interregional cooperation aims to improve the effectiveness of regional development policies and instruments through large-scale information exchange and sharing of experience (networks).
- Other programmes under Art. 53 of the Guidelines: ESPON, INTERACT

The most relevant strand for cross-border co-operation is Strand A which takes also the biggest part of the Interreg III resources. 67 % of the total budget or EUR 3.3 billion are used for the Interreg III A Strand.

The Interreg III A Strand consists of 64 programmes (cross-border regions). For the case studies are 6 Interreg III A programmes of relevance (see chapters 4.3.1 and 4.3.2). Five programmes concern the cross-border co-operation in the Vienna-Bratislava region and its close proximity including the countries Austria, Czech Republic, Hungary and the Slovak Republic. While in the Copenhagen-Malmö region only one programme which is relevant for cross-border co-operation exists.

²⁹ European Commission, Structural Funds, http://www.europa.eu.int/comm/regional_policy/funds/prord/sf_en.htm

³⁰ European Border Regions Database, <http://www.ifg.dk/boreas>

³¹ European Commission, Interreg, http://europa.eu.int/comm/regional_policy/interreg3

The, on the first sight advantageous, existence of five Interreg programmes in the Vienna-Bratislava region has to be put into perspective. First of all the five programmes don't cover the same area, only parts overlap and intersect. Also the area of the five Interreg programmes is bigger than the, anyway not very clear defined, Vienna-Bratislava region. Hence, only parts of these five programmes are relevant for the case study area.

On the other hand in the Copenhagen-Malmö case only one programme exists and the whole programme is focused on co-operation over the Öresund. This allows a very strong integration of the one programme in the cross-border activities with clearer forms of competences, authorities and responsibilities.

For the next funding period (2007 – 2013) the EU decided to restructure the structural funds. Regarding fund for cross-border co-operation this implies, that in the new period the whole Interreg initiative will be integrated as one of three future objectives of the ERDF called "European territorial co-operation" (2.44 % of the total ERDF) whereof 77 % (1.88 % of ERDF) of the objective's funds will be dedicated to cross-border co-operation.

To compare: In the period 2000 – 2006 EUR 3.27 billion were dedicated to cross-border co-operation, in the period 2007 – 2013 this amount shall increase to EUR 5.82 billion.³²

4.3.1 Interreg in the Copenhagen-Malmö region

The Copenhagen-Malmö region participates in total at four Interreg programmes.

Fig. 10 Interreg programmes where the Öresund region is included

Initiatives (programme period 2000 – 2006) In mio. Euro	Total cost	thereof EU contribution (ERDF)
Interreg III A – Öresund	61.68	30.84
Interreg III B – Baltic Sea Region (D-DK-FIN-S-Third countries)	186.51	97.11
Interreg III B – North Sea Region	254.44	129.22
Interreg III C – North Zone	53.52	32.81

Source: European Commission, Inforegio

The Interreg III A – Storstrøms Amt and Ostholstein-Lübeck programme is actually also taking place in a part of the Öresund region. But due to completely different orientation (CBC between Denmark and Germany) and the not inclusion of the Copenhagen area it is practically irrelevant for the case study. For cross-border co-operation – whereon this work is focusing – the most relevant Interreg Strand is Strand A and for the Copenhagen-Malmö region the relevant programme is Interreg III A – Öresund.

³² cf. European Commission, DG Regio 2001 and 2006

4.3.1.1 Interreg III A – Öresund

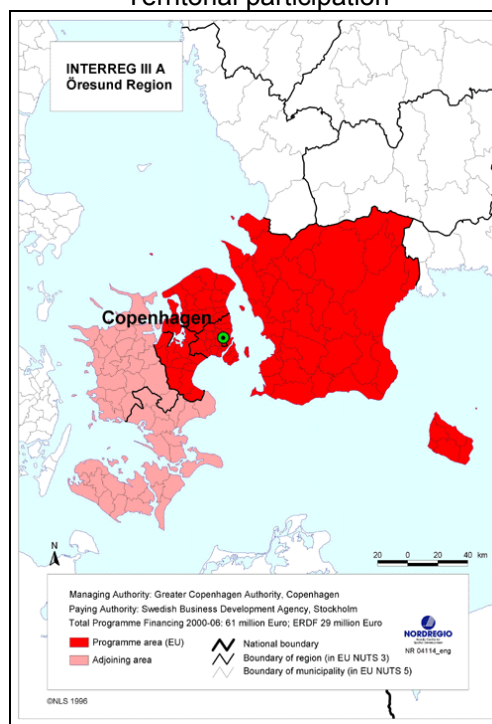
The Interreg III A – Öresund programme succeeds the Interreg II A – Öresund programme which ran from 1994 to 1999 and carried out around 120 projects.

The current programme period runs from 2000 to 2006. The contribution of the EU comes up to 30 mio. Euro which means a total investment in projects of around 60 mio. Euro because Denmark and Sweden have to contribute at least the same amount to the projects like the EU does.

The programming area has a population of about 3.5 million and covers an area of some 21,000 km².

Compared to the previous Interreg II A programme the area covered has been widened to include a further three Danish counties. The county Roskilde is full integrated. The other two counties, West Zealand and Storstrøm, are also part of the programme but are only allowed to acquire a maximum of 20 % of the Interreg resources.

Fig. 11 Interreg III A – Öresund – Territorial participation



Source: Nordregio

Interreg III A – Öresund – Priorities/Measures

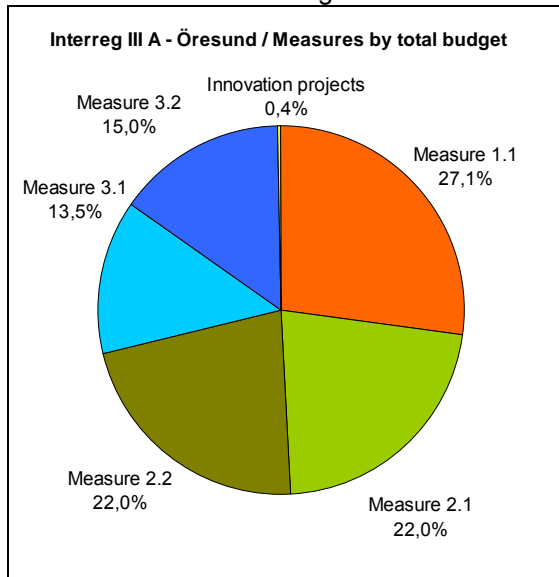
The main objectives of the programme are to foster economic development and co-operation in the region. Four main priorities have been identified by the European Union. To them five measures were defined by the Interreg-secretary of the region (integrated in the Öresund Committee, see next page Interreg III A – Öresund – Organisation):

- 1: Administrative and physical structures. Key actions concern the minimisation of cross-border barriers and the creation of structures, institutions and networks that will stimulate common facilities in the region.
 - **Measure 1.1 Administrative and physical structures**
- 2: Economic and social functional region. Key actions concern co-operation in the field of education and employment in order to create a common market for regional businesses
 - **Measure 2.1 Cross-border functionality and regional development**
 - **Measure 2.2 Cross-border education and skills development**
- 3: Cohesion and “pulling power”. This priority aims to contribute to the process of social integration of citizens by promoting the common cultural heritage.
 - **Measure 3.1 Cohesion and regional information**
 - **Measure 3.2 Marketing and attractiveness**
- 4: Technical assistance

In total there are five measures where projects can apply to in the Öresund region if we exclude the point for Technical assistance which is the administrative set up of the Interreg programme.

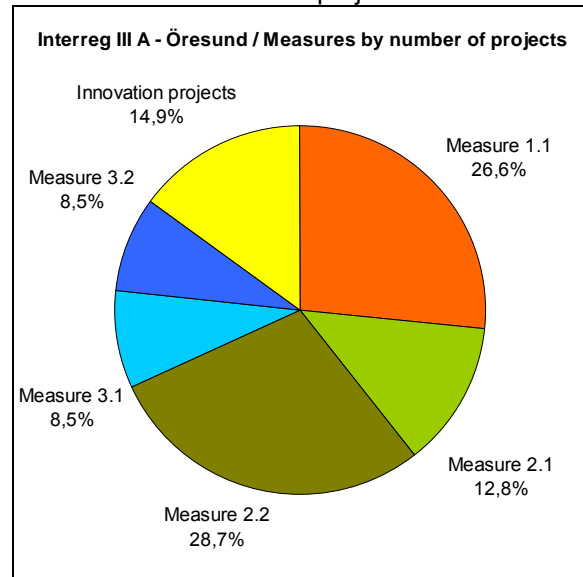
The following graphs show the allocation of projects (approved projects until October 2005) to the different priorities. Once by the amount of the total budget allocated to the priorities, once by the number of projects allocated to the priorities.

Fig. 12 Interreg III A – Öresund / Measures by total budget



Source: Öresundskomiteen 2005

Fig. 13 Interreg III A – Öresund / Measures by number of projects



Source: Öresundskomiteen 2005

The share of the different measures compared to the total budget is quite balanced allocated (excluding Innovation projects). Concerning the number of projects the measures 1.1 and 2.2 would make up two thirds if the innovation projects would not be taken into account. The category of innovation projects was implemented by the Interreg-secretary to foster a faster handling of small projects. These projects are projects with a small budget - max 150,000 SEK, of which EU-support can be 50% at a maximum 75,000 SEK and a short project period (max. 6 months).

Until October 2005, 94 projects have been approved which got 84 % of the total budget granted. Compared to the Interreg II A – Öresund programme, which ran from 1994 – 1999, approx. the same number of approved projects (120) can be expected. But in opposition to that the total budget has increased from around EUR 28 mio. to EUR 62 mio.. This means that the projects of this programme period have a much bigger budget respectively than in the period before. This could be interpreted as a change from the phase of “developing contacts and getting to know each other”-projects (which usually demands smaller resources) to a phase with more concrete and bigger co-operation projects.

Interreg III A – Öresund – Organisation

HUR, the Greater Copenhagen Authority, is the managing authority for the Interreg III A programme. HUR has the overall responsibility for an effective and correct management and implementation of the programme.

NUTEK, the Swedish Business Development Agency, is the paying authority and responsible for receiving funds from the EU and for paying the funds to the project lead partners.

HUR has delegated management tasks to the programme secretariat in Öresundskomiteen. The programme secretariat is among other things responsible for contacts with potential applicants, programme guidance, handling applications as well as recommendations to Interreg III A udvalget, the Interreg III A Working Group and regionale beslutningsgruppe, the Steering Committee.

The implementation of the Interreg III A programme for the Öresund region is lead by a Monitoring Committee, with representatives from national authorities, regional authorities, cross-border organizations, labour market authorities as well as representatives from equality and environmental organizations. The European Commission participates as an observer in the monitoring committee.

4.3.2 Interreg in the Vienna-Bratislava region

There is no common consensus on the spatial dimension of the Vienna-Bratislava region. A complicating factor is that there are not 2 but 4 national states in very close proximity to each other. Therefore a big variety of Interreg programmes are covering parts of the region.

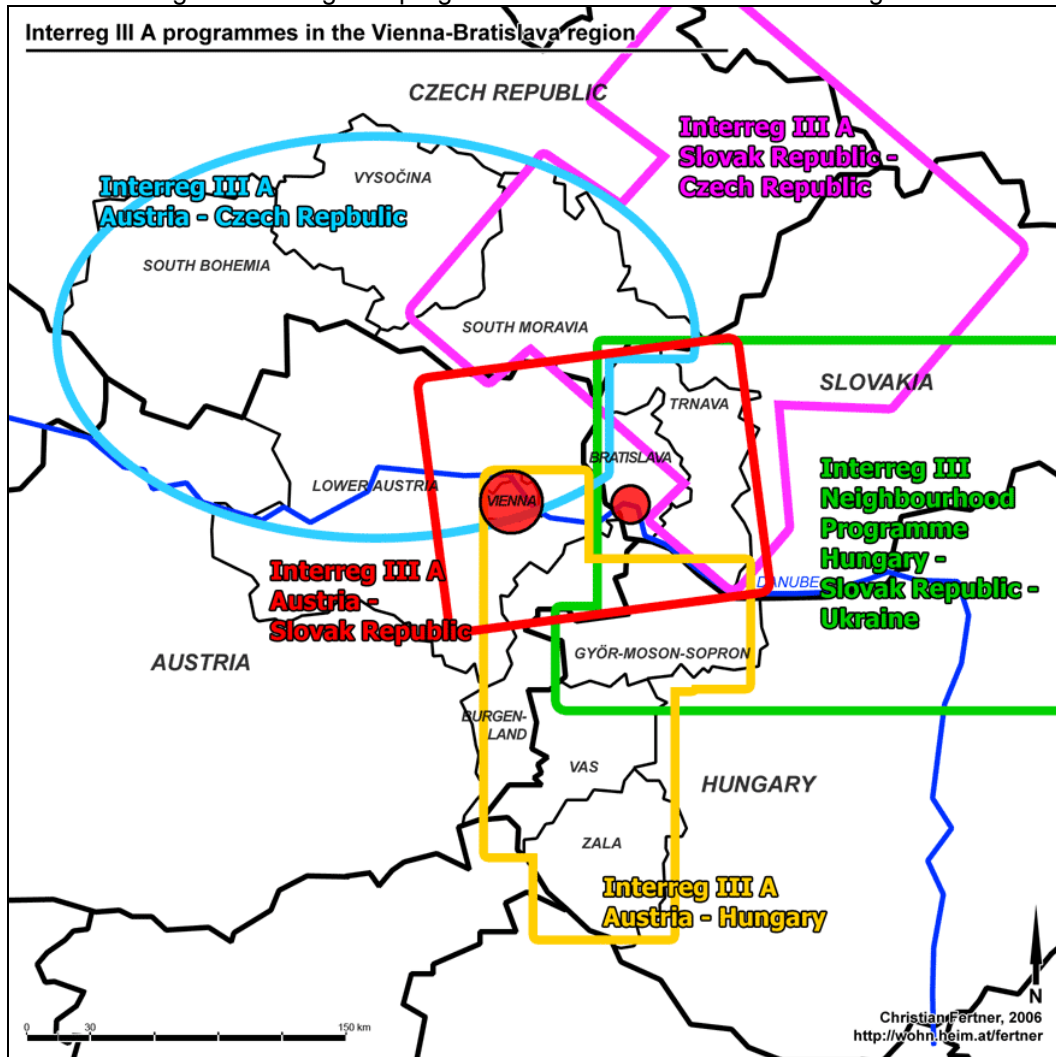
Fig. 14 Interreg programmes where the Vienna-Bratislava region is (partially) included

Initiatives (programme period 2000 – 2006) <i>In mio. Euro</i>	Total cost	thereof EU contribution (ERDF)	PHARE CBC for new member countries additional till the accession
Interreg III A – PHARE CBC - Austria / Czech Republic	69.23	38.27	16.00
Interreg III A – PHARE CBC - Austria / Hungary	77.00	41.52	30.00
Interreg III A – PHARE CBC - Austria / Slovak Republic	67.97	37.15	18.00
Interreg III A – Slovak Republic / Czech Republic (from 2004)	18.22	13.67	-
Interreg III Neighbourhood Programme Hungary / Slovak Republic / Ukraine (from 2004)	31.73	23.80	-
Interreg III B - CADSES	237.48	128.72	-
Interreg III C - East Zone	98.57	59.81	-

Source: European Commission, Inforegio, 2006

At present there are 5 Interreg programmes for cross-border co-operation (partially) covering the region with a total cost of 264 million Euros. The new member states in the region (Czech Republic, Hungary and the Slovak Republic) joined the Interreg programme first after their accession in 2004. Before that time cross-border co-operation was co-financed by the PHARE programme.

Fig. 15 Interreg III A programmes in the Vienna-Bratislava region



Source: Own graphic

The A strand programmes where Austria is participating also existed already in the Interreg II phase.

Despite the variety of programmes in the region, only one covers the city of Vienna as well as the city of Bratislava which are certainly the most important players in the region. Therefore this programme is the most important for the Vienna-Bratislava region.

4.3.2.1 Interreg III A – Austria-Slovak Republic

The Interreg III A – Austria-Slovak Republic programme is the smallest (by value) programme in the region with Austrian participation. Nevertheless it might be the programme with the highest dynamic because of the inclusion of the two big cities of the region, Vienna and Bratislava.

The core Interreg III A – AT-SK programming area covers 15.017 km² and has a population of more than 3.5 million. By size and population as well as by the cost of the programme it has quite the same dimensions as the Interreg III A – Öresund programme.

As the other Interreg III A programmes with Austrian participation, also this one had a predecessor. The Interreg II A – AT-SK programme ran from 1995 to 1999 with a total budget of 16 million Euros (thereof 5.5 million Euros EU contribution). The major area of intervention was economic development and co-operation. Since the Slovak Republic was not member of the EU at that time, the eligible areas of the programme were limited to the Austrian regions of Burgenland, Lower Austria and Vienna.³³

But also on the Slovak side co-financing for cross-border co-operation was available at this time. The PHARE programme for Slovakia contributed 12 million Euros to CBC from 1995 to 2000, whereof 6 million Euros were used for CBC projects for the Austrian/Slovak border.³⁴

Fig. 16 Interreg III A – AT-SR



Source: ÖIR

Interreg III A – Austria-Slovak Republic – Priorities/Measures

In this Interreg programme six main priorities have been defined and 13 measures:

- 1: Cross-border economic co-operation
 - **Measure 1.1 Development and support of business sites and business service infrastructure in border areas**
 - **Measure 1.2 Cross-border co-operation of enterprises (SMEs) and counselling and support for cross-border business activities**
 - **Measure 1.3 Tourism and leisure**
- 2: Accessibility
 - **Measure 2.1 Improvement of cross-border transport and telecommunication infrastructure**
 - **Measure 2.2 Transport organisation, planning and logistics**
- 3: Cross-border organisational structures and networks
 - **Measure 3.1 Support of cross-border organisational structures and development of networks**
 - **Measure 3.2 Micro-projects including people-to-people actions and small pilots**

³³ http://europa.eu.int/comm/regional_policy/reg_prog/po/prog_440.htm

³⁴ http://www.europa.sk/test/funds/phare_en/phare_success.html, 4 April 2006

- 4: Human resources
 - **Measure 4.1 Development of regional labour markets within the context of EU enlargement**
 - **Measure 4.2 Development of co-operation and infrastructure in the fields of education, training and science**

- 5: Sustainable spatial and environmental development
 - **Measure 5.1 Resource management, technical infrastructure and renewable energy supply**
 - **Measure 5.2 Measures for nature and environmental protection including national and nature parks**
 - **Measure 5.3 Cross-border spatial development in rural and urban areas**

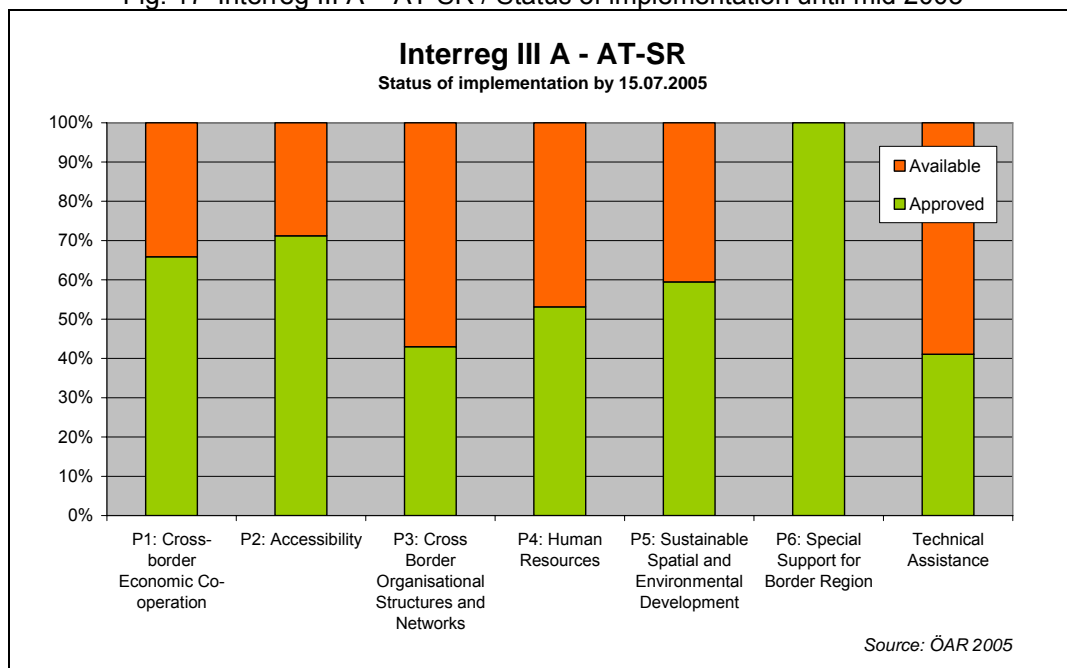
- 6: Special support for border regions
 - **Measure 6.1 Special support for border regions**

- Technical assistance (employed in all priorities)

Until mid 2005, most resources and money were used for the priorities 1 (economic co-operation, 25.1 %), 2 (accessibility 28.0 %) and 5 (sustainable development 21.4 %). These priorities are also those with the biggest share of the total budget (23 %, 24 % and 22 % respectively).

In total almost 2/3 of the budget has been approved for projects four years after the programme started (so also after 2/3 of the programme period). Priority 3 (Cross-border Organisational Structures and Networks) is the priority where most resources relative to its total budget are still available, around 57 % of the total budget have been available at this point in time. The budget for the priority with the smallest budget, priority 6 (special support for border regions) had already been exhausted after the half-time of the programme.

Fig. 17 Interreg III A – AT-SR / Status of implementation until mid 2005



Source: ÖAR 2005

Interreg III A – Austria-Slovak Republic – Organisation

In opposition to the Interreg III A Öresund programme, the so called “lead partner principle” has not been applied yet in the Interreg III A AT-SR programme or in the other programmes with the new member states in the region. This is mainly caused by different starting points of the programmes. In Austria the implementation of Interreg III started in 2000 and, even before, structures were developed through the Interreg II programmes from 1995, while the new member states just started after their accession in May 2004 to work with Interreg. Until now there are different ways to apply for Interreg money for Austrian applicants than for applicants from the Slovak Republic.

The managing authority for the whole programme is the Austrian federal chancellery office which delegated the daily work to a Joint Technical Secretariat (JTS) run by ÖIR, a regional development institute in Vienna. In Slovakia a National contact point (NCP) is located at the Ministry of Construction and Regional Development (MoCRD) at the Department of realisation of cross-border programmes. The NCP should support the JTS and also to the National authority for the programme in Slovakia which is also placed at the MoCRD. Projects from both countries have to be approved by the Joint Steering Committees, only for small projects (micro-project fund) the JTS or the National authority decides by itself.³⁵

In opposition to other Interreg III A programmes like the one for the Öresund region, it is currently not necessary or also not possible to have one project leader, who is responsible for the implementation of the project on both sides (lead partner concept). At the moment there are four different kinds of projects:

- **Joint projects** – It comes closest to lead partner projects, although there are still to project leaders on each side, but the project has to be implemented at the same time on both sides
- **Mirror projects** – The project doesn't have to be implemented at the same time on both sides. I.e. projects which were already done in Austria due to the earlier programme start can be done later in the Slovak Republic.
- **Complementary projects** – Project which are complementary to projects on the other side.
- **Other/Single projects** – A single project applicant without a partner project on the other side. This category is mainly for small pilot projects with a cross-border impact.

³⁵ cf. Interview with Branke Frková, chapter 7.4.7

5 Case studies for cross-border co-operation

General information regarding the elaboration of the case studies

As mentioned in the introduction, the work on the Copenhagen-Malmö case study was done within a two and a half months stay in the concerned region. Besides various resources like regional literature and “grey-literature” (see appendix 7.3), discussions with my local supervisor Gertrud Jørgensen and just experiencing the region, an important part contributing to the case study analysis were interviews with experts in the region.

Also for the Vienna-Bratislava case study interviews were conducted as well as discussions with my supervisor Rudolf Giffinger and with colleagues at the university.

The interviewed persons were chosen by their former or current work field in the respective institution or agency. The organizations chosen are of crucial importance for cross-border co-operation in the respective region.

The following persons were chosen to interview for reason of their former or current work field in the respective institution. The institutions chosen are one of the most important political actors regarding cross-border co-operation in the Öresund region.

Fig. 18 Interview partners, Copenhagen-Malmö region

<i>Level</i>	Denmark	Sweden
<i>Regional</i>	HUR Jan Engel on 05/12/2005	Region Skåne Josefine Majewski on 24/11/2005
<i>Local</i>	City of Copenhagen Øystein Leonardsen on 05/12/2005	City of Malmö Åsa Simonsson on 18/11/2005
<i>Cross-border agency</i>	Öresundskomiteen Jarl Zinn on 01/12/2005	

Fig. 19 Interview partners, Vienna-Bratislava region

<i>Level</i>	Austria	Slovak Republic
<i>Regional/National</i>	PGO Hannes Schulz short telephone interview on 07/03/2006	Ministry of Construction and Regional Development Branka Frkova on 24/02/2006
<i>Local/Regional</i>	City of Vienna Alfred Dorner on 27/02/2006	City of Bratislava Pavel Duriancik and Karin Lexmann on 23/02/2006

The transcribed interviews can be found in the appendix (7.4).

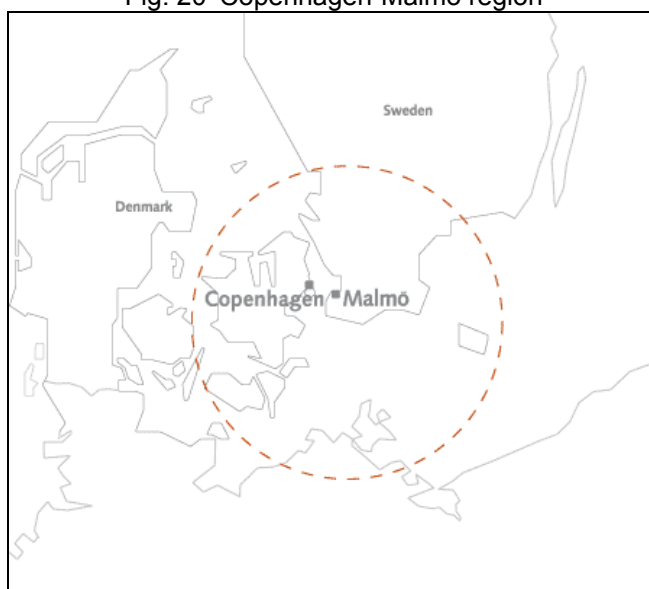
5.1 Copenhagen-Malmö / Öresund region

5.1.1 Introduction to the region

Copenhagen is the capital of Denmark. Malmö is the third biggest city in Sweden. Between them is a water strait connecting the East Sea with the North Sea, called Öresund. Therefore the region around those two cities is usually called the Öresund region. But of course there is different understanding of how far this region stretches. Today if somebody speaks from the Öresund region, normally the Danish island of Zealand (where Copenhagen is located), and the Swedish region of Skåne are meant. In political or statistical understanding the Danish islands of Falster and Lolland in the south and the island of Bornholm in the east are also considered as parts of the Öresund region. The region includes besides Copenhagen and Malmö also the other important cities like Lund, Roskilde or Helsingborg and Helsingør.

350 years ago this region was not a border region. Skåne was a part of Denmark. In 1658 Skåne was turned over to Sweden, and the Öresund region was split up into parts of two national states. In shorter history the region came into people's mind again with the political decision of the construction of the fixed link in 1991. The proximity between the Swedish and the Danish coasts in along the Öresund had encouraged plans to build a link over the sound since 1872. But the world wars and the occasional focus on inner links in Denmark had hindered an earlier construction. However, in the summer of 2000 the construction of the fixed link was finished and opened for traffic.

Fig. 20 Copenhagen-Malmö region



Source: Öresund Logistics, with own supplementations

Because of today's common understanding of the region's extent, also due to the territorial aspect of the Interreg III A – Öresund programme (see chapter 4.3.1.1), I will also include the whole Öresund region in my case study but not only the more closer area between Copenhagen and Malmö.

Today the Öresund region has about 3.6 million inhabitants whereas the major concentration of population is in the two big cities and in their surrounding area. The regional labour force is about 1.7 million, 1.2 million on the Danish and 0.5 million on the Swedish side. The Öresund region produces 26 % of the combined GNP of Denmark and Sweden. In the region are 14 universities with 140,000 students, 6,500 PhD students and 10,000 researchers. The regions economic focus is on medicine/health, IT, food products and environment/energy. In 2004 ca. 28 million persons crossed the Öresund, whereas 16.7 million of them used the Öresund Bridge. Passenger traffic has increased with 46 % since 1999. Around 10,000 persons travel regularly (daily or at least once a week) over the Öresund. In the year 2004 ca. 2900 persons migrated from the Danish side of the region to the Swedish which is a fivefold compared to 1998. In the other direction it was around 1,400.

The major language in Denmark is Danish and in Sweden Swedish. But due to the close relation of the two languages they are so similar, that Swedes and Danes can talk their own language and still understand each other if they have a little practice.

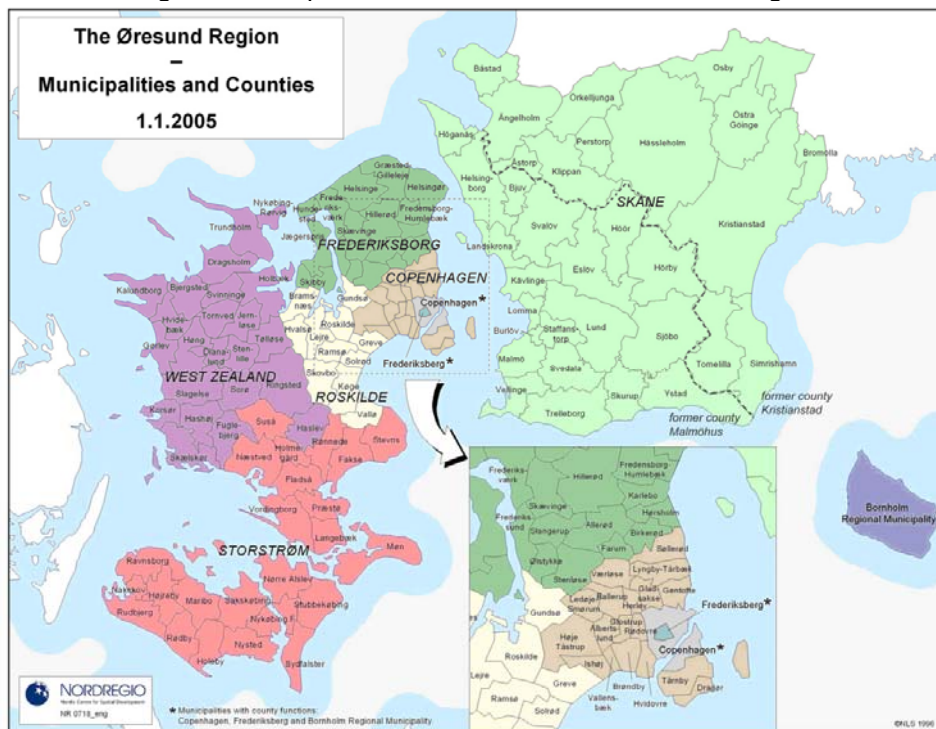
5.1.1.1 The Öresund region in a regional perspective

The territorial meaning of the term Öresund region changed several times. Today it includes the Danish islands of Sjælland (Zealand), Lolland and Falster as well as Bornholm and the Swedish region Skåne (Scania).

Skåne consists of one county divided into 33 municipalities. The Danish area is made of eight political units: The city of Copenhagen and the city of Frederiksberg, which are not included in Denmark's county structure, and six counties, Copenhagen, Frederiksberg, Roskilde, West Zealand, Storstrøm and Bornholm. These six counties are further divided into 99 municipalities. Before 1999, the Danish rural counties of Storstrøm, Vestsjælland and Bornholm County were not part of the Öresund region as well as the north-eastern part of Skåne, Län Kristianstad. In 1999 the counties Malmöhus and Kristianstad merged to Region Skåne so the eastern part of Skåne was then also included in the Öresund region.

In 2007 Denmark will carry out a change of administrative borders which has also effect on the political units on the Danish side of the Öresund region. See chapter 5.1.1.3.

Fig. 21 Municipalities and Counties in the Öresund region



Source: Nordregio 2005, own supplementation

The Öresund region, as it is defined today, has 3.6 million inhabitants, whereas 1.2 million live on the Swedish and 2.4 million on the Danish side of the region. The size of the region is around 21,000 km² – 10,000 km² are on Danish territory (22.8 % of whole Denmark) and 11,000 km² on Swedish territory (2.5 % of whole Sweden).

Fig. 22 Population in the Öresund region by 2004

Denmark	5.411,405	Sweden	9.011,392
City of Copenhagen	502,362	Skåne county	1.160,919
City of Frederiksberg	91,886		
Copenhagen county	618,237		
Frederiksborg county	375,705		
Roskilde county	239,049		
West Zealand county	304,761		
Storstrøm county	262,144		
Regional municipality Bornholm	43,347		
Öresund DK	2.437,491	Öresund SE	1.160,919
Öresund region		3.598.410	
<i>Copenhagen & Malmö</i>			
Greater Copenhagen	1.212,485	Malmö	269,142
Capital Region DK (Greater metropolitan region around CPH)	1.827,239	Greater Malmö (Malmö, Lund, Trelleborg etc.)	540,487

Source: Danmarks Statistik, Statistics Sweden, Ørestat

The statistical definition Greater Malmö includes the municipalities of Malmö, Lund, Trelleborg and some remaining municipalities. Greater Copenhagen includes the City of Copenhagen, the city of Frederiksberg and Copenhagen County. The term Capital Region DK includes the Greater Copenhagen area as well as the counties of Frederiksborg and Roskilde.

Fig. 23 Urban areas in the closer Öresund region



Source: HUR Regionplan 2005, own supplementations

The regional product in the region is of course highest in the urban agglomerations. The city of Copenhagen has therefore the highest GDP in the region. It should be considered, that the city of Copenhagen is only the densest part of the Greater Copenhagen area. The GDP per capita to current prices for whole Denmark as for whole Sweden was around EUR 33,000 in 2001. The difference in the regional GDP between the city of Copenhagen and the city Malmö is 50 % and therefore is an incentive for commuting from Malmö to Copenhagen in general and for Danes to move to Sweden for cheaper housing, but commute to Copenhagen for higher wages in particular.

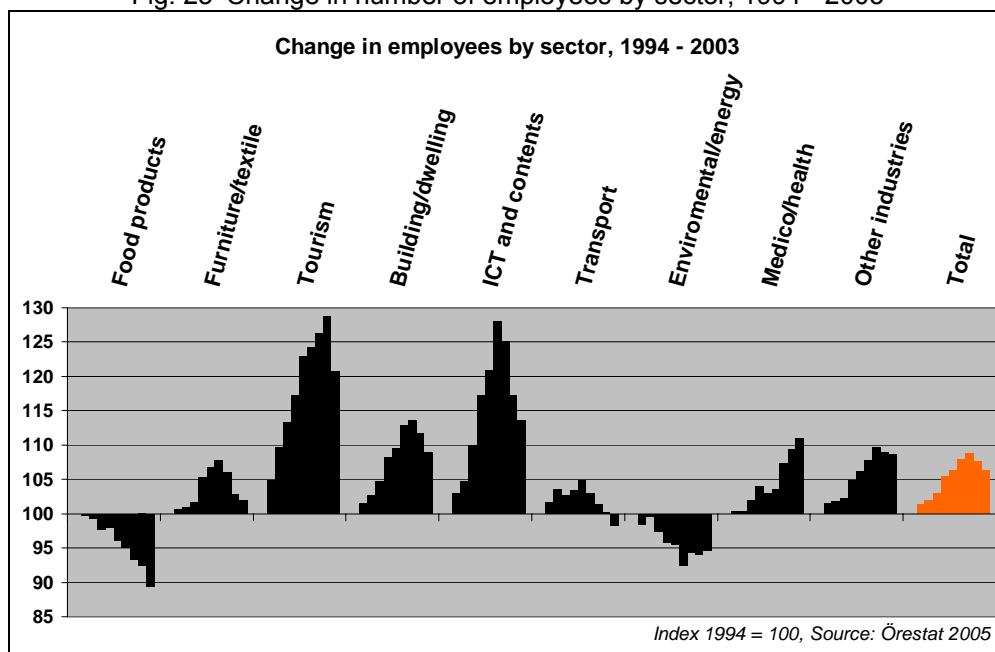
Fig. 24 GDP in the Öresund region

Regional GDP per capita, at prices 2004, in EUR					
	Copenhagen	Zealand	Öresund region	Skåne	Malmö
1997	51,000	31,000	30,000	23,000	29,000
1999	53,000	33,000	32,000	25,000	30,000
2001	59,000	36,000	35,000	26,000	33,000

Source: Københavns Kommune, Malmö stad 2004

Regarding employment, the upwards trend of the number of employees in region from the second half of the nineties stopped in 2001. The development of the region's focal economic sectors (medicine/health, IT, food products and environment/energy according to the Øresund Science Region) is quite different as also reported by the OECD in 2003. The development in tourism, the building sector and ICT is still good, although all have experienced a backlash recently. The medicine/health sector is the only one with a stable upwards trend but having in mind that it hasn't reached the increase level like the sectors mentioned before yet. The other two focus sectors, food and environment, experienced negative employment growth rates from 1994 to 2003 in the region.

Fig. 25 Change in number of employees by sector, 1994 - 2003



Source: Örestat 2005

5.1.1.2 Recent changes and developments of interest in the region

Since the beginning of the 1990ties the region around Copenhagen is on the rise, after a not so well going economic period in the 1980ties. Since the beginning of the 1990ties some major developments took place in the region. On one hand important political changes happened and on the other, influenced by the political changes, major infrastructure projects were undertaken.

From 1974 the Greater Copenhagen Council, which was a border organization for the Greater Copenhagen like HUR is today, existed. This council was abolished in 1989 and regional planning obligations were decentralised to the counties in the Copenhagen area did their own plans. Ironically in the beginning of the period of the new autonomy of the 5 counties, major decisions for infrastructure and urban development were taken, also from the national level, to ensure Copenhagen's position economically. Some examples are:

- Construction of a fixed link from Copenhagen to Malmö
- Improvement of access to the airport and extension of the airport
- Expansion and modernization of public transport system of the region, like the Metro
- Development of a new city development area called Örestad
- Development of the harbour area

More recent also on the Swedish side were also some projects of regional importance undertaken like for example the city-tunnel in Malmö, which will improve the railway connection from the bridge to the city centre of Malmö.

In the end of the nineties the demand for a regional authority in Denmark became stronger again and HUR, the Greater Copenhagen Authority started its activities in 2000. The establishment of Region Skåne in 1999 formed a regional counter-body on the Swedish side. Although, compared to HUR, Region Skåne has only minor powers it is a forerunner regarding Swedish regionalisation.

Regional authorities, besides delegated bodies from the national level, have no tradition in Sweden. The strengthening of the regional powers can simplify and launch cross-border co-ordination and co-operation. The high activity of the two regional bodies in cross-border co-operation can also be seen by the ranking of leaders in Interreg projects where both are in the Top 3 (see chapter 5.1.3.1, Fig. 32). Currently it seems like the regional level will be weakened again on the Danish side. See next chapter.

5.1.1.3 Overview of planning systems in the region

There is no formal joint spatial development strategy in the Copenhagen/Malmö area or the Öresund region. Formal planning co-operation across the municipalities at each side of the border mainly takes the form of planning hearings of planning proposals prepared by the different municipalities.³⁶

³⁶ cf. ESPON 2.3.1, 2005

Planning system in Denmark

The Danish planning system is regulated in the planning act from 1992 (revised in 2002) which was based on the planning reform from 1975. The spatial planning system is simple and clear and strongly decentralizes the delegation of responsibility. The municipal councils are responsible for comprehensive municipal planning, detailed local planning and permits for construction and changes in land use in rural zones. The 13 regional planning authorities are responsible for regional planning. The Minister for the Environment may influence decentralized planning through national planning initiatives. The state may veto the planning of municipalities and regional planning authorities to uphold national interests.

Fig. 26 The Danish planning policy framework

Level	Institution	Instrument	Legal effect
National	Ministry of environment, department for spatial planning	National planning reports National planning directives	Advisory guidelines Binding for the regional and local authorities
Regional	13 counties + regional municipality of Bornholm + cities of Copenhagen and Frederiksberg which also have regional competences	Regional plans	Binding for the regional and local authorities
Local	271 Municipalities	Municipal plans Binding local / neighbourhood plans	Binding for the local authorities Binding for the landowners

Source: European Commission 1999b, updated

Denmark has around 5.4 million inhabitants, so the average size of a county is about 340,000 and for municipalities 20,000 inhabitants. The competences are clear allocated on all levels from the ministry till the concerned municipality. The authorities on the respected level have to orient always on existing plans from the level above when they make plans.

From 2007 Denmark will accomplish a structural reform. Several municipalities will be merged to bigger ones (especially in the western part of Denmark) so that the number will decrease from 271 to 98. The counties will be closed down. Instead for them regions (regioner) will be constituted. On the Danish side of the Öresund region the cities of Copenhagen and Ferderiksberg as well as the counties Copenhagen and Frederiksborg will become Region Hovedstaden (Capital Region) and the counties of Roskilde, West Zealand and Storstrøm will become Region Sjælland (Region Zealand)

The main impact of this reform besides territorial changes will be that the municipal level will increase its competences, the regional level will be highly degraded (health care as mainly sole responsibility – status more similar to Swedish counties) and the national level stays strong.

Planning system in Sweden

In Sweden the municipalities have the main responsibility for planning of land use, which is actually a planning monopoly. Changes in the land use can only be done on the basis of a plan from the municipality. Even the national state cannot (apart from a few exceptions) do changes in land use if this is not in line with the municipal plans. The municipalities have (again apart from a few exceptions) a veto right in planning questions.

Fig. 27 The Swedish planning policy framework

Level	Institution	Instrument	Legal effect
National	Ministry of environment and ministry of economy	National acting programmes	If legislation act then binding, apart from that advisory guidelines
Regional	21 county administrative boards (länsstyrelser) + 18 county parliaments (landsting) + 2 elected regions + Other regional planning organs	Volunteer regional plans (regional development strategies)	Not binding for regional or local authorities
Local	289 Municipalities	Land use plans Designation of areas Building-up plans Plot plans	Only guiding Binding for authorities and private land owners

Source: ARL 2001

Sweden has around 9 million inhabitants, so the average size of regions is about 430,000 and of municipalities 30,000 inhabitants (wide deviations).

The Swedish provinces are traditional regional institutions from the national level. Their prior duty is, besides respecting any regional characteristics, to make sure that national politics are implemented in the provinces and to handle topics which would be too costly at the municipal level (major topic is health and medical service).

Due to no legal election of the provinces, a discussion about a reform of the regional democracy is going on. Currently in several provinces pilot projects (försöksregioner) were started to test how competences can be delegated to provinces. Also Region Skåne is one of these pilot projects. It was created by the merging of two provinces (Kristianstad and Malmöhus) and has, in opposition to the provinces, elected representatives.

Impact on the case study

Although the Danish system becomes with the reform process more similar to the Swedish system, a complication of regional cross-border co-operation as it is a major focus for the Öresundskomiteen (see chapter 5.1.2.2) can be expected. The municipalities get stronger; it will become harder to co-ordinate cross-border issues which are concerning the more than one municipality and to find compromises or even consensuses – the current approach in the Öresundskomiteen to make decisions.

From this point of view the reform process makes a restructuring of the Öresundskomiteen or the regional political cross-border co-operation indispensable.

5.1.2 Introduction to city-regional cross-border co-operation in the region

5.1.2.1 Actors in cross-border co-operation in the region

In the Öresund region exists a vast number of organizations, institutions, agencies etc. dealing with cross-border co-operation (see Fig. 28). Some are existing organizations dealing with cross-border co-operation; others were set up by regional organizations only for the purpose of cross-border co-operation.

Also the involvement in cross-border co-operation of the actors is different. Some are involved in the Interreg programme (i.e. NUTEK as paying authority, the Öresundskomiteen as the programme secretariat), some in political platforms (i.e. Region Skåne in the Öresundskomiteen) some in special cross-border co-operations (i.e. universities in the Øresundsuniversitet or regional NGOs in the Förening Öresund).

The cross-border co-operations listed in the middle column of Fig. 28 are taken from the Website www.oresundsinfo.org (see also appendix 7.5), the official website of the Öresund region. Also included in this figure at the stakeholders columns are members of the Öresundskomiteen and general representatives of the different sectors.

Due to the big number of actors and projects in cross-border issues, it is not possible to give a few of all activities. The list with actors given on the Öresund region's homepage seemed to be a good source in regards of including the major actors and activities. It should be noticed, that the project level, like for example the Interreg projects which sometimes also create further organizations and so actors out of the project, is not included in the figure to keep it manageable.

The major political authorities in the region and so also for cross-border co-operation are for sure the two major cities, Copenhagen and Malmö, and the two regional authorities, HUR and Region Skåne.

HUR, Hovedstadens Udviklingsråd – Greater Copenhagen Authority

From 1974 to 1989 the Greater Copenhagen Council existed, which was a border organization for Greater Copenhagen. After its abolition there was no common organisation or institution dealing with regional planning in the Greater Copenhagen area for 11 years. Finally in 2000, the Greater Copenhagen Authority (HUR) was established and is a regional organization governed by the politicians from the Copenhagen County, Frederiksborg and Roskilde and the cities of Copenhagen and Frederiksberg. The organization's core areas are public transport, regional and traffic planning, Öresund co-ordination and development, industrial policy, tourism and culture.

Region of Skåne

The Region Skåne was formed in 1999 by merging the county council of Malmö and the county council of Kristianstad as well as the health and medical services of the City of Malmö. Region Skåne has no spatial planning competences but it acts as a co-ordinator in regional development (including trade and industry, environment, promotion of investment, public transport, culture and health).

City of Copenhagen

Copenhagen is one of only three Danish municipalities which do not belong to any of the Counties of Denmark. Copenhagen has therefore competences of a municipal as well as of a county. In 2000 Copenhagen and Malmö agreed on a common vision for both cities.

City of Malmö

Malmö is the largest city in Skåne and is located 20 kilometres east of Copenhagen. A major target of Malmö's international action plan is to strengthen cohesion and co-operation in the Öresund region.

Fig. 28 Participants in cross-border co-operation in the Öresund region

Danish participants		Swedish participants	
Stakeholders	Regional organisations	Cross-border co-operations	Regional organisations
<p><i>Political Actors in the Öresundsregionen:</i> Bornholms Regionskommune Frederiksberg Amt Københavns Amt Roskilde Amt Storstrøms Amt Vestsjællands Amt Frederiksberg Kommune Københavns Kommune DK government as observer</p>	<p>Hovedstadens Udviklingsråd – HUR (Greater Copenhagen Authority) Copenhagen Capacity (Official investment agency of Greater Copenhagen) Wonderful Copenhagen (Official convention and visitors bureau of Copenhagen)</p>	<p>Öresundskomiteen HH-samarbejdet København-Malmö samarbejdet Øresunddirekt (info) Sund Velkomst (tourism) VisitÖresund.info (tourism) Øresund Network (marketing) Øresund Statistik Øresundsinstituttet (analysis) Told og Skats Øresundsguide (info) Nytt från Öresund (news) Rapidus (news) Øresundstalk (history) Förening Øresund (volunteer work) Øresund Film Commission Øresundsbro Konsortiet (bridge) Øresund Science Region Øresunduniversitetet Dignet Øresund Medicion Valley Academy Nano Øresund Øresund Design Øresund Environment Øresund Food Network Øresund IT Academy Øresund Logistics AF Øresund (labour market) Øresund Business Council Øresund Industri og Handelskammare ØR Arbejdsmarkedspolitiske Råd (labour market) Øresundstvevling (business co-operation)</p>	<p><i>Political actors in the Öresundsregionen:</i> Region Skåne Helsingborgs stad Landskrona kommun Lunds kommun Malmö stad SE government as observer NUTEK (Swedish Agency for Economic and Regional Growth) Position Skåne AB (Agency for investment and tourism in southern Sweden)</p>
<p>Other municipalities in the region as project partners</p>	<p>Dansk Industri (Confed. of Danish Industries)</p>	<p>Universities Other educational and research institutions</p>	<p>Other municipalities in the region as project partners</p>
<p>Universities Other educational and research institutions</p>	<p>Private sector, businesses</p>	<p>AF Øresund (labour market) Øresund Business Council Øresund Industri og Handelskammare ØR Arbejdsmarkedspolitiske Råd (labour market) Øresundstvevling (business co-operation)</p>	<p>Universities Other educational and research institutions</p>
<p>NGOs</p>	<p>Dansk Industri (Confed. of Danish Industries)</p>	<p>AF Øresund (labour market) Øresund Business Council Øresund Industri og Handelskammare ØR Arbejdsmarkedspolitiske Råd (labour market) Øresundstvevling (business co-operation)</p>	<p>NGOs</p>
<p>Private sector, businesses</p>	<p>Dansk Industri (Confed. of Danish Industries)</p>	<p>AF Øresund (labour market) Øresund Business Council Øresund Industri og Handelskammare ØR Arbejdsmarkedspolitiske Råd (labour market) Øresundstvevling (business co-operation)</p>	<p>Private sector, businesses Svenskt näringsliv (Confed. of Swedish enterprises)</p>

Source: Own assembly

5.1.2.2 Structure of the political cross-border co-operation in the region

There are four political/public co-operations in the region. The Öresundskomiteen is the political forum for the whole Öresund region. On the regional level a co-operation between HUR (Greater Copenhagen Authority) and its counterpart in Sweden, Region Skåne, exists. On the municipal level more formal co-operation between the two biggest cities in the region, Copenhagen and Malmö, and between the two closest cities over the Öresund, Helsingborg and Helsingør, exist.

Öresundskomiteen

The Öresundskomiteen (Öresund committee) is the co-operative organ for local and regional politicians in the Öresund region. It consists of a political platform and a secretariat in Copenhagen. It is mainly financed by the member organizations, small parts also from the Nordic Council of Ministers and external project financing.

The Öresund Committee consists of political representatives from regional and local authorities in Skåne and Greater Copenhagen. These include Copenhagen County, Frederiksborg County, Roskilde County, City of Copenhagen, City of Frederiksberg, the County of Storstrøm, County of West Zealand, County of Bornholm, Region of Skåne, City of Malmö, Helsingborg, Landskrona and Lund municipalities. The Danish and the Swedish governments have the role as observers. Decisions are not binding but, as decisions are based on consensus, they usually get implemented by the members. On the other side this system makes decision-making quite a difficult task.

	Öresundskomiteen
Set up in	1992
Political meetings	4 x / year
Politicians involved	32 (13 member organizations)
Civil servants	Integrated secretariat with employees from both sides
Objective / Goal	Forum for politicians of the whole Öresund region. "The region should be developed into Europe's most functionally integrated border region"
Web	www.oresundskomiteen.dk

The chairmanship, which is considered as an important function regarding giving impulses for cross-border co-operation, changes every year. Currently Region Skåne has the chairmanship; in 2006 it is expected to go back to the city of Copenhagen.

The Öresundskomiteen has set up an action plan for its work in 2005-2006. The most important strategic objectives for the future development of the Öresund region are:

- to promote a sustainable economic growth
 - by optimising frame conditions
 - by making possibilities visible
 - by profiling the region internationally
- to promote daily integration
 - by promoting mobility
 - by promoting interaction between rules and systems
 - by promoting identity and legitimacy
- to connect the region
 - by strengthening infrastructure and communication

- by promoting a balanced development
- by promoting solidarity and a broad co-operation

Besides the function as a political cross-border platform and consulting institution it has currently also the responsible for the managing of the Interreg programme (see chapter 4.3.1.1)

Co-operation between HUR and Region Skåne

The co-operation between HUR and Region Skåne is, as the partner themselves, still young. There are regular meetings of the politicians as well as of the civil servants. The major actions until now were project oriented, mainly Interreg projects which were done together.

The current project, "Development of an Action plan for Growth in the Öresund region" (Handlingsplan for vækst i Øresundsregionen), develops scenarios and may be also policy options (not sure yet) for the future development of the region in 2015 and 2040. It is expected that it will be a crucial step towards a common master plan for the whole region.

The future of the co-operation is currently questionable as one partner, HUR, won't exist anymore after 2006 due to the Danish reform process.

	HUR-Region Skåne
Set up in	2000
Political meetings	4 x / year
Civil servants meetings	6 – 7 / year
Contact of civil servants	regularly, through projects
Objective / Goal	Regional development of the Öresund region

Co-operation between Copenhagen and Malmö

In the year 2000 both cities adopted a vision called "Copenhagen and Malmö – one city" where the cities have pledged to work towards the objective that the citizens of the two cities shall consider themselves as citizens of one city.

An, in 2003 agreed, action plan for the period from 2004 to 2006 was adopted where the cities underline their further co-operation. Currently the major activities are the exchange of knowledge and staff on the administration level as well as meeting projects for young people, children, schools, sports clubs etc.

The co-operation between the two cities is of crucial importance for the co-operation of the whole region as it is seen as driving force for co-operation in the Öresund region.

	Copenhagen-Malmö
Set up in	2000
Political meetings	2 x / year
Civil servants meetings	2 x / year
Contact of civil servants	depending on department
Objective / Goal	Reduce barriers for inhabitants crossing the border, "Citizens of the two cities shall consider themselves as citizens of one city"
Web	www.kk.dk/malmo

Co-operation between Helsingborg and Helsingør

The two cities are situated in the northern part of the region. Between them the Öresund has the narrowest spot.

Helsingborg in Sweden has around 120,000 and Helsingør in Denmark around 60,000 inhabitants. The regions behind them, Northwest Skåne and the county of Frederiksborg have together ca. 680,000 inhabitants. The area is in size not comparable with the Copenhagen-Malmö area, but due to the close situation of the two cities the potential for quicker integration is relatively high.

The political co-operation consists of 5 members, 2 from Helsingborg, 2 from Helsingør and 1 from Frederiksborg county.

	Helsingør-Helsingborg
Set up in	1995
Politicians involved	5
Objective / Goal	“HH-co-operation’s aim is to promote growth and better living quality for the inhabitants of the HH area through increasing co-operation between them and creating a good position towards the Copenhagen-Malmö area.”
Web	www.hhsamarbetet.org

Currently the commuting between both cities comes up to 330 persons (between the regions around 700), which is, even related to the population, rather small. A fixed link in form of a rail tunnel is proposed already for a while from which local politicians expect to have a major impact on the integration of the two cities. A train-trip to the other side would then take only about 5 minutes (today 35 minutes between Copenhagen and Malmö).

Currently it seems like the tunnel project is in waiting position, because the Danish government decided to prioritise the construction of a fixed link over the Fehmarnbelt to Germany. The start of a project realisation of the HH-connection is therefore earliest possible after the finishing of the Fehmarnbelt connection, which could be in 10 years.

Contact to the national level

The contact on the national level is different on both sides. In Sweden the local authorities try to formalise the contact with the so called “Öresund delegation”. This is an advisory group linking together the Swedish state (office of the prime minister and relevant ministries), regional and local authorities and sectoral interest groups in Skåne. The formalisation is necessary to get the attention from the actually far away government in Stockholm. There are meetings twice a year, once in Stockholm once in Skåne where the representatives from Skåne hand over a “barrier list” to the minister. But the handling of issues of the barrier list by the minister is not done to the regions representatives’ satisfaction.

On the Danish side the concerned regional/local politicians try to get in contact with the concerned person from the national level by themselves. Also the Öresundskomiteen has a more intensive contact with the national level on the Danish side than on the Swedish side. But the contact is not formalised and is based mainly on individual contacts.

The representatives from the national level in the Öresundskomiteen are no contact persons. Besides that the participation is rather weak, the representatives have only the purpose of observing.

5.1.2.3 Examples of other cross-border co-operations in the region

To give a view over the vast number of other co-operations beside the political ones (which doesn't necessarily mean that political actors are not involved), a few others should be mentioned.

Umbrella organisation for science cluster: Øresund Science Region

The Øresund Science Region is a network organization that markets the region's clusters in medicine/health, food products, IT and environment/energy. The organization works on a regional, bi-national and international level and acts as an umbrella organization for: Medicon Valley Academy, Øresund IT Academy, Øresund Food Network, Øresund Environment Academy and The Øresund University; Further included are a number of regional coordination bodies in an attempt to improve the regional co-operation and integration between universities, industry and the public sector.

The tasks of the Øresund Science Region are mainly to establish scientific clusters and networks, stimulate new science in the areas that Øresund Science Region is competitive on a global scale, a global marketing of Øresund as a "high tech region", to promote integration between geographical and mental research-boundaries in the region, arrange conferences and symposiums and initiate and promote courses, master degrees, a summer university and further education.

Øresund Science Region is funded by the Foundation for Technology Transfer at Lund University, the ministry of science technology and innovation in Denmark, the Øresund University as well as hospitals and companies in The Øresund Region.

Assistance of businesses: Øresund Chamber of Industry and Commerce

The Øresund Chamber of Industry and Commerce is a joint venture between the Danish chamber of commerce and the south Swedish chamber of industry and commerce. The organization acts to promote competition and growth opportunities for companies in the Øresund region and to boost the region's attraction potential aimed at international investors and companies. The organisation has a 7,000 member companies, made up of the combined membership of its two constituent organizations. Altogether, these companies have a workforce of 500,000 and turnover of around EUR 80 billion.

Interregional information: Øresund direkt

Øresund direkt assists people and companies that wish to make use of opportunities on the other side. Øresund direkt is a bi-national organization funded by the Swedish and Danish states and divided into an information centre and call centre, a telephone exchange. Information can be obtained about living, studying, working or establishing a company in the Øresund region.

Job centres: AF Øresund

AF Øresund is a cross-border collaboration between job centres in Sweden and Denmark. AF Øresund advises on the rules and regulations that should be considered for to better make use of the opportunities the regional labour market offers. AF Øresund offers access to the labour market in the whole region. Among other things this means that companies can advertise free of charge on the Internet and look for personnel via the job centres' job-bank.

Labour market: ØAR

Øresundsregionens Arbejdsmarkedspolitiske Råd (the Öresund Region Labour Market Council) was formed in 1997 to influence developments in the labour market. It is a political co-operation organization which is studying how a joint effort promotes development of the labour market in the Öresund region and is initiating cross-regional and transnational projects. ØAR defines opportunities and barriers that exist for a joint labour market in the Öresund region and works towards streamlining regulations. The steering body consists of representatives from the labour market organizations, counties, municipalities and other authorities from both sides.

Education and science: Øresund University

14 universities and institutes of higher education have signed up to this network. Øresund University is directed by the fourteen vice-chancellors of the participating institutions. A secretariat manages the day-to-day running of Øresund University and is responsible for co-ordinating all projects in which it participates. The various co-operation efforts within Øresund University takes place mainly at faculty and departmental level as projects, networks or formalised agreements about education and research. Co-operation also comprises many other university sectors such as study administration, contacts with the surrounding community, international issues and information.

5.1.3 Performance of the cross-border co-operation

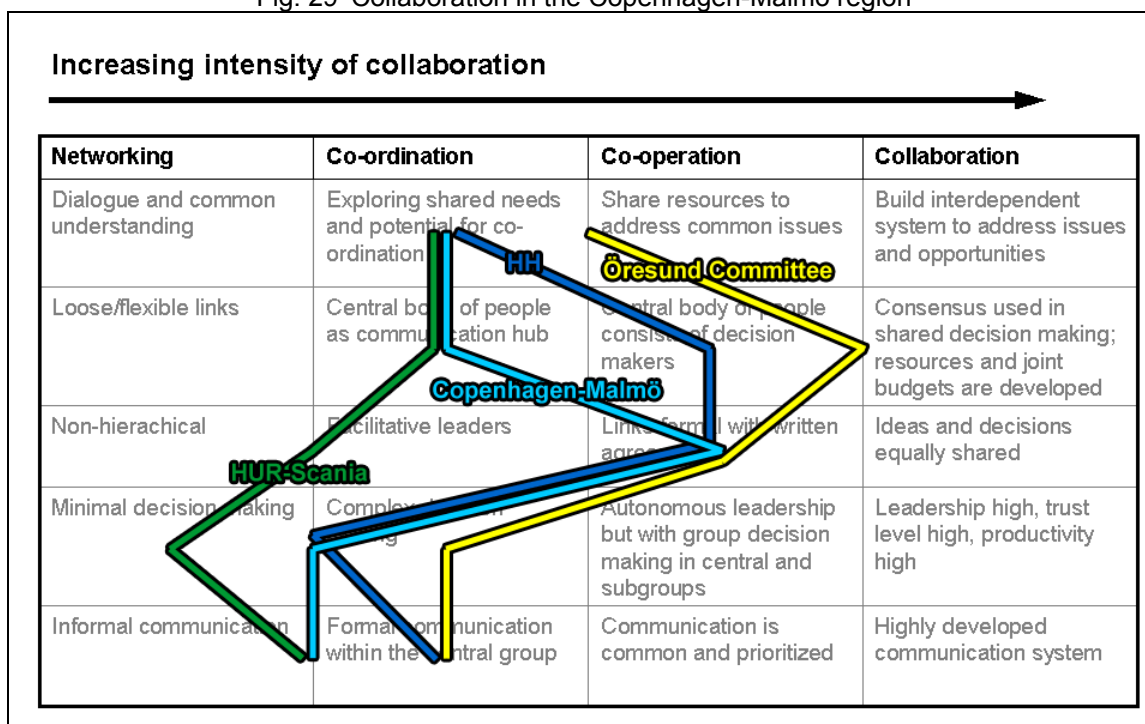
As in chapter 3 illustrated, the performance of the cross-border co-operation in the region will be assessed basing on two focuses: The structure and the framework of the cross-border co-operation and the output of cross-border co-operation respectively the status of integration in the region.

5.1.3.1 Structure and framework

1.1 Intensity of political cross-border co-operations

To characterise the political cross-border co-operations, the collaboration continuum described in chapter 3.1.1 is used as a classification grid. As already mentioned, there are four political cross-border co-operations: The Öresundskomiteen, which includes the whole Öresund region, the co-operation between HUR and Region Skåne and the co-operations between the cities of Copenhagen and Malmö and Helsingør and Helsingborg. All four co-operations consist of political meetings as well as contact in within the administration. But the intensity of collaboration varies in different aspects.

Fig. 29 Collaboration in the Copenhagen-Malmö region



Source: Docherty, Gulliver, Drake (2004) with own supplementations

The Öresundskomiteen consist of a central body of decision makers who are linked with formal agreements set by the committee. Nevertheless the decision making is based on consensus and therefore rather complex and difficult. The communication in the central group is formalised by the regular meetings of the political body.

The co-operation between HUR and Region Skåne is still quite young. Therefore the intensity of the political co-operation is not very high. They are in a phase of exploring the shared demands and needs of the co-operation. There is no real decision making yet, but

common projects like the preparation of a common vision for the future of the Öresund region are the focus of the current co-operation.

The Copenhagen-Malmö co-operation implies a very strong network logic. There are no big additional resources made up for the co-operation (i.e. only one person as coordinator in the Malmö administration), instead the existing departments are including the aspects of cross-border co-operation in their daily work if necessary. But with the common action plan, a formal written agreement on the co-operation exists which gives the informal co-operation a further drive. Besides that, the Copenhagen-Malmö co-operation also acts as a driving force for co-operation in the whole region. The “setting signs”-aspect is very significant in their co-operation. The co-operation between Helsingør and Helsingborg acts on a similar network logic like the Copenhagen-Malmö co-operation, but the political-body is stronger pronounced, as the important goals, a fixed link between them and a contra body to Copenhagen-Malmö are unquestionable and need political lobbying.

Still, an autonomous leadership or decision-making is not the case in the mentioned co-operation. As this kind of regulation would demand a formal character it is of course the most difficult aspect to achieve. In regions going cross-border the regulation approach is even more difficult to attain. It is understandable that, if two (or more) different national states are involved and many cross-border issues national competence are, only small steps can be gone towards more regulation and cross-border competences.

The future of these political organizations is hard to draw. The co-operations between the cities Copenhagen-Malmö and Helsingør-Helsingborg will most likely continue with their current structure and logic, a further intensification can be expected. An interesting co-operation to chase is for sure the one between the two regional authorities, Region Skåne and HUR. Questionable is how this co-operation will continue after the constitution of the new regions in Denmark in 2007. However, the need for co-operation on the regional level is obvious so an increased importance seems probable.

Finally the future structure and role of the Öresundskomiteen is unsure. After the Danish reform the political committee has to be set up new. Today the future assortment is not clear. Even the ongoing existence after 2007 is unsure. But again, most regional politicians want the Öresundskomiteen to continue in some form, because it is still the only political forum where the whole region is represented.

1.2 Participants in the cross-border co-operation

The major actors or participants in cross-border co-operation in the region are public organizations. This is especially forced due to the Interreg programme, which requires the leading partners on both sides to be public. Three major categories can be identified:

- Municipalities and regional authorities
- Public research and educational institutions (especially universities)
- Public agencies like the Öresundskomiteen or Wonderful Copenhagen

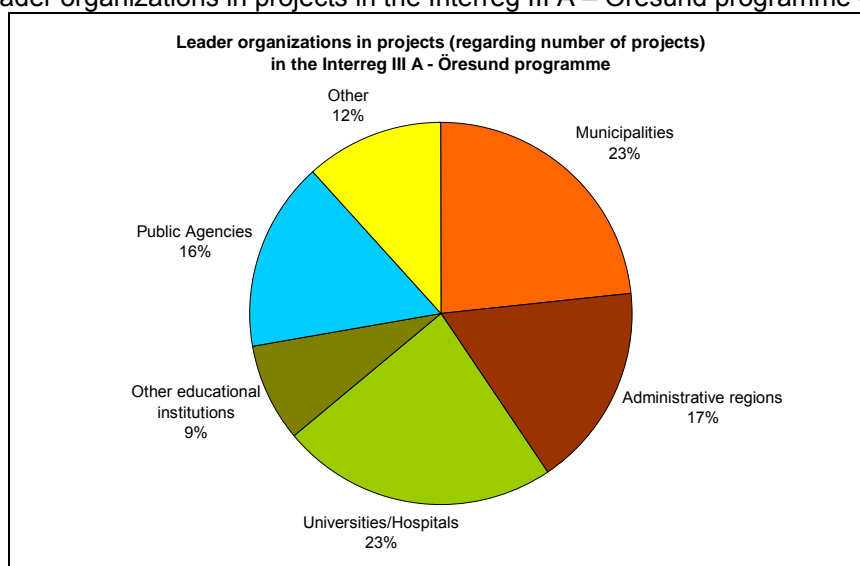
In the Interreg III A – Öresund programme these three actor groups took the leader position in 86 – 88 % of all projects approved so far (Nov 2005).

Fig. 30 Leader organizations in projects in the Interreg III A – Öresund programme – by value



Source: Öresundskomiteen, own calculation

Fig. 31 Leader organizations in projects in the Interreg III A – Öresund programme – by number



Source: Öresundskomiteen, own calculation

The remaining 12 – 14 % are mainly NGOs like sports clubs or other associations. The most active lead partners are in line with the categories mentioned.

Fig. 32 Most active leader organizations in the Interreg III A – Öresund programme

Top 6 leader organizations	Number of Interreg projects*
Region Skåne	6
HUR (Greater Copenhagen Authority)	5
Öresundskomiteen	5
Øresund University	5
University of Copenhagen	4
Lund University	4

*period 2000 – 2006 (by Nov 2005)

Source: Öresundskomiteen, own assembly

The very high activity and participation of HUR and the Öresundskomiteen in the Interreg programme as project leaders can also be seen critical because both play a very crucial role in the administration of the Interreg programme. Referring to the interviews, the current organisation structure of HUR does not cause such overlapping of persons because the managing of the Interreg programme and the part of working on Interreg projects are split in the internal organisation. In the Öresundskomiteen only a few persons are doing the same job, working on projects as being in responsibility for the Interreg programme, because it is also split up in two internal organizations.

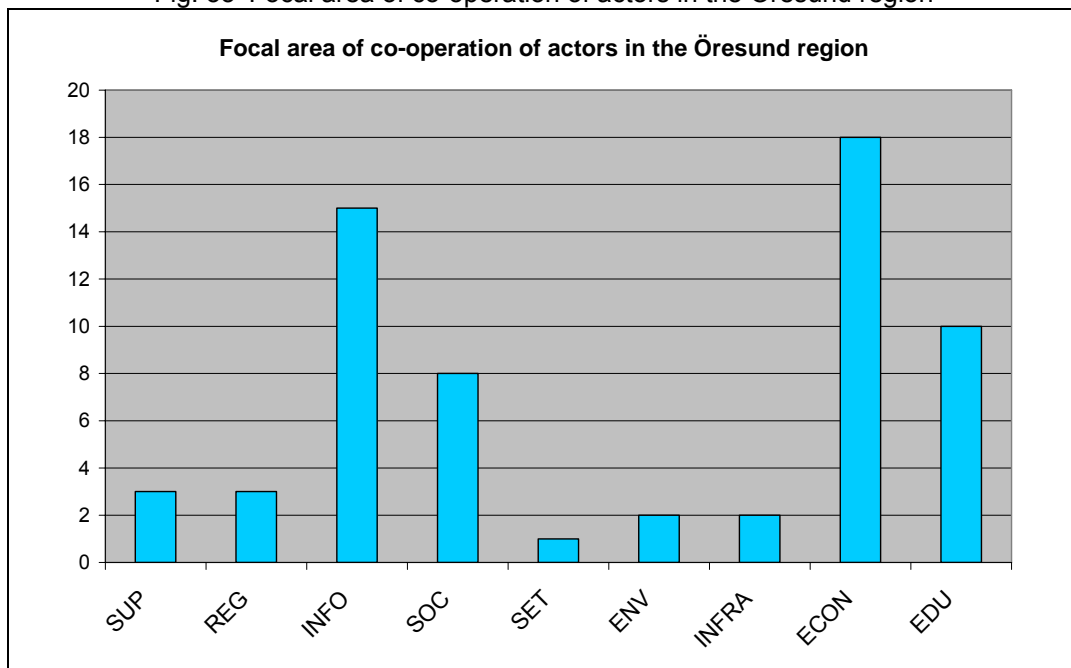
1.3 Focus areas of the cross-border co-operation

In the Öresund region a lot of different cross-border projects, networks and organizations exist. Two problems occur when spotting the areas of focus in cross-border co-operation:

1. Defining which cross-border projects, networks, organizations, initiatives etc. should be included (range, extent)
2. Finding out the one, or two, or three focal areas fitting in a general scheme (categorization, core topics)

For consistency it is reasonable to include all organizations mentioned in chapter 5.1.2.1 – actors in the cross-border co-operation. The general categories of areas of regional co-operation have been defined in chapter 3.1.3. The matching of a certain organizations to a certain category was done with information and descriptions from www.oresundsregionen.org (official web portal of the Öresund region) to the particular organizations as well as further Internet research. The matching is listed in the appendix. Since some actors have more than one major focus area – i.e. Öresund Science Region in trade & economy (ECO) and education/research (EDU) – in the following graph are more numbers of focuses (62) than of actors (37) included.

Fig. 33 Focal area of co-operation of actors in the Öresund region



Source: www.oresundregionen.org, own assortment

Seeing this graph, one can conclude:

- The major focuses of cross-border co-operation organizations in the Öresund region is in the area of trade & economy (ECON). Also very strong by number represented are the areas of representation to the in- and outside (INFO) and education, research and science (EDU).
- The number focuses of organizations on superior goals and aims (SUP) and regional administration (REG) with each 3 seems sufficient.
- The areas of settlements & housing (SET), environment and health (ENV) and traffic & infrastructure (INFRA) are relatively underrepresented.

But of course these conclusions have to be put into perspective. First it should be said that this graph can't say anything about the quality of the co-operations. A big number of co-operations don't have to result in a high quality and variety and the other way round.

But let's have a closer look at the three conclusions:

- Education and research/science co-operations, co-operations in the field of economy and labour market and also the area of information are for sure one the major fields of co-operation.
- Also then number of co-operations in the field of regional administration and superior goals is optimal; the quality of these organisations is another question.
- The lack of co-operations in the fields of settlements, environment and infrastructure, is may be not a lack for the needs of the current situation. The numbers of migration (see chapter 3.2.1) are still too low to demand co-operation in these very complex fields. Besides that, the project between HUR and Region Skåne dealing with scenarios for the future development of the region, also deals with aspects of housing and infrastructure which is for the regional level efficient at the moment.

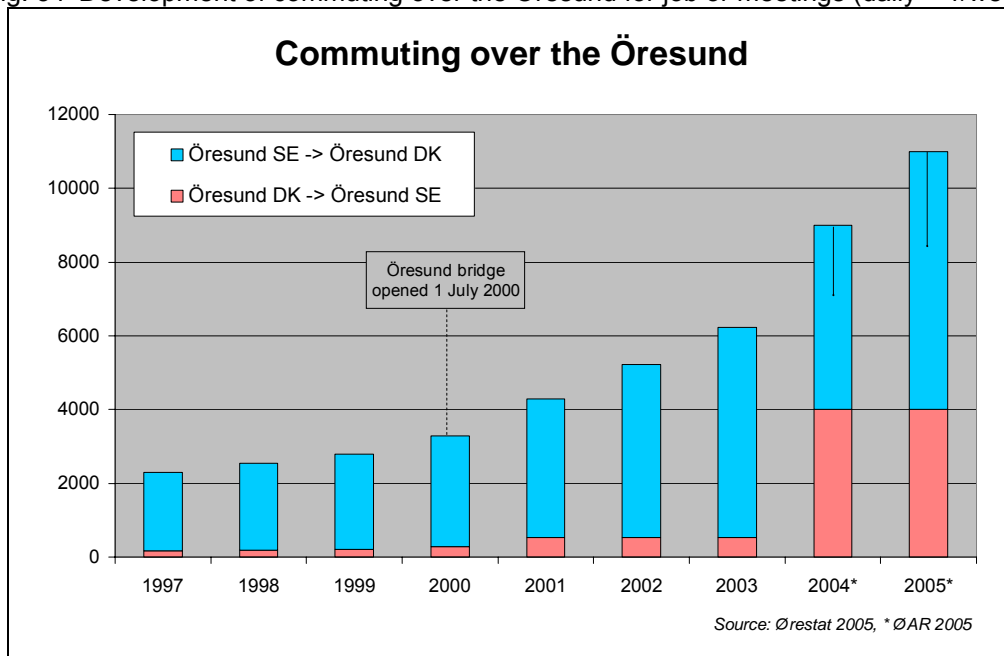
5.1.3.2 Output

2.1 Indicators of regional integration (commuting, migration, student exchange)

Commuting

The commuting over the Öresund is the first indicator for the integration process to look at. The numbers for 2004 and 2005 are not taken from official statistics but from a report from ØAR³⁷ which carries out a survey on commuting in the region every year. The sudden change in the relation between commuting DK-SE and SE-DK has to be questioned, but the total number is in line with the trend from the years before. Other sources mention a bit lower numbers for 2004 and 2005, so that the total number of commuters for 2005 can be estimated at a range of 8,500 – 11,000.

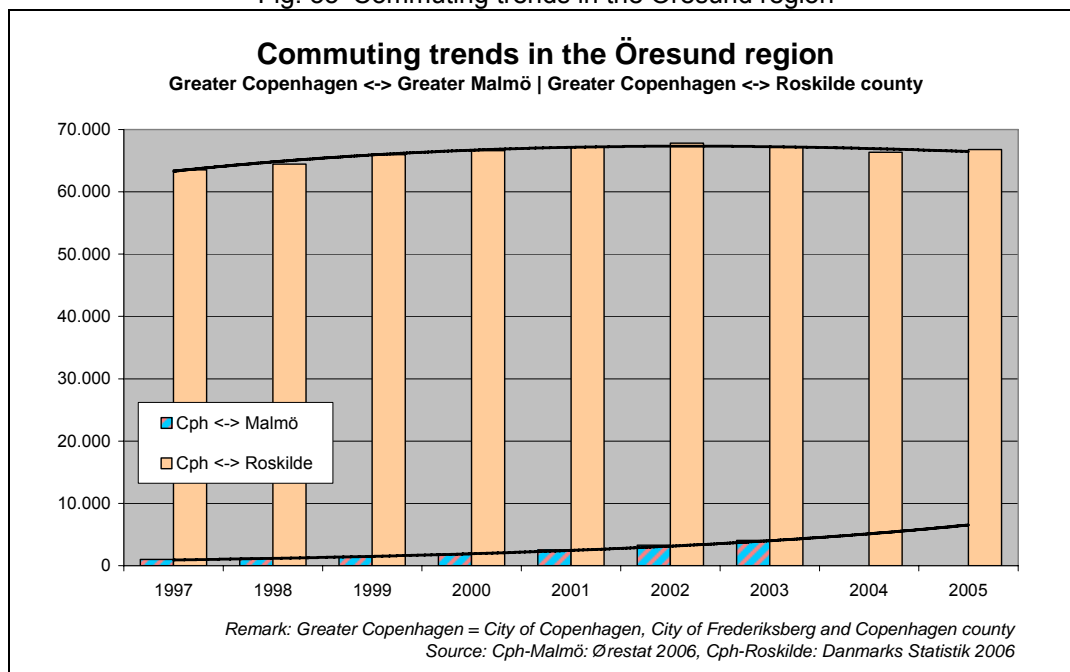
Fig. 34 Development of commuting over the Öresund for job or meetings (daily – 1/week)



To qualify the commuting besides the trend which is going upwards, a comparative view on to commuting relations is taken. The first is the commuting between the greater Copenhagen area and the Greater Malmö area, the second regards the commuting between the greater Copenhagen area and the county of Roskilde. The population and the size of the Roskilde county and Greater Malmö area are on a comparable level (see Fig. 22 and following for definitions and facts).

³⁷ ØAR - Øresundsregionens Arbejdsmarkedspolitiske Råd, see chapter 5.1.2.3

Fig. 35 Commuting trends in the Öresund region



Source: Ørestat 2005, Danmarks Statistiks 2005

In this graph we can still see the upwards trend of commuting over the Öresund between the two biggest cities as it is in the whole region. On the other hand, compared with an approx. equal counterpart, the commuting between Roskilde and Copenhagen is much higher (67,000 compared to 4,000 in 2003). The high commuting between Roskilde and Copenhagen compared to the relation over the Öresund has of course two obvious reasons:

1. There was never a national border either a natural border between them and
2. there is a dense network of transport infrastructure connecting them.

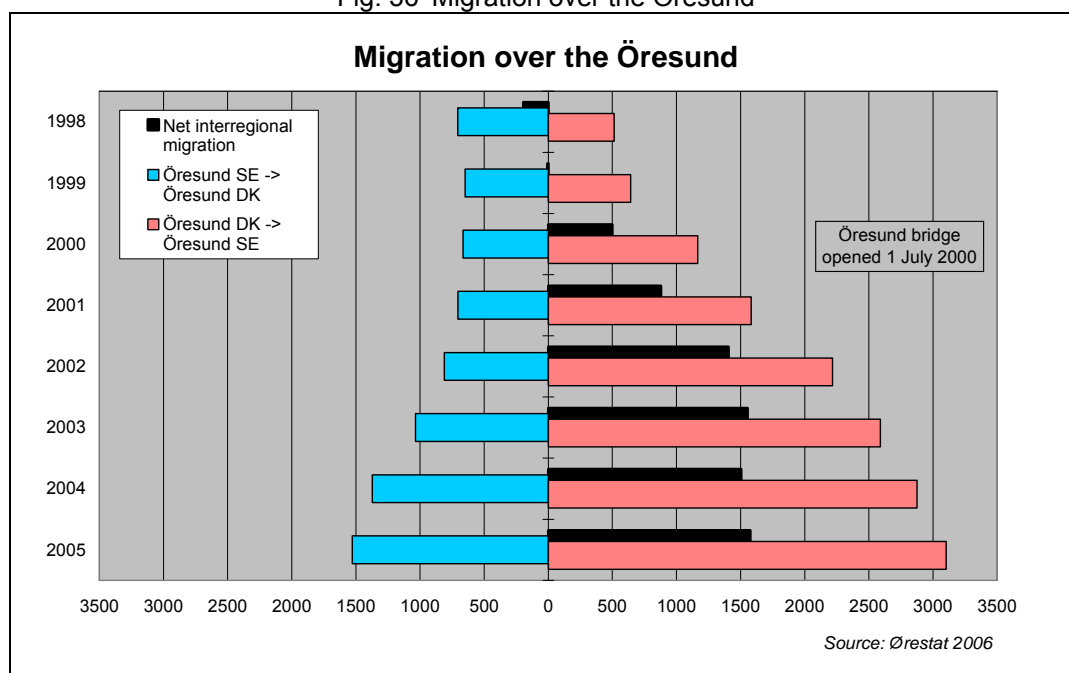
Regarding the general trend of commuting the Copenhagen-Malmö relation is in favour. The Roskilde-Copenhagen relation increased but compared to the total amount it's almost stagnating, whereas in the Copenhagen-Malmö relation the commuting has risen fourfold from 1997 to 2003. Proceeding from the assumption, that there are about 70,000 potential cross-border commuters³⁸ in the whole region (8,500 – 11,000 in 2005) and taking the current trend into consideration, a further increase in cross-border commuting can be expected. However, it will take some time until the level of commuting will achieve a more mattering amount.

Migration within the region

As another indicator for the integration of the region, migration should be considered. Migration within the region means people, who lived before on one side of the Öresund region, now living on the other side.

³⁸ cf. ØAR (2002), p. 5

Fig. 36 Migration over the Öresund



Source: Ørestat 2006

The graph shows the different development of the migration directions. Before 2000 the majority of regional migrants moved from the Swedish (Öresund SE) to the Danish side of the region (Öresund DK). From 2000, at the same time when the bridge opened, the trend turned around and the migration from the Danish to the Swedish side increased strongly. In 2005 there were about 17,000 Danes living in Öresund SE, about 8,000 Swedes were living in Öresund DK.

Compared to this the migration within the municipalities of Öresund DK was around 150,000 in 2004 but didn't change much in recent years. Within Öresund SE around 37,000 people changed the municipality in 2004.³⁹ Also there was no significant change of the numbers in recent years.

The trend in interregional migration shows a further increase, but due to the still very low level it is difficult to relate it with an ongoing integration process. Two points should be taken into consideration or just into mind when looking at the migration statistics:

First the net-migration between the Danish and the Swedish side in the recent years corresponds with the increase of commuting from the Swedish to the Danish side up to around 70 % (which is a bit higher than the percentage of labour force to the total regional population). This could be interpreted as a one-sided taking of opportunities of the cross-border region to the advantage of people from the Danish side: Danes moving to the Swedish side for cheaper housing etc. but keep their job on the Danish side.

Also the major reasons⁴⁰ of Danes for moving to Sweden confirm this:

1. Lower costs for housing
2. Housing with better quality standard
3. Lower costs for cars
4. Lower costs for living
5. It is exciting to move to another country

³⁹ cf. Ørestat 2005

⁴⁰ cf. Øresundsbro Konsortiet, Öresundskomiteen (2005)

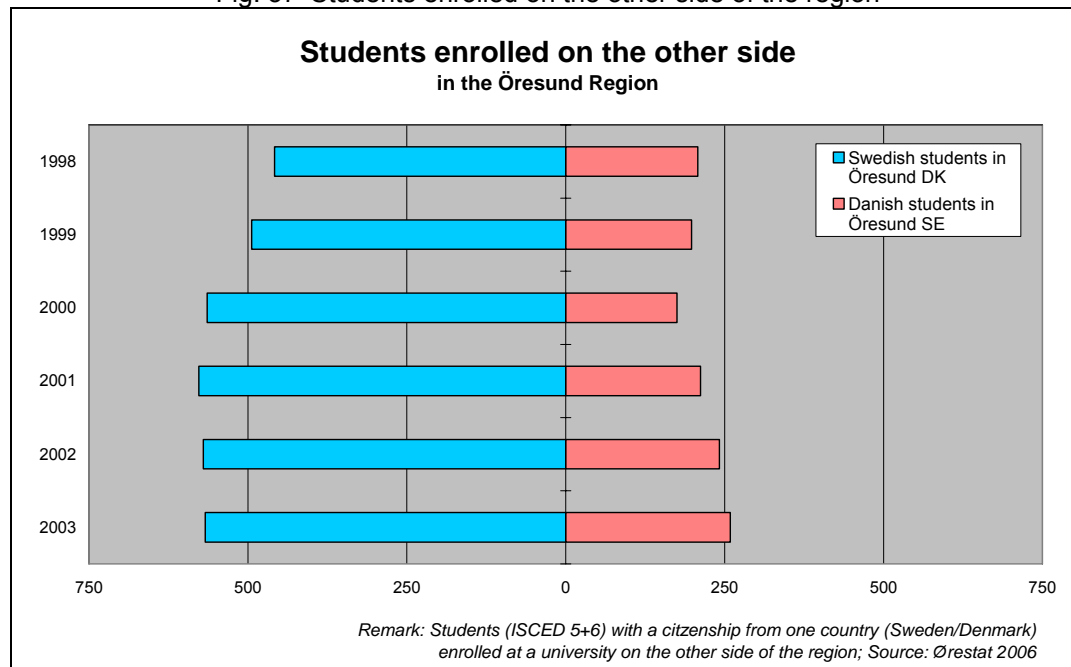
The second point which should be considered is the migration from the Swedish side to the Danish. Due to that it is a rather small number, it can be assumed that in this a reasonable number of “back-moving” Danes are included. This return of Danes can have several reasons (see Øresundsbro Konsortiet, Öresundskomiteen (2005)). One could also be the current difference in integration laws in the two countries: For example in Denmark it is pretty hard to get married with somebody coming from outside the EU, an integration act some years ago enforced this trend even more. An alternative is to go to Sweden and marry there where the judicial situation is less strict. After two years of living in Sweden, the couple counts as Swedish and can move back to Denmark. It is certainly not a big number of people considering this, but compared to the rather small amount of interregional migration yet it is possible that motives like this carry weight.

So the main conclusion is that the numbers are rather small to give a clear statement about the interregional integration, but the development of the migration will soon come into a phase which will be crucial for the further integration. Also the impact of policy actions by Ritt Bjerregaard, the new mayor of Copenhagen, who announced that she will foster new and cheap housing in Copenhagen, has to be followed up.

Student exchange

Besides commuting and migration, a statement about interregional student exchange can give another view on the integration process. There are of course more possibilities than the pure enrolment on the other side (i.e. single courses in another university, common projects, guest lectures etc.) for exchanging students, but for simplicity only the pure enrolment will be discussed.

Fig. 37 Students enrolled on the other side of the region



Source: Ørestat 2005

The picture of this graph is relative disappointing in regards of the development of integration. The low number of students enrolled on the other side (140,000 students in the whole region) is no surprise after seeing the statistics for commuting and migration. But even the positive trend in regards for exchange in the first two topics cannot be identified.

These numbers included students who commute to the other side for studying, as well as students from one country living on the other side and studying there. Although it is said that students are more flexible, the total number of exchange is almost not increasing, also not after the bridge opened in 2000.

It is hard to explain why studying on the other side (quite similar in both directions) seems to be not very attractive although barriers like language (i.e. Swedish students can do their exams in the Danish part of the Öresund region in Swedish and vice-versa) actually don't exist.

Reasons could be that on one hand it has not been promoted good enough yet and the knowledge about possibilities on the other side is not sufficient, or the studying possibilities it self are not attractive enough on the other side.

Besides the fully subscribed students, also the number of students studying on the other with an exchange programme is very high. With the Erasmus-Student mobility programme of the EU 30 Danish students studied in Sweden (out of 1,686) and 25 Swedish students in Denmark (out of 2,667) in 2003/2004.⁴¹

2.2 Performance of the Interreg programme

Since 1994/1995 the Öresund region is part of the Interreg initiative. In 2007 the next Interreg programme period (number 3) will take place in the region. The EU contribution from the first to the second programme in the region was doubled. For the coming period the same amount of EU contribution as it is at the current programme is expected.

Fig. 38 Interreg A in the Öresund region

EU-Initiatives	Approved projects	EU contribution (ERDF) mio. Euro
Interreg II A – Öresund (1994 – 1999)	120	28
Interreg III A – Öresund (2000 – 2006)	approx. 120 (100 until Nov 2005)	62
Cross-border co-operation – Öresund (2007 – 2012)	Trend to bigger (budget) and longer (period) projects	Same amount or increase of contribution expected

Source: Öresundskomiteen, Interviews

Besides the continuation of the programme, a change in the number of projects compared to the money used for each project respectively happened. In opposition to the first period, where many small projects were carried out to get a quick success on face-to-face basis, the average project size has risen. This can be taken as a success of the integration process and of the Interreg programme because the smaller projects did not stop, but are more and more integrated in the daily budget of the respective organization (see Interview with Åsa Simonsson, chapter 7.4.1).

This means that for the start of co-operation the Interreg programme played a very important role, but the face-to-face co-operation today gets more and more self running. On the other hand the Interreg money can be used for bigger and mid/long term projects which only the co-financing of the EU can make possible.

⁴¹ cf. European Commission, <http://europa.eu.int/comm/education/programmes/socrates/erasmus/statisti/stat14.pdf>, April 2006

5.2 Vienna-Bratislava region

5.2.1 Introduction to the region

The two capitals Vienna (Austria) and Bratislava (Slovak Republic) are known as the closest located capitals to each other in the world. The distance between the centres of the two cities is only 60 km. In close proximity to them are also bordering regions of the Czech Republic and of Hungary.

Until after the first world war all four mentioned countries, and therefore also the region around Vienna and Bratislava, were part of the Austro-Hungarian monarchy. Vienna as the capital of the monarchy had functional ties throughout the whole monarchy and the region which is the object of this analysis was, for that time, functionally integrated and highly linked. Even after the first world war and the separation of the monarchy into national states the links, like i.e. a tramway from Vienna to Bratislava, persisted more or less. Only with the start of the second world war and the sequent separation of Europe into East and West with the iron curtain, cutting all exchange, the connections between Austria and Vienna to its neighbouring regions in the east were shut down.



Source: Own graphic

The fall of the iron curtain in 1989 changed the geopolitical situation again. After 40 years of no exchange possibilities the former closed border regions find themselves in a central position within Europe. The two cities, Vienna and Bratislava, are populated by more than 2 million people. The closer metropolitan area of both agglomerations counts 3 million inhabitants, whereas the wider region around the two capitals including border regions in the Czech Republic and in Hungary, the Centrope region (see next chapter), is the home of 6.5 million people. Both cities and their surroundings are the major centres regarding population and economic power in their respective countries. The Vienna region is home of 42 % of the Austrian population and accounts 46 % of the national GDP. In the Bratislava region live around 21 % of the Slovak population and it is responsible for 34 % of the national GDP.

Concerning the spatial and economic development Vienna and Bratislava hardly interlinked yet. Vienna's development is orientated to the west and south while Bratislava's major development areas are in the north, east and south of the city. For that matter the area between the two cities is the least populated in the core area and is characterized by its dependence on agriculture. The Danube, which serves as a direct connection between the cities, is integrated in large nature protection area which puts high restrictions on any human

activity in this area. Possible axes for a connection between Vienna and Bratislava are the two bends running north and south of the Danube.⁴²

5.2.1.1 The Vienna-Bratislava region in a regional perspective

For sure is that the two capitals, Vienna and Bratislava, are part of this region. About the rest of the spatial extent there is no common understanding. Another complicating factor (for the spatial definition) is that there are four national countries in very close proximity to each other. Therefore, if the Vienna-Bratislava region is mentioned, not only parts of Austria and Slovakia but also of the Czech Republic and of Hungary should be taken into consideration.

In the OECD Territorial Review⁴³ to the Vienna-Bratislava region there are two spatial definitions for the cross-border region:

1. The **Vienna-Bratislava core area** including the two cities and their close surroundings (a bit smaller than the area of the Interreg III A AT-SR programme, see Fig. 41)
2. The **Vienna-Bratislava region** including a wider area around the two cities in Austria and the Slovak Republic respectively.

The Vienna-Bratislava core area inhabits almost 3 million people. This is around 21 % of the combined population of the two national states whereas the area accounts only for 6 % of the combined territory. The region is the most urbanised area in both countries.

Fig. 40 Population in the Vienna-Bratislava core area by 2001

Austria (2004)	8.174.733	Slovak Republic (2004)	5.382.178
Vienna	1.591.200	Bratislava kraj	599.800
Vienna Umland-North	281.100		
Vienna Umland-South	297.200		
Burgenland North	141.700		
Vienna region - core	2.311.200	Bratislava region - core	599.800
% of total Austrian pop.	28 %		11 %
Vienna-Bratislava core area 2.911.000			
21 % of combined AT-SK population			

Source: Statistics Austria, Statistic Office of the Slovak Republic, Eurostat

A definition of a wider Vienna-Bratislava region quickly overlaps into Hungarian and Czech territory as the borders are within a short distance from the metropolitan area. Hence, it is necessary to take these regions into consideration and include them to the definition of a Vienna-Bratislava region mentioned above. A territorial definition on this scale provides the newly formed Centrope region⁴⁴. It includes the two major cities and their surroundings as well as close border regions in the Czech Republic and Hungary. Today live around 6.5 million people in Centrope. The region is in the centre of the combined territory of the 4 national states. Only in the very south of Centrope another national state, Slovenia, is bordering the region.

⁴² OECD (2003b), p 30

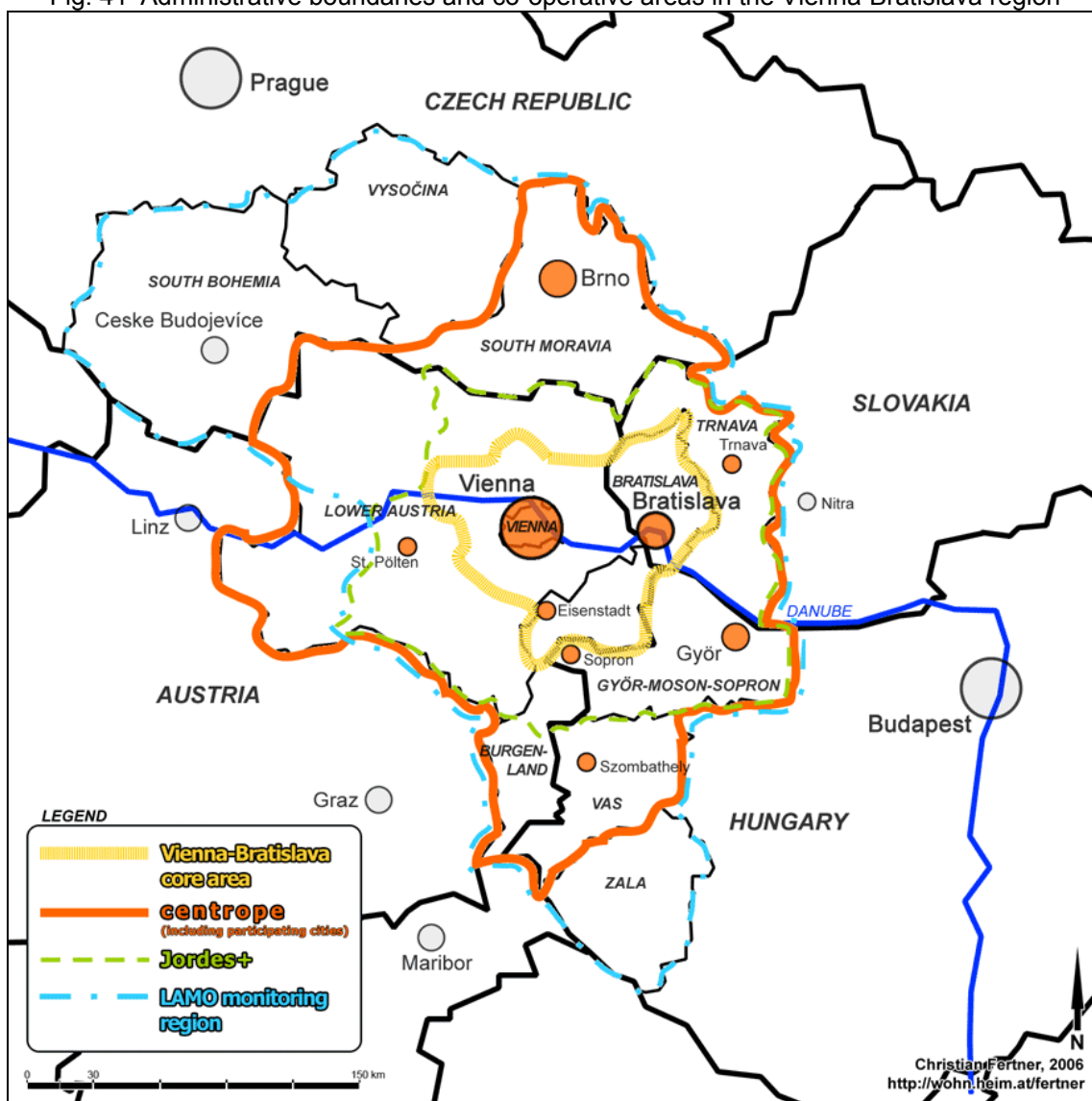
⁴³ cf. OECD (2003b), p. 27

⁴⁴ In September 2003, the governors, county presidents and mayors of the border quadrangle CZ-AT-HU-SK agreed upon the joint establishment and support of the Central European Region - CENTROPE. More details in chapter 5.2.2.2.

Today there are 8 partner regions and 8 partner cities in Centrope, whereas Vienna counts as a region because it has regional status in Austria. The administrative participants in Centrope are:

- The regions (kraj) of Trnava and Bratislava and the cities of Trnava and Bratislava in Slovakia
- The counties (megye/Komitat) Győr-Moson-Sopron and Vas as well as the cities of Győr, Sopron and Szombathely in Hungary
- The provinces (Bundesland) of Burgenland, Lower Austria and Vienna and the cities of St. Pölten and Eisenstadt in Austria
- The region (kraj) South Moravia and the city of Brno in the Czech Republic

Fig. 41 Administrative boundaries and co-operative areas in the Vienna-Bratislava region



More than half of Centrope's population lives in the Austrian part, whereof another half (a quarter of Centrope) lives in Vienna.

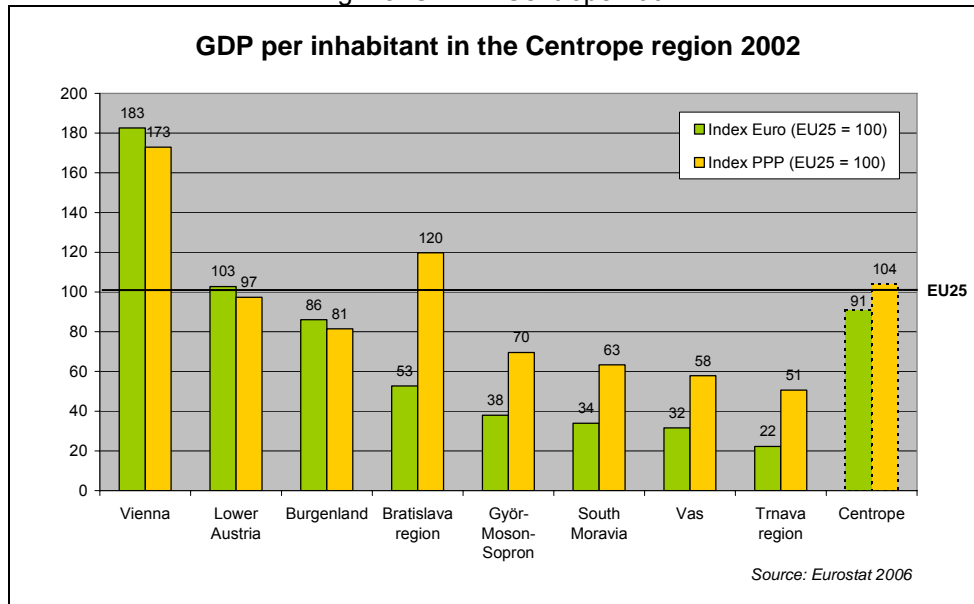
Fig. 42 Population in Centrope 2003

Regions in Centrope	population	share of population
South Moravia	1,122,200	
<i>Czech part</i>	1,122,200	18 %
Burgenland	276,600	
Lower Austria	1,553,300	
Vienna	1,591,200	
<i>Austrian part</i>	3,421,100	53 %
Bratislava region	599,800	
Trnava region	551,500	
<i>Slovak part</i>	1,151,300	18 %
Győr-Moson-Sopron	439,600	
Vas	266,900	
<i>Hungarian part</i>	706,500	11 %
Centrope total	6,401,100	100%

Source: Eurostat 2006

Regarding the GDP per inhabitant the Austrian provinces are not surprisingly leading within Centrope. The margin to the regions in the new member states decreases when considering purchasing power parities. In this ranking the Bratislava region moves forward to second place after Vienna. However, for interregional interaction, especially for cross-border commuting, the real difference in the GDP crucial. The smallest gap in the GDP between an Austrian region and a non-Austrian region in Centrope amounts factor 1.6 (Burgenland-Bratislava) while the biggest gap reaches the factor 8.3 (Vienna-Trnava).

Fig. 43 GDP in Centrope 2002

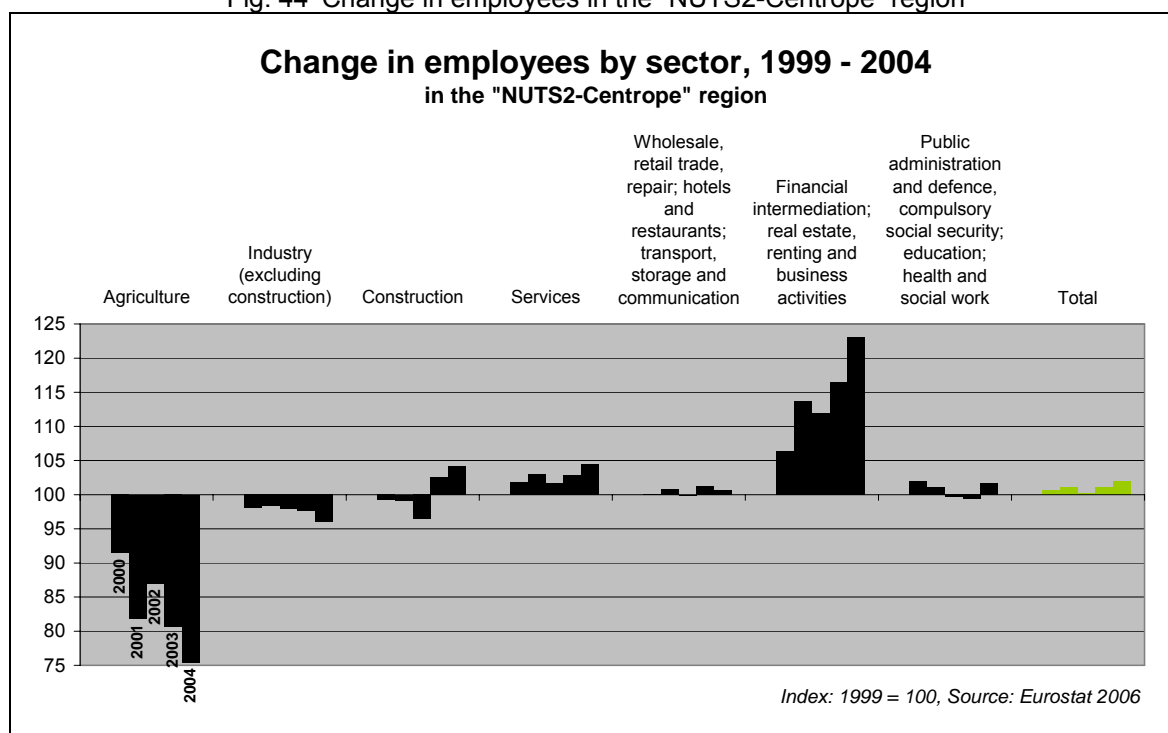


Source: Eurostat 2006

The development in the employment sectors is a typical one. Especially the new member states still go through structural changes in the employment sectors, where mainly employees in agriculture are affected (Highest percental losses in the Slovakian part of Centrope). The most positive development from 1999 to 2004 in percent took place in the

financial, real estate and renting sector with an average 4 % growth per year (again highest percental gain in the Slovakian part). As these two sectors, agriculture and financial services are on a relatively low level, the impact on the total employment is marginal.⁴⁵

Fig. 44 Change in employees in the “NUTS2-Centrope” region



Source: Eurostat 2006

5.2.1.2 Recent changes and developments of interest in the region

Although the region was for a long time linked through history, the development after the Second World War made further co-operation almost impossible. Therefore the fall of the iron curtain in 1989 was like a complete new beginning with new opportunities and chances but also with a big lack in knowledge about people from the other side. Seeing the situation from this background it is not surprising that co-operation and exchange in the first ten years were developing very slowly. The “new” neighbours of Austria had to go through a phase of structural changes and new positioning in economic and political issues like the separation of Czechoslovakia in 1993.

From the outside the EU and its programmes had and have a big influence on the speed and/or start of cross-border co-operation. With Austria’s EU-accession in 1995 there was for the first time project money only for cross-border activities available. And since the recent EU enlargement in 2004 the same applies to border region in the Czech Republic, Slovakia, Hungary and the other new member states.

The next step of integration will be the abolishment of restriction for employees in certain sectors from the new member states implemented by Austria with the enlargement. It is expected that in 2009, but latest in 2011 all restrictions will be removed. Another

⁴⁵ Remark: The data from Eurostat on employment by sectors is only available for NUTS2 regions. Therefore the numbers in this graph include all NUTS2 regions which are (partially) in Centrope. A difference to the Centrope area resulted by including the following NUTS2 regions:

- Jihovýchod in Czech Republic, consisting of South Moravia (in Centrope) and Vysočina
- Západné Slovensko in Slovakia, consisting of the regions Trnava (in Centrope), Trenčín and Nitra

development of interest is the future accession of these countries to the Euro. Slovakia is expected to introduce the Euro in 2009, the Czech Republic and Hungary in 2010.

Regarding traffic infrastructure the region still has big gaps. Until today there is no high ranked road connection between Vienna and Bratislava. A highway (A6) connection from Vienna to Bratislava is currently under construction in the bend south of the Danube and should be finished by end of 2007. Also some new border crossings are planned which should compensate the lack of crossing possibilities north of the Danube between Austria and Slovakia. Furthermore are some road projects on the Austrian side with regional importance planned or in discussion:

- A motorway from Vienna to Brno (A5 Nordautobahn, planned opening in 2009)
- A by-pass expressway in Vienna, connecting high-ranked roads in the north, east and south (S1 Wiener Außenring Schnellstraße, planned competition in 2015)
- An expressway from Vienna to Bratislava using the bend north of the Danube (S8 Marchfeld Schnellstraße, in discussion)
- An expressway from Vienna to the central northern part of Lower Austria, further on connecting Znojmo in the west of South Moravia/CZ (S3 Weinviertel Schnellstraße, in discussion)

The railway connection has been improved in recent years. Currently there are two connections between Vienna and Bratislava, one in the northern, one in the southern bend. Also the intervals of these trains were enhanced and special tickets (Euregio-Ticket) with special conditions are now available. For the future several improvements of the rail tracks and knots on the Austrian side (i.e. connection to the Viennese airport on the southern route) are considered.

On the Danube a fast-boat connection for passenger traffic, the "Twin City Liner", will be established in June 2006 and provide regular service until end of October. A one way travel will take 75 min (60 min with train) and cost around 20 EUR (10 EUR for the train). So this connection won't be an alternative for commuters but for sure for tourists.

The international air traffic in the region is currently provided by two international airports: The Bratislava Airport east of Bratislava and the Vienna Int. Airport (VIA) also east of Vienna in Schwechat. The VIA is the dominant airport in the region with almost 16 million passengers in 2005 (top 20 in Europe). Beginning 2006 the VIA has bought the Bratislava and Kosice (east Slovakia) airport with the intention of further investment and expansion of those airports until 2010. The purchase is accepted by the former owner, the Slovak republic, but still has to be approved by the Slovak anti-monopoly agency until August latest.

The urban development in the two cities is currently very dynamic, especially in the more peripheral areas of the cities. I.e. in Vienna a new metro line is currently under construction which should connect a future urban development zone in the north-east to the centre. This area could also act as a new gate to Vienna on the bend from Bratislava north of the Danube. In Bratislava the southern part of the city, Petržalka, has started several projects to renew and restructure parts of the district. Projects like Southern city or the Digital Park should attract the district and also allow new urban development in the south-western part next to the Austrian border on the axis along the bend to Vienna south of the Danube.

Besides the development in the cities, also the development in the space between them will accelerate through the further integration of the region, where it is necessary to safeguard a sustainable development. The success of the regional cross-border co-operation is crucial for these matters.

5.2.1.3 Overview of planning systems in the region

Although there are four national countries in the region, only the Austrian and the Slovak systems will be discussed for the reason of simplicity. As in the Öresund region there is no formal joint spatial development strategy in the Vienna-Bratislava region yet.

Planning system in Austria

Austria is a federal country of nine states (Länder) and around 2300 municipalities. Policy-making takes place on three levels (federal government, states and municipalities). The present legal situation is based essentially on the distribution of powers laid down by the constitutional court in 1954⁴⁶. The main competence for spatial planning is at the level of the states as they own the legislation power for spatial planning. The local level (municipalities) is responsible for area-wide local planning. There is no principal competence for spatial planning at the national/federal level but there are some explicitly mentioned sector competences which include transportation, forestry, mining, water law etc., but those competences are scattered over different ministries.

The Austrian Conference for Spatial Planning (ÖROK) is an institution for co-ordination in the matters of spatial planning at the national level. Its political organ consists of representatives from all three policy-making levels and its publications and documents have only advisory character, alike the ESPON on the European level.

Fig. 45 The Austrian planning policy framework

Level	Institution	Instrument	Legal effect
National	ÖROK Federal ministries	Austrian Spatial Development Perspective (2001) Sectoral plans	Advisory guidelines for planning, recommendations Binding also for planning on state, regional and municipal level
State Region	9 states (Länder) “	State development plan Sectoral state plans Regional development plans Sectoral regional plans	Binding for regional and local planning Binding for local planning
Local	2359 municipalities	Local development scheme Zoning plan Building regulation plan	Framework for the zoning plans Binding for the landowners

Source: European Commission 1999a, updated

Austria has around 8 million inhabitants; the population of the states ranges from 1.6 million to 280,000, the average size of a municipality is 3,500 inhabitants, whereas 75 % of all municipalities have less than 2,500 inhabitants.

⁴⁶ cf. European Commission 1999a

Planning system in the Slovak Republic

Slovakia is a parliamentary democracy. The next parliamentary elections are scheduled for June 17, 2006. The Slovakian territory is administrative divided in four levels (national state, region, district and municipality). A speciality in the Slovak republic regarding planning is the strict separation of spatial planning (concrete land use) and regional planning / development. On the national level is for the first the ministry of environment responsible, while for the latter the ministry of construction and regional development has the competences.

In 1990 all competences from the districts were given to the municipalities. Therefore the municipalities are relatively strong and have a lot of tasks to fulfil. In recent years it is tried to turn the trend and strengthen the regional level again (which can also be seen as a consequence of the development towards the EU). The role of regions changed in 2002. Now the so called “self-governing regions” got own new competences. In 2001 regional elections took place for the first time and the next years will show if they can live up to the expectations.

Fig. 46 The Slovakian planning policy framework

Level	Institution		Instrument		Legal effect	
	SP	RD	SP	RD	SP	RD
National	Ministry of environment	Ministry of constructions and regional development	Legal norms Slovakian Concept for Spatial development (KÚRS)	National plan for regional development	Binding for regional planning	Binding but very general regulations
Region	8 counties (kraj) = 8 self-governing regions (VUC) 79 districts		Regional plan	Regional development programme Sectoral development programme	Only binding for municipalities if they accept it	
Local	2891 municipalities		Land use plan Building-up plans		Binding for authorities and private land owners	

SP (land use spatial planning), RD (regional development);

Source: Luptacik 2002, own supplementations

The Slovak Republic has around 5 million inhabitants. Therefore the average size of regions is about 670,000 and of municipalities 2,000 inhabitants. Caused by the huge number of municipalities, there are wide deviations regarding their respective populations.

Impact on the case study

In the Austrian system there won't be changes in the short-term, although there has been serious attempts, like the “Österreich-Konvent” were proposals for basic state and constitutional reforms were developed. On the Slovak side the role of the regions has to be watched with interest. Although the regions are currently not very strong, either because of their short existence or because of the lack of resources (mainly own money) they have at disposal currently, a further strengthening can be expected as there are many tasks especially in co-operation and regional development settled at the regional level.

For a political forum like Centrope is now, it is not necessary yet to have partners with similar competences. But if a deepening is aspired, stronger regions would ease the co-operation.

5.2.2 Introduction to city-regional cross-border co-operation in the region

5.2.2.1 Actors in cross-border co-operation in the region

The major political actors in the region are surely those, which are also participating in Centrope as partner region/city. Within Centrope the regions/counties/provinces are of relatively more importance for cross-border co-operation because of their bigger resources and also larger competences. Vienna is for sure the most important actor, not only because of its size in population and economic power but also because it is a province and a municipality (in a federal state where the federal government is not as strong as in centralized countries) in one and has is therefore the strongest political decision-maker.

Besides the political decision makers, many (half-) public economic and regional development agencies are participating in cross-border matters. Almost every region in Centrope has its development agency. The most active ones are the agencies of the Austrian provinces, Eco Plus in Lower Austria, Vienna Business Agency (WWFF) and WiBAG in Burgenland, which have the advantage of longer experience with Interreg programmes and cross-border co-operation in general. In issues on regional planning the three provinces maintain a planning association (PGO). This association has no planning authority. Concerning cross-border co-operation it acts as a support unit and a project partner.

PGO

The “Planungsgemeinschaft Ost” was established in 1978 by the three provinces Vienna, Lower Austria and Burgenland. The main tasks of this body lie in defining joint regional development goals, co-ordinating spatial planning projects, representing joint interests of spatial planning towards third parties and jointly implementing research projects of significance for spatial planning.⁴⁷

Self-governing region of Bratislava

In 2001 the Slovak Republic got divided in 8 so called self-governing regions (VUC – Vyssi uzemny celok), one is the Bratislava region which congruent with the county (kraj) of Bratislava. The first elections for the regional parliaments took place in December 2001. The full power of these regions will first unfold in the coming years.

City of Vienna

The city of Vienna is not only the biggest city and densest populated area in the region but also a strong political and legal power as it is by its status a municipality and federal province of Austria at the same time. Due to its position as capital of Austria and one of the three UN-cities it has an important national and international status.

City of Bratislava

The city of Bratislava is the capital of the Slovak Republic since its foundation in 1993. It is the biggest city in Slovakia and also concentrates the biggest economic and political powers of the country.

⁴⁷ cf. Stadtplanung Wien (2000), p. 30

Ministry of Construction and Regional Development of the Slovak Republic (MoCRD)

As the Slovak Republic is still very much centralised, the ministries have a strong influence also on regional and local policy. The MoCRD is the national contact point for all Interreg projects regarding Slovakia and therefore an important player in cross-border co-operation.

Fig. 47 Participants in cross-border co-operation in the Vienna-Bratislava region

Czech participants		Slovak participants	
Stakeholders	Regional organizations	Regional organizations	Stakeholders
<p><i>Political actors in Centrope:</i> South Moravia City of Brno</p> <p>Other municipalities in the region as project partners</p> <p>Universities Other educational and research institutions NGOs</p> <p>Private sector, businesses</p> <p>Private sector, businesses</p> <p>NGOs</p> <p>Universities Other educational and research institutions</p> <p>Other municipalities in the region as project partners Chancellor office (Interreg authority)</p> <p><i>Political actors in Centrope:</i> Burgenland (steering committee) Lower Austria (steering c.) Vienna (steering c.) City of Eisenstadt City of St. Pölten</p>	<p>Regional Development Agency South Moravia</p> <p>Centrope EUREGIO Weinviertel, South Moravia, West Slovakia West Pannonia Euroregion EUREGIOforum Regionalforum Bratislava CENTRAL DIANE healthregio LAWO Regiotours TwinCityLiner www.wien-bratislava.at CERNET / EdQ UniRegio</p> <p>Business Chamber of Vienna</p> <p>Regional managements in Waldviertel, Weinviertel, NÖ-Mitte, Industrieviertel, Burgenland Ecopolis, Euroforum Wien, WIBAG, Vienna Business Agency PCO VOR</p>	<p><i>Political actors in Centrope:</i> Region Bratislava Region Trnava City of Bratislava City of Trnava</p> <p>Other municipalities in the region as project partners Ministry of Construction and Regional Development</p> <p>Universities Other educational and research institutions NGOs</p> <p>Private sector, businesses</p> <p>Private sector, businesses</p> <p>NGOs</p> <p>Universities Other educational and research institutions</p> <p>Other municipalities in the region as project partners</p> <p><i>Political actors in Centrope:</i> Győr-Ménfőcsanak Vas City of Győr City of Sopron City of Szombathely</p>	<p>Inforeg Záhorie Regional Development Agency Senec-Pezinok RDA Galanta</p> <p>Business Chamber of Bratislava</p> <p>West Pannon Regional Development Agency</p>
Regional organizations		Regional organizations	
Stakeholders	Regional organizations	Stakeholders	Regional organizations
<p>Stakeholders Austrian participants</p>	<p>Cross-border co-operations</p>	<p>Regional organizations Hungarian participants</p>	<p>Stakeholders</p>

Source: Own assembly

5.2.2.2 Structure of the political cross-border co-operation in the region

The most holistic political cross-border co-operation in the Vienna-Bratislava region is, as already mentioned in the introduction to the region, the platform Centrope. The current trend for many cross-border projects is to use Centrope as an umbrella project and this trend will intensify in the future where Centrope should act as. Besides Centrope there are also a few smaller political co-operations, where the most important ones will be mentioned here.

Centrope

Already in 1996 the Interreg II A project VITECC (Vienna Tele Co-operation centre) was started up to establish a network between the cities Bratislava, Brno, Győr and Vienna. The project included many workshops and exchange meetings of politicians and experts. Then, in September 2003, the governors, county presidents and mayors of 8 regions and 8 cities⁴⁸ agreed upon the joint establishment and support of the Central European Region - CENTROPE. The first structures regarding Centrope were implemented within the Interreg III A project BAER (Building a European Region). The follow-up project for the next Interreg⁴⁹ period from 2007 is already in preparation. In the current stage the Centrope project consists of a secretariat in Vienna led by the Centrope Consortium. This consortium includes the business development agencies of the three federal provinces Lower Austria, Vienna and Burgenland and 2 regional development agencies. The steering committee consists only of representatives of the three federal provinces on the Austrian side, as the Interreg project was only applied in Austria yet.⁵⁰ For the new programming period from 2007 an integration of the partners in Slovakia, Czech Republic and Hungary is planned.

	Centrope
Set up in	2003
Political meetings	Sep 2003, April 2005, March 2006
Politicians involved	Representatives of 8 regions and 8 cities
Objective / Goal	“Development of a multilateral, binding and lasting co-operation framework for the collaboration of regions and municipalities, business enterprises and societal institutions in the Central European region.”
Web	centrope.info

The activities done in this first phase of Centrope (2003 – 2006) mainly enclosed building up network structures, organising political meetings and implementing pilot projects in different areas of action like i.e. culture, education, labour market or transport.

In March 2006 a political conference were held to discuss the further development of Centrope. A vision document⁵¹ was published to underline the proposed development for the future. The Centrope secretariat should become a network type, multilateral Co-operation Management which acts as a consulting and co-ordinating platform as well as an impulse-providing, supporting service and co-ordination structure for the whole region. The future political body is imagined as a steering body where all participating political representatives are incorporated, called the Centrope Conference. This conference should take the fundamental decisions regarding co-operative activities and define the medium-term

⁴⁸ Participants listed in chapter 5.2.1.1

⁴⁹ The Interreg initiative will be new structured from 2007, see chapter 4.3

⁵⁰ See chapter 4.3.2.1 for the structure of the Interreg III A programme.

⁵¹ cf. Centrope Consortium 2005

development goals as well as act as one “Voice” towards third parties like European institutions.

Co-operation between the cities of Vienna and Bratislava

A first official partnership was signed in 1993 and resumed in 2003. The co-operation is not formalised and focuses on collaboration via cross-border projects. These projects were/are mostly not only including the two cities but also other partners in the region. Furthermore a temporary exchange of civil servants for a short time was proposed for the urban planning departments. But this idea is still just a proposal. Nevertheless, many informal contacts within the city administrations exist.

	Vienna-Bratislava
Set up in	1993
Political meetings	not regular, ~ 1 / year
Civil servants meetings	project oriented

Co-operation between the city of Bratislava and its western surroundings in Austria

The projects Kobra⁵² (2003/2004) and Kobra+ (2004/2005) were started to analyse the future development of municipalities in Austria located next to the Slovakian border in very close proximity of Bratislava. As the urban structure of Bratislava has already extended to all directions except to the south-west which is on Austrian territory, and the territory itself lies very well located between the twin cities Vienna and Bratislava a strong impact and pressure on land use in these municipalities is occurring. To steer this development co-operation between the municipality and Bratislava has become necessary. The Regional Forum Bratislava-Surroundings⁵³ was started up by the regional development agency “Auland-Carnuntum” with a first forum in March 2006 where representatives from the city of Bratislava as well as from 14 Austrian municipalities and from Lower Austria participated. Another meeting is not planned yet but regular meetings are proposed to take place twice per year and moreover a follow-up project to Kobra and Kobra+ is in preparation.

	Regional Forum Bratislava-Surroundings
Set up in	2006
Political meetings	First meeting in March 2006 2 / year (proposed)
Politicians involved	Representatives from the city of Bratislava, 14 surrounding municipalities in Austria and regional developing associations
Objective / Goal	Deepening of the co-operation within the cross-border metropolitan area

⁵² Kobra – Stadt-Umland-Ko-operation Bratislava (City-Regional Co-operation Bratislava)

⁵³ In German “Regionalforum Bratislava-Umland”

Euroregions

The term "Euroregion" is not clearly defined: Referring to the Council of Europe, three main types of "Euroregion" can be identified:

1. Euroregions without legal personality (working communities or communities of interest)
2. Euroregions which are based on private law
3. Euroregions which are based on public law

The newly established "Euroregions" in the central and eastern European countries are mostly working communities and communities of interest which are forums for informal transfrontier information and consultation.⁵⁴ Also the Euregio Weinviertel-South Moravia-West Slovakia belongs to this category.

The Euregio includes 13 districts in the border triangle of Austria, the Czech Republic and Slovakia, so the space between Vienna, Bratislava and Brno. The management of the Euregio lies at the Euregio Service located at the Weinviertel Management in Austria and partner agencies in the neighbouring regions.

	EUREGIO Weinviertel – Südmähren – Westslowakei / Pomoravi – Zahorie - Weinviertel
Set up in	1997
Political meetings	At least 1 / year (Euregio Herbsttagung)
Contact of civil servants	Regular contact of the Euregio Service with partner organizations in the Czech Republic and Slovakia
Objective / Goal	Umbrella organization for support of information exchange, knowledge transfer, economic co-operation, socio-cultural activities, and acts as lobbyist for common concerns.
Web	www.euregio-weinviertel.org

Another Euroregion in the Vienna-Bratislava region exists south of the two cities. The West Pannonia Euroregion incorporates the area of Burgenland and the West Hungarian provinces.

Contact to the national level

The national level is integrated due to its responsibility for the Interreg programme on both sides, although there were some competences like the Small Project Fund (SPF) transferred to the regions. In political co-operations the national level is not integrated. This is for the current demands on co-operation (networking, imaging, common strategy building, pilot projects) not necessary, but for future demands on the integration process an incorporation of national authorities will be essential to be successful in certain manners. This is even more obvious in the Slovak Republic and also the Czech Republic and Hungary where competences are more centralised than in Austria

⁵⁴ cf. Council of Europe: "Euroregions" in Europe, http://www.coe.int/T/E/Legal_Affairs/Local_and_regional_Democracy/Transfrontier_co-operation/Euroregions/6Euroregions.asp, April 2006

5.2.2.3 Examples of other cross-border co-operations in the region

To give an overview over some other cross-border co-operations and projects beside the political ones (which must not mean that political actors are certainly not involved), a few others will be mentioned here.

Jordes+

The Jordes+ (Joint Regional Development Strategy for Vienna-Bratislava-Győr) project was already finished in 2005. The project's target was to develop a regional strategy for the border region Austria/Slovakia/Hungary⁵⁵ and was done by a regional consulting office from Vienna in co-operation with the concerned regions and agencies responsible for regional development. The results of Jordes+ should get or got applied in pilot projects initiated by Centrope as well as got integrated as a basis for the Centrope co-operation itself.

DIANE (Direct Investment Agency Net)

The DIANE network consists of direct investment agencies from and is supposed to build up a common marketing of the region. The project's aims were (finished in 2004) to establish a co-operation and information platform for the common marketing and to present the region to the outside. Additional certain location factors should get improved due common activities and measures. The results of DIANE got integrated in the Centrope project in the platform www.centrope.com which is focused to attract and inform potential foreign investors.

LAMO (Labour market monitoring)

The LAMO project is done by a research institute in Austria with partners in the neighbouring regions and analyses and monitors the development of the labour market caused by the EU expansion in the partner regions⁵⁶ and particular in the Austrian border regions. The project results should serve as an information basis on the changes on the labour market to allow implementing certain measures in time. The results on potential commuting and migration are also used in the graphs in chapter 5.2.3.2.

Twin City Liner

The Twin City Liner is a regular fast boat connection between Vienna and Bratislava and will start in June 2006. The project was initiated by the two cities and gets implemented by a regional marketing and development company.

⁵⁵ See Fig. 41 in chapter 5.2.1.1 for the Jordes+ region

⁵⁶ See Fig. 41 in chapter 5.2.1.1 for the LAMO region

CERNET / EdQ

The CERNET (Central European Regional Network for Education Transfer) was a network of boards of education, led by the Vienna board of education. The project was finished in 2004 and continues now within EdQ (Education Quality). The aims are focusing on exchange of experiences, increasing mobility, develop modern language teaching, transregional schooling etc. in the educational sector. As a remark: The name “Centrope” emerged due to a competition on a common name for the cross-border region organised by CERNET, where school classes from all regions participated.

UniRegio

The subject of UniRegio is the recent and future role of higher education institutions in regional development within the Vienna Region and Western Hungary: Based on empirical research and surveys, representatives of higher education institutions and regional development professionals of the region meet in workshops to work on joint strategies for their co-operation. A special focus will be put on the cross-border co-operation of universities in regional development matters of the Vienna Region and Western Hungary. The project is coordinated by to universities in Austria (Klagenfurt/Vienna, Krems) and one academy in Hungary (Győr)

Platform of Regional Business chambers

This platform was established by the regional business chambers of Vienna and Bratislava with the task to support co-operation of the businesses in the region via different projects. The platform is visible at www.wien-bratislava.at / www.vieden-bratislava.sk and should support the establishment of co-operations and the positioning of the regional businesses on third markets, build up a co-operation for qualification measures of their employees and represent and lobby their common interests on the EU-level.

Healthregio

The “Regional Network for the Improvement of Healthcare Services” aims at improving and optimising the healthcare service sector in the border regions of Austria, the Czech Republic, Slovakia and Hungary. The project is led by the Vienna University of Economics and Business Administration which co-operates with several other partner universities and institutes. The results will be composed of a sectoral analysis and further of recommendations for actions in the fields of economic and health policy.

5.2.3 Performance of the cross-border co-operation

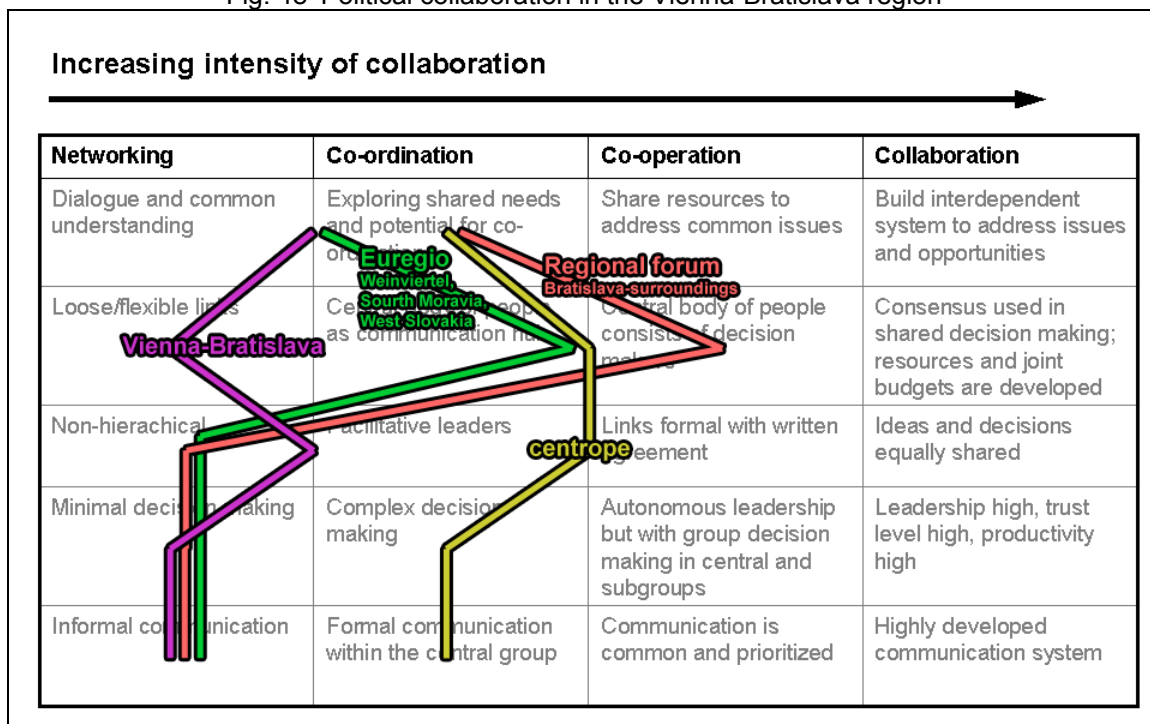
As done with the Öresund case, the performance of the cross-border co-operation in the region will be assessed in two issues: The structure and the framework of the cross-border co-operation and the output of cross-border co-operation respectively the status of integration in the region.

5.2.3.1 Structure and framework

1.1 Intensity of political cross-border co-operations

To characterise the political cross-border co-operations, the collaboration continuum, described in chapter 3.1.1 will be used again. In the Vienna-Bratislava region there are two political co-operations where both, Vienna and Bratislava, are participating: The Centrope project, which covers quite a big region, and the partnership between the two cities. Besides them some “Euroregions” are located in or close to the Vienna-Bratislava region. The Euregio Weinviertel-South Moravia-West Slovakia is no typical political CBC as it involves many other actors and furthestmost acts as a regional platform for all stakeholders. Finally, the very young co-operation between Bratislava and its surrounding municipalities in Austria just started up as a political CBC. They are all political co-operations to some extent as there are regional politicians participating in the decision making or guiding role.

Fig. 48 Political collaboration in the Vienna-Bratislava region



Source: Docherty, Gulliver, Drake (2004) with own supplementations

The intensity of collaboration of the political CBCs is compared to the Öresund region low. This is surely also because of the very young co-operation networks and the political changes in the recent 15 years.

A central body of decision-makers does not exist yet in the Centrope co-operation, as the current steering committee consists only of the Austrian participants. From the next funding period from 2007 it is planned to include also the other partners. Though, in the three political conferences which took place yet, common declarations/memorandums on the further co-operations were agreed upon each time.

The partnership between the cities of Vienna and Bratislava is not formal besides the partnership agreement. The collaboration contains of certain project work and informal contacts. There are also meetings of politicians, but only if there is a certain demand.

In the regional forum for Bratislava and its surroundings all important decision-makers are included. The question now is, as this forum just got formed, how the work will continue. Currently it seems like a follow-up project to the Kobra projects will be prepared by experts and another meeting of politicians won't take place before results will be available.

The Euregio co-operation is rather diverse. The activities are very project-oriented and focused on networking. However, once a year a meeting of regional politicians and experts every autumn in Poysdorf takes place for some years now.

Also in this region, as well as in the Öresund region, the aspect of regulated decision-making is underrepresented what is mainly caused by the mentioned young development of the co-operation as well as a further complexity because of the participation of regions in four national countries with diverse allocation of competences and political power on the different levels.

The further development of the co-operations in the next years will be interesting to chase. When the Centrope co-operation will also be established in the neighbouring regions in the next funding period and the steering committee will involve all partners, an intensification of the co-operation in regards to decision-making can be expected. The other co-operations tend to integrate in the Centrope project especially regarding regional demands. The future of regional forum Bratislava-surroundings is hard to predict. This will very much depend on the development of the city and the land pressure on the surroundings municipalities.

1.2 Participants in the cross-border co-operation

Due to the diverse approaches to cross-border funding and the four different Interreg programmes in the region, it is impossible to list the participants in cross-border activities. Of course, as demanded by the Interreg programmes, the major actors are public organizations and institutions and within them the regional and local authorities like provinces and bigger cities. There are also many smaller municipalities participating in cross-border projects, especially through the framework of the two Euregios or with small, specialised projects. The intensity of the exchange between the project partners of the different sides is quite different. As there is no lead partner principle introduced yet in the Interreg programmes in the region, many projects are also only mirroring⁵⁷ projects from the other side and therefore have not introduced real co-operation

Additional to the political actors, many regional and business development agencies, public, half-public, or private, participate in cross-border co-operation via project holders or just as contractors for parts of a project. This group of actors might be the most active groups in cross-border co-operation.

⁵⁷ See chapter 4.3.2.1 / subitem "Organisation" for the different types of projects.

In regards to research and education the co-operation runs in different speed. While the co-operation on the school sector is very active, the co-operation in the research and also at the university sector just started up.

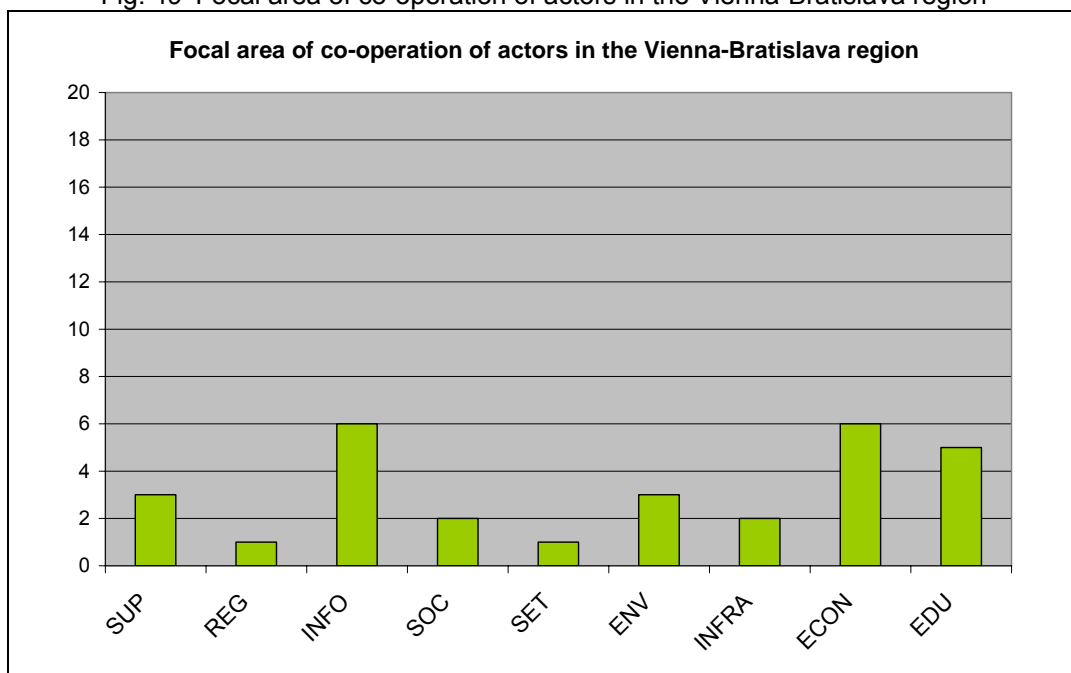
1.3 Focus areas of the cross-border co-operation

As in the Öresund case two problems occur when spotting the areas of focus in cross-border co-operation:

1. Defining which cross-border projects, networks, organizations, initiatives etc. should be included (range, extent)
2. Finding out the one, or two, or three focal areas fitting in a general scheme (categorization, core topics)

For consistency it is reasonable to include all organizations mentioned in chapter 5.2.2.1 – actors in the cross-border co-operation. Since some actors have more than one major focus area – i.e. Regionalforum Bratislava in superior strategic goals for the development (SUP) and settlements/housing (SET) – in the following graph are more numbers of focuses (29) than of actors (15) included.

Fig. 49 Focal area of co-operation of actors in the Vienna-Bratislava region



Source: Own assortment

As the various co-operations in the regions are relatively young, a network of actors is still in constitution. Hence, statements and conclusions out of the graph are limited.

- Strongest represented are the areas of representation to the in- and outside (INFO), trade, labour and economy (ECO) and education, research and science (EDU)
- All other focal areas are relatively underrepresented. Especially the area of settlements (SET) is only represented with one co-operation. The regional forum Bratislava-surroundings and its related projects Kobra are partly dealing with these issues.

On the other hand, Centrope and its pilot projects cover almost all areas and a further integration of projects and co-operations in the Centrope framework is very probable. In

opposition stays the structure of co-operation in the Öresund region, where cross-border co-operation is spread over many different actors and initiatives and the networks are generally much decentralised.

5.2.3.2 Output

2.1 Indicators of regional integration (commuting, migration, student exchange)

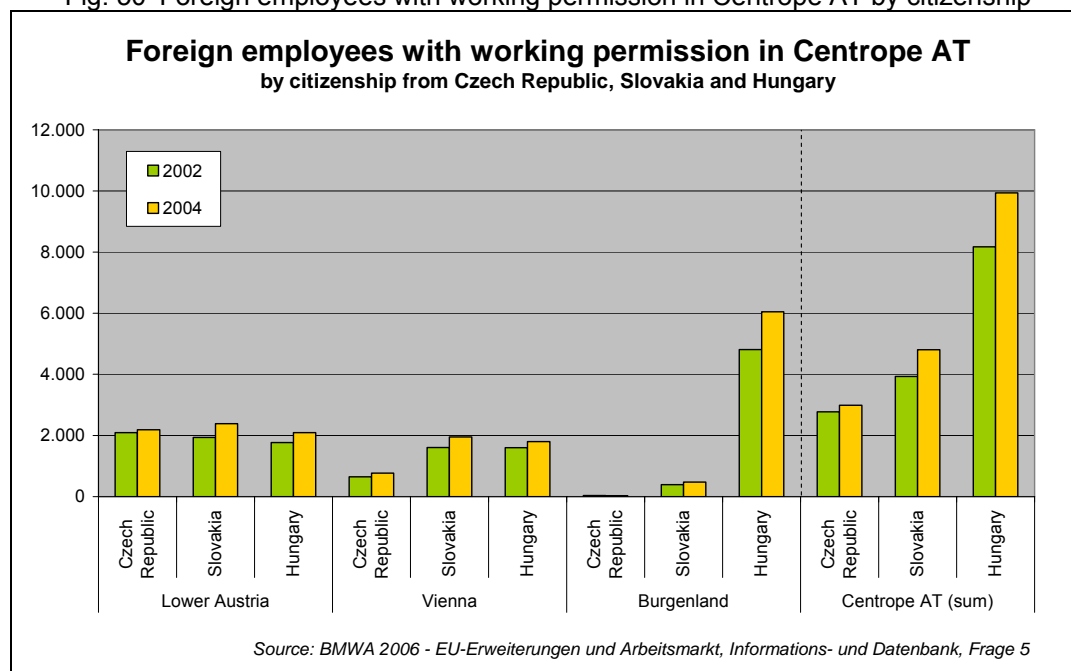
For the Vienna-Bratislava region it is still difficult to get appropriate statistical material. However, there are different databases and sources which are partially suitable to give a broad and general overview on the development of the regional integration.

While reading the graphs it should be taken into consideration, that one graph occasionally contains data from different sources. Hence there is no complete comparability of the containing numbers given though the graphs point out certain trends and developments.

Commuting and migration

Although the Czech Republic, Slovakia and Hungary are members of the European Union since 2004, there are still restrictions to labour exchange with some “old” member states. These restrictions were introduced in Austria (and also other “old” member states) with the accession of the new member states and can be extended up to a maximum of 7 years. In this time workers from the new member states need a regular working permit to work in Austria. This transitional period is split in 3 phases (May 2004 – June 2006, July 2006 – June 2009, July 2009 – June 2011). At the end of each phase an evaluation of the labour market has to be done and a reasonable statement is necessary to extend the period. Just recently the Austrian government (also the German and the Danish) decided to extend the transitional period to the second phase until 2009. Generally it is expected that Austria will make use of the transitional restrictions until 2011. That means that a free movement of commuters and migrates within the cross-border region will first be possible in the time from 2012-2015.

Fig. 50 Foreign employees with working permission in Centrope AT by citizenship

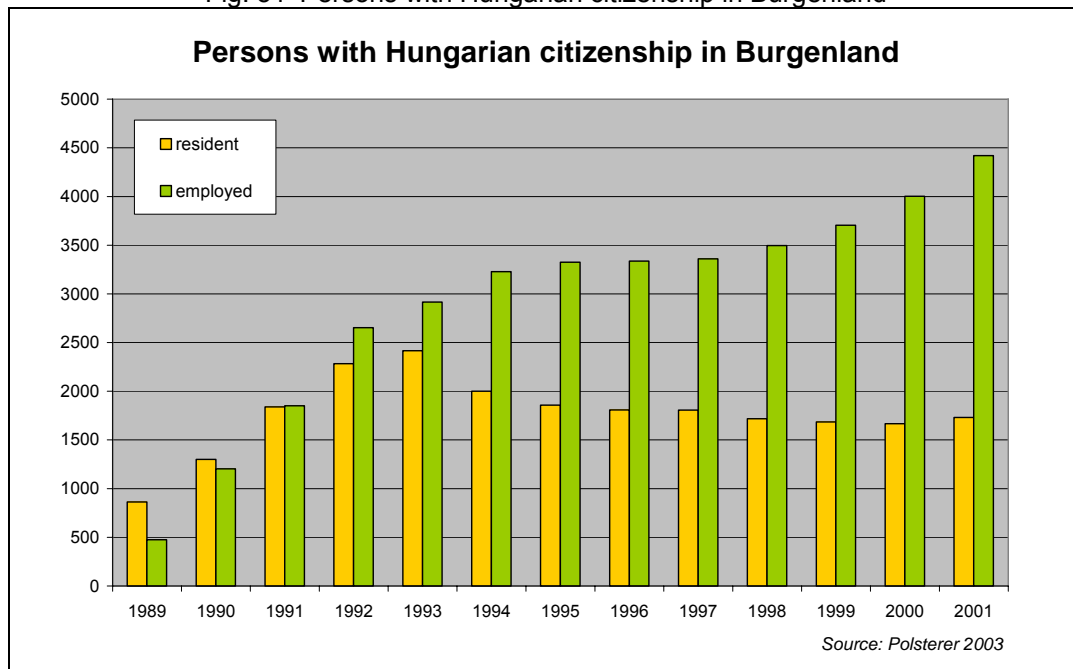


Source: BMWA - EU-Erweiterungen und Arbeitsmarkt, Informations- und Datenbank, 2006

Currently still a working permission is necessary for the employment of people from the new member states. In the Austrian part of Centrope worked around 18,000 persons from the Czech Republic, Slovakia and Hungary in 2004. This number includes people who migrated as well as those who commute. The amount of permissions increased from 2002 to 2004 with 20 % and this trend is expected to continue.

As a further example of the current trend in migration and commuting, the following graph of Hungarians in Burgenland can be taken. Until 1993 the number of resident Hungarians increased mainly caused by the short time effects of the fall of the iron curtain. While the number of resident Hungarians in Burgenland stagnated after 1993, the number of employed Hungarians rose further, which can be interpreted as an increase in commuters. Certainly, aspects like change of citizenship or change of residential region within Austria have to be taken into consideration. But still, the main trend is obvious: A decrease in interregional migration from Hungary to Burgenland but an increase in interregional commuting.

Fig. 51 Persons with Hungarian citizenship in Burgenland



Source: Polsterer 2003

The biggest incentive for migration and commuting in the region is supposed to be the differences in the GDP per capita. For migration it assumed that this incentive runs dry when the difference in the GDP per capita based on purchasing power parity decreased to 25 – 30 %, so when the country of origin exceeds 70 % of the welfare status of the target country⁵⁸. None of the border regions in Centrope exceed 70 % of the welfare status by GDP per capita PPP of the Austrian border region in 2002. The Slovakian part comes closest with 66 %, followed by the Hungarian part with 50 % and the Czech part with 48 %.⁵⁹

In regards to commuting the GDP per capita (not based on PPP) is relevant as commuters earn the money in one region, but pay living costs in their home region. Here is the gap significantly higher. The Czech, Slovakian and Hungarian parts of Centrope reach only about one quarter of the GDP per capita of the Austrian part of Centrope. Particular Vienna can be assumed to be very attractive for commuters, and also migrates, because of its surpassing GDP per capita. Even the region of Bratislava, the outstanding region in regards of economic

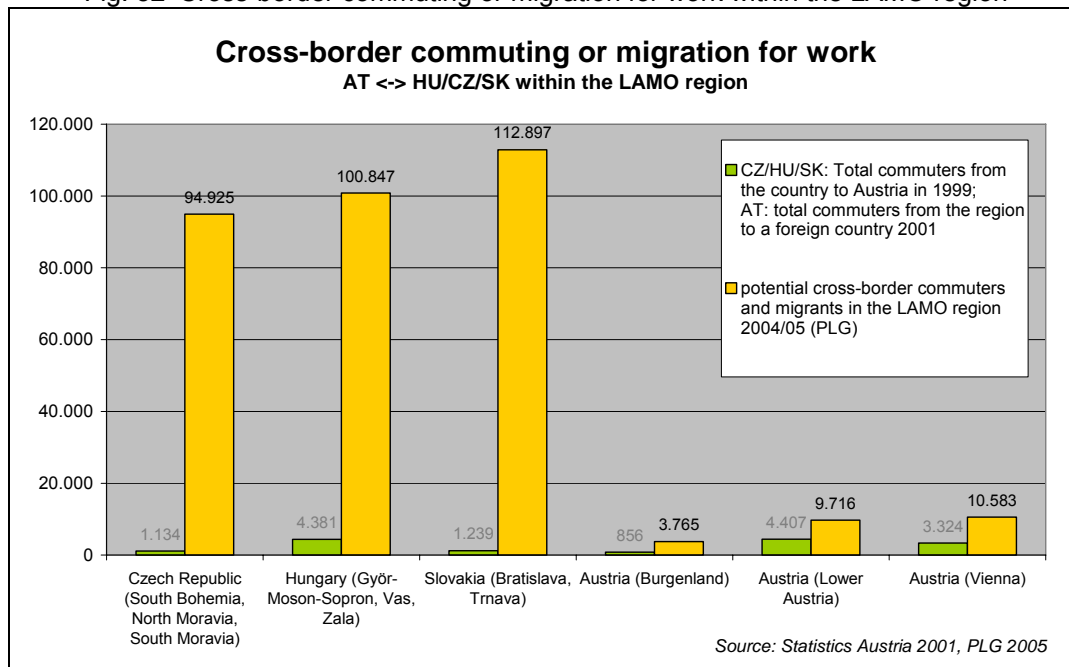
⁵⁸ cf. BMWA - EU-Erweiterungen und Arbeitsmarkt, Informations- und Datenbank, Frage 5, <http://euost.bmwa.gv.at/>, April 2005

⁵⁹ See Fig. 43 GDP in Centrope and further data in the Appendix

prosperity in the new member states within Centrope, reached only 30 % of the GDP per capita of Vienna and 70 % of the GDP based on PPP in 2002.

Within the LAMO project⁶⁰, a survey on potential commuting between the Austrian parts of LAMO⁶¹ and the Czech, Slovak and Hungarian parts.

Fig. 52 Cross-border commuting or migration for work within the LAMO region



Source: PLG 2005, Statistics Austria 2001

The highest potential of commuters and migrates within the region are in Slovakia, followed by Hungary and the Czech Republic. The potential of persons commuting from the Austrian parts to their partner regions is very low at around a tenth of the pervious. It is not expected, that this potential commuter and migrants would realise their attitudes as soon as the barriers for labour exchange are withdrawn. It is rather expected that the impact will be scattered over several years. Additional the potential of commuting and migration will decrease when the gap in the GDP per capita shrinks. Until 2012, when the barriers will be removed latest, the potential will have decreased further.

The analyses of motives for working abroad, also done within the LAMO project, support the importance of the difference in wages. Most important reasons for persons from the Czech, Slovak and Hungarian border regions to work abroad are:

1. Higher wages (but at least double as high, to have a certain incentive)
2. Better living standard abroad
3. Good job opportunities
4. Missing opportunity to improve own economic situation in the home country

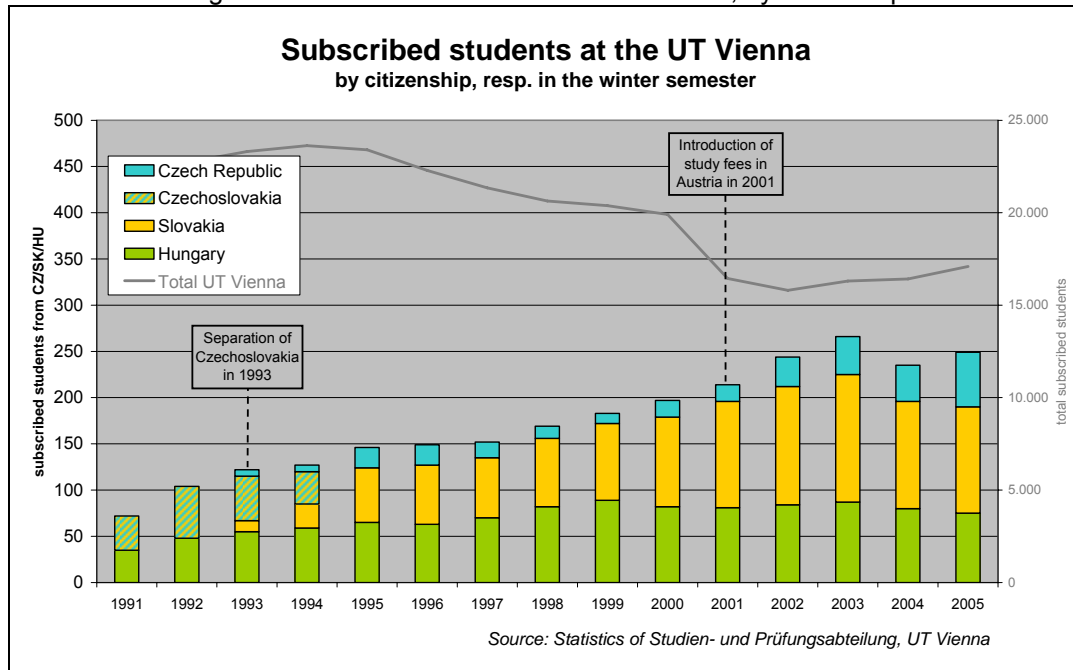
⁶⁰ cf. PLG 2005

⁶¹ Remark: The LAMO region is covering the Centrope area and a few other border regions, see Fig. 41 in chapter 5.2.1.1.

Student exchange

Besides commuting and migration a statement about interregional student exchange should be given. Getting appropriate data for the Vienna-Bratislava region or Centrope is much more difficult than for the Öresund case. There are no general statistics on interregional student exchange. But, as an example, the subscription at the university of technology in Vienna can be brought up. The UT Vienna is the fifth biggest university in Austria and the biggest technical university in the country.

Fig. 53 Subscribed students at the UT Vienna, by citizenship



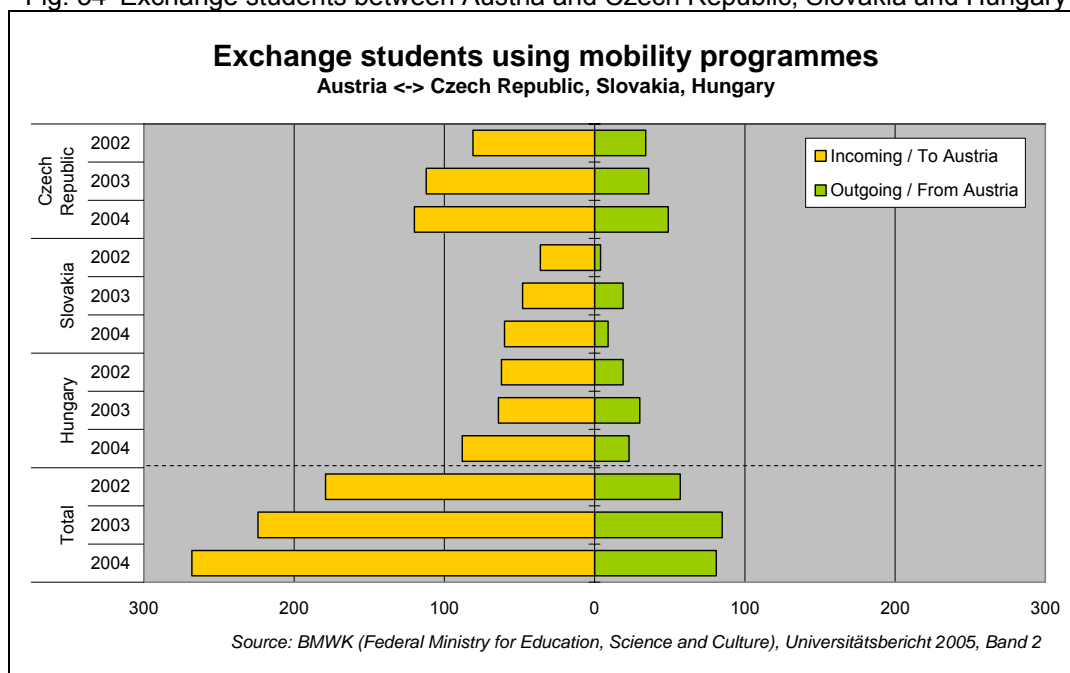
Source: Statistics of UT Vienna

While there had been study fees introduced in Austria by autumn 2001, the number of students, also at the UT Vienna, declined dramatically in that year. Since 2002 a slight upwards trend can be recognized. Concerning students from the neighbouring countries Czech Republic, Slovakia and Hungary the development went different. While the number of students from Hungary seems to stagnate since mid of the 1990ties, the number of students from the Czech Republic increase relatively strong in the recent 5 years (11 in 1999, 59 in 2005). The number of students from Slovakia increased constantly over the last 15 years and holds now the majority of students from these three countries at the UT Vienna.

It should be considered, that the share of students from the three countries combined of the total number of students with no Austrian citizenship accounts only around 7 %. The majority of students at the UT Vienna with a foreign citizenship are from Turkey, Germany, Bosnia and Herzegovina and Italy.

Form a national point of view the study exchange between Austria and its three neighbours in the north and east, the development is slightly different.

Fig. 54 Exchange students between Austria and Czech Republic, Slovakia and Hungary



Source: BMBWK, Universitätsbericht 2005, Band 2

The number of incoming students to Austria from these three countries increased, whereas the number of outgoing students from Austria to these three countries follows no trend and stands at a relatively low level. The relatively largest exchange in these relations is between Austria and the Czech Republic while the exchange with Slovakia is rather small.

The biggest potential within the region have for sure, besides full subscription at another university in the region, the attendance of singular lectures at another university in addition to the lectures at the home university. A network or information portal on these issues is not available yet.

2.2 Performance of the Interreg programme

Since 1995 the Austrian part of the border region is part of the Interreg initiative. In 2004, after the accession of 10 new member states to the EU, also the regions on the other side of the border joined the mentioned Interreg programmes. The EU contribution from the first to the second programme in the region was almost 7-folded. Additional to that, the EU also contributed money for cross-border co-operation via the PHARE CBC programme from 2000 – 2004 on the Slovak side.

Fig. 55 Interreg A between Austria and the Slovak Republic

Initiatives	Approved projects	EU contribution (ERDF) mio. Euro
Interreg II A – AT-SR (1995 – 1999)	(32 from 1995 – 1997 Only projects on Austrian side)	5.5 (no specific EU contribution for CBC in SR)
Interreg III A – AT-SR (2000 – 2006)	31 until Sep 2005 in SR 135 until July 2005 in AT in total 166	37.5 + PHARE-CBC <u>18.0</u> 55.5
Cross-border co-operation – AT-SR (2007 – 2012)	Trend to more projects in general as SR will participate from the beginning Necessity of lead partner principle	Full period contribution for SR

Source: European Commission, ÖAR 2005

The implementation of the Interreg III A AT-SR is partially behind the schedule in certain priorities (see Fig. 17 status of implementation by mid 2005) on the Austrian side and also on the Slovakian side as the start of the implementation was delayed by half a year⁶². In comparison with the Interreg III A programmes between AT-CZ and AT-HU the AT-SR programme has the lowest number of committed projects.

In general the implementation of real cross-border projects will start up in the next funding period as it will be necessary to implement projects with the lead partner concept⁶³ which implies the project co-ordination by one project leader (organization) from one side. Also the number of projects will increase (and the contribution from the EU) as Czech Republic, Slovakia and Hungary participate in the cross-border programme from the beginning of the coming funding period.

⁶² See interview with Branka Frková in chapter 7.4.7.

⁶³ See chapter 4.3.2.1, organisation of the Interreg III A programme AT-SR, for current kinds of project

PART III : SUMMARY AND CONCLUSIONS

6 Summary and conclusions

6.1 Copenhagen-Malmö / Öresund region

6.1.1 Summary and conclusions to structure and framework

The regulation aspect is rather weak in the political cross-border co-operations. The most used aspects are networking and “setting signs”, which need the least additional use of resources. This witnesses that at the moment there is no further recognition of more intensive forms of co-operation.

One organisation which has a potential for more intensive actions in cross-border co-operation is the Öresundskomiteen. But the structure which it has today, too many members and decisions based on consensus as well as no real competences, hinders the committee to get further. Also, the unknown future of the committee, regarding members and existence because of the structural reforms in Denmark in 2007, cuts currently possibilities for a change of the committee’s structure.

Regarding the participation in the cross-border co-operation, the most active partners in Interreg projects are regional or municipal authorities as well as universities. Of course the requirement of public participants of in the Interreg projects demands that the participants are mainly from these organizations.

The focus of the participants in cross-border co-operation in the region is mainly on issues about economy and labour market, education and research as well as information and marketing. Other issues are underrepresented, mainly because there is no common need for (more) co-operation in these areas today.

Referring to the interviews, also the unsatisfactory contact of the actors in the cross-border region to the national level should be mentioned here. This is of course not an issue of the internal structure of the region but on the structure where the region is implemented. These are two national states, Denmark and Sweden, with their own national interest. There is a demand to increase the contact with the national level, because many border crossing issues are on their competence level. But it is also questionable if the barrier to solve these issues in form of national legislation wouldn’t exist if all competences would be at the regional or local level. Also at the Öresundskomiteen, were no the national level is not included, it is not easy to find compromises or even consensuses.

6.1.2 Summary and conclusions to the output

The integration indicators analysed, give a picture of an increasing integration. But the development itself still doesn’t reach significant numbers. The commuting over the Öresund bridge compared with commuting on Zealand is far beyond, although there would exist a reasonable potential. Also the migration to, and the students enrolled on the other side are on very low stages. If the current trend continues a further integration can be expected, but it will take some time till this is on a comparable level like the integration is on the both sides of the Öresund respectively.

However, for the increasing integration two events seem determinant as appears from the figures and the interviews:

1. The Interreg A - Öresund programmes II and III (from 1994 an ongoing)
2. The fixed link over the Öresund (the agreement itself as also the finished construction in 2000)

These two factors were especially important to start up the co-operation and the integration. The Interreg programme acted as an incentive to do certain projects together with somebody from the other side. In the beginning these were projects which would have been done anyway, but with the Interreg programme the incentive to include a partner from the other side and so double the project budget became significant.

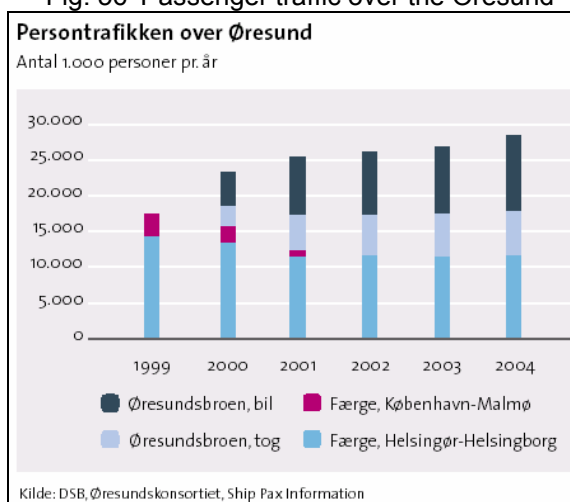
The bridge had two very important impacts: First the commuting and the passenger traffic in general increased, especially in the first two/three years (see Fig. 56). In recent years it still increased but not that fast anymore. Besides this role for transport, the bridge also had another very important role. It acted as some kind of signal project for integration and for further co-operation five years after the start of the Interreg programme.

It seems like such big initiatives are needed to start up cross-border co-operation and to give it some impulse. The question is for how long such an impulse can act as motivation for cross-border co-operation. The last big impulse, through the Öresund bridge, was in 2000.

There are also people in the Öresund region who are already disappointed because they expected a faster integration. However, the awareness of cross-border co-operation is very integrated in several issues but the speed is variable. Regarding the number of commuters and so on, it seems that there is no need for more intensive co-operation at the moment.

Especially regions more peripheral located from the Öresund are more likely to defect from co-operation because the need or the benefit for them is not obvious.

Fig. 56 Passenger traffic over the Öresund



Source: HUR Regionplan 2005

Numbers in 1000 persons per year
 Øresundsbroen, bil – Over the bridge by car
 Øresundsbroen, tog – Over the bridge by train
 Færge, Kbh-Mal – Ferry Cph-Malmö
 Færge, H-H – Ferry Helsingør-Heslingborg

6.1.3 Impact of the cross-border co-operation to regional competitiveness

The direct impact of cross-border co-operation on the regional competitiveness is hard to isolate. What can be said, as co-operation is only working if the partners see a benefit, is that a good working co-operation improves the situation of the participants and so, through one or the other success determinant, also improves the competitiveness of the region.

Referring to the criteria of competitiveness discussed in chapter 2.1.3 it can be summarized, that, from this analysis point of view, the cross-border co-operation in the Öresund region has its major focus and a direct influence on

- building of **institutional capacity** and **right institutional networks** through the political co-operations and networks trying to interlink universities with private industry like the Öresund Science Region and on
- **good communication networks** like the promoting of further infrastructure projects but also the developing of a strategy for the regions positioning with several co-operations aiming to the marketing of the region as well as the, currently in work, “master plan” for the Öresund region.

Also the other criteria are addressed within the cross-border co-operation but probably cannot be influenced that direct with the current form or also the current need of the co-operation and are mainly issues of the concerned authorities themselves.

It seems that the networking aspect, as also explained in the chapters before, is the one with the highest recognition for cross-border co-operation in the region at the moment. So besides big infrastructure projects which are seen to give a further kick to integration but can only be realised in the long run, the network approach still offers the biggest benefit related to the expenses for the participants.

Last but not least the huge interest of researchers and students like me in the region and its development is something what also could indicate increased attractiveness and so competitiveness.

6.1.4 Outlook for the cross-border co-operation process

In summary it can be said that, the integration is increasing. But it is still on a very low level so there is no recognition for the need of a deeper, more intensive co-operation like a structural change of the Öresundskomiteen would be for example.

If the integration continues in several areas like economic and industrial integration the need for deeper co-operation and its benefits will be visible. On the other hand this integration, probably, needs another impulse to increase. Like the bridge has given an impulse to the start-up of migration and commuting or the Interreg programme initiating the co-operation especially between public institutions.

One future impulse for the further integration could be the outcome of the project carried out by the Öresundskomiteen, Region Skåne and HUR which deals with the future development of the region and will draw up scenarios and may be also policy options. The focus areas of infrastructure as well as on settlement structures and business development could act as new impulses for further integration in the region. Of course the impact of this project depends very much on the application of its outcome.

This opens a more pessimistic view for the moment. Besides that not much will change in the time before the structural reforms in Denmark are implemented in 2007, the outlook for regional co-operation after that is rather bad. If the Öresundskomiteen continues its work, it can choose between two feeble options for the future political work: It can work with the three future regional authorities in the region who will be very weak regarding their competences, or it can try to work with very strong but numberless municipalities.

Another impact to the further integration of the region could be the construction of the proposed rail-tunnel between Helsingør and Helsingborg which would allow a ring-railway connection around the Öresund. Though, this project seems to be postponed for an indefinite period because the Danish government prioritises first the construction of a fixed link to Germany (Fehmarnbelt) before a second Öresund link can become an issue.

Also the rail-tunnel (citytunneln) in Malmö, which will shorten the travel time from Malmö to Copenhagen and opens new suburbs of Malmö a quick connection to the bridge, could give a further impulse. However, this impulse won't come before 2010/2011, when the tunnel and the new stations are estimated to be finished.

So for the short-term view of the cross-border integration is a stagnating one. In the current period it is important to go on with running projects and co-operations that the awareness for co-operation can be further strengthened.

The medium-term outlook is rather unclear. After the general election in Sweden in September 2006 and the structural reform in Denmark in 2007 the political cross-border co-operations has to be renewed. It will depend very much on persons how the new structures of political cross-border co-operation like the Öresundskomiteen will look like, at least in a regional perspective.

For the long run a further integration can be expected. The integration of the region is not in question, only the tempo. Also influences from the outside, like the ongoing Interreg programme for the Öresund region, indicate the trend for a persistent integration.

6.2 Vienna-Bratislava region

6.2.1 Summary and conclusions on structure and framework

The intensity of the political co-operation in the region, regarding activities exceeding the networking or coordination phase, is rather low. The main reason for this is for sure the very different development of the countries in the recent decades. Only for the recent 15 years border exchange between Austria and its neighbours Czech Republic, Slovakia and Hungary (as well as Slovenia) is possible again after decades of separation. After the fall of the iron curtain big structural changes within the countries were done and just recently, since the enlargement of the EU in 2004, structural barriers slowly diminish. For that reason serious political co-operations are rather young in the region and still have to get established.

The co-operation with the most promising outlook is Centrope. Besides its umbrella function for various pilot projects for cross-border co-operation it is also a platform for regional politicians. There is no formal decision-making procedure or even certain competences located at this platform, but, and that's unique in the region, it includes all regional and certain local political leaders to meet up regularly and to discuss about the further development of the region. This platform could become a regular forum for politicians from the region to meet with a common communication and decision-making procedure directing towards common goals.

For the other political co-operations there is no need for intensification of the co-operation structures. Only the Regional forum Bratislava-surroundings could obtain a bigger importance in the future if the pressure on land increases in the surrounding communities. This could generate further recognition for co-operation and the need for intensification of it.

The major focus of co-operations in the region lies on representation and marketing of the region, business and labour market environment and educational and knowledge transfer and co-operation. Still, these areas are not very ahead to other areas of co-operation as the number of focuses is generally low.

Moreover the further development of the Interreg programme is crucial for the cross-border region, as it is an important framework for cross-border co-operation. Especially the implementation of the lead partner principle, succeeding the major practice of "half-co-operative" projects like mirror or even single projects, will have a significant influence on decision-making structures and on the regional integration. Only with the lead partner principle the implementation of cross-border projects on both sides of the border can be guaranteed.

6.2.2 Summary and conclusions on the output

Currently there is no detailed data on commuting within the cross-border region available. The PGO is undertaking a first research project in this topic at the moment and analyses the cross-border commuting to/from the Austrian part of Centrope. Results will be available in autumn 2006. A general number on border crossings is already available.⁶⁴

⁶⁴ Telephone interview with Hannes Schulz, PGO, see chapter 7.4.9 and first results received from Hannes Schulz in April 2006

Around 140,000 times were persons crossing the border to/from Austria within Centrope on a normal weekday.⁶⁵ 70 % (~ 98,000) travel with reference to the region (Austrian part of Centrope = PGO area), 30 % have a target/source location outside the region. On the other hand, around 18,000 citizens from the Czech Republic, Slovakia and Hungary had a working permission in Centrope AT – but they are not necessarily commuters. In relation: Around 75,000 persons crossed the Öresund per day⁶⁶ whereof around 7,500 were interregional commuters in 2004.

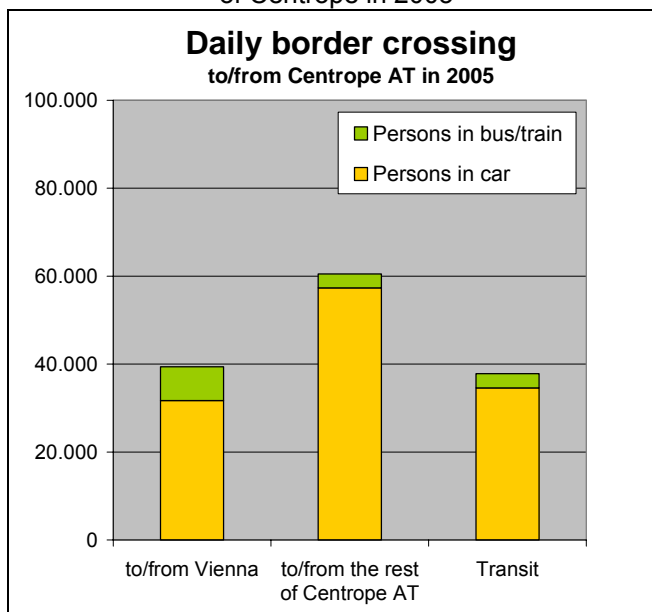
Although all part-regions are within EU territory, still many restrictions regarding people's movement especially for migrates and commuters exist. The limitations implemented by Austria regarding the opening of the labour market for persons from the new member states are expected to continue until 2011. Currently there is a potential of around 300,000 persons from the Czech, Slovak and Hungarian part of the region, who would like to commute or migrate in the near future to the Austrian part of the region. But this potential will decrease as the gap between the regional GDPs per PPP shrinks.

The general trend on the development of commuting and migration is shown by Hungarians in Burgenland. While the number of employed people from Hungary increases, the number of resident Hungarians in Burgenland stagnates or even decreases. The lesser the gap between the regional GDPs per PPP gets, the lesser a migration is attractive. On the other hand, the gap in between the regional GDPs in Euros is still high which makes commuting from a region with low living costs to a region with high loans attractive.

This development will most likely affect municipalities along the border and certainly also Vienna which has simply the highest GDP in the region and therefore has an extended catchment area. Especially through the improvement of traffic infrastructure between Vienna and Bratislava a further increase in Slovakian commuters can be expected. Fig. 52 endorses this tendency: Currently the most cross-border commuters from the Czech, Slovak and Hungarian parts to Austria are from Hungary, but the most potential commuters and migrates are from Slovakia.

However, the potential migration and commuting for economic reasons will decrease as the GDP difference will harmonize further in the next years. For instance in 2002 the Austrian part of Centrope had an annual growth 2.5 % of its GDP while all other regions in Centrope had an annual growth from 8.6 % (Trnava) to 19.1 % (South Moravia). Calculated at purchasing power parity the same development can be observed: The PPP in Centrope AT increase 2.3 %, while in the other regions the regional GDP/PPP increased between 4.5 % (Vas) and 11.1 % (Bratislava)⁶⁷

Fig. 57 Daily border crossings to/from the Austrian part of Centrope in 2005



Source: PGO 2006

⁶⁵ Remark: The counting was done on a certain day in autumn 2005 and does not reflect necessarily the average daily commuting.

⁶⁶ Includes crosses over the bridge as well as by ferry, see Fig. 56 chapter 6.1.2

⁶⁷ Source: Eurostat 2006

The student mobility in the region is less dependent on the regional GDP but on a certain structural framework like exchange programmes, international environment, transport infrastructure and costs etc. The exchange via mobility programmes increased between Austria and the Czech Republic, Slovakia and Hungary. However, it is still on a low level. The current mobility programmes, which are mainly made for European-wide exchange, might not be appropriate for interregional student exchange. Special structures and co-operations of the region's universities are necessary to improve the possibilities of cross-border studies.

6.2.3 Impact of the cross-border co-operation to regional competitiveness

Again, the direct impact of cross-border co-operation on the regional competitiveness is hard to isolate – especially in the Vienna-Bratislava region where, the co-operation process is still at the very beginning. But the start-up itself can already be seen as an indicator for an expected benefit due to co-operation because a co-operation never starts just for the end in itself.

Referring to the criteria of competitiveness discussed in chapter 2.1.3 it can be summarized, that, from this analysis point of view, the cross-border co-operation in the Vienna-Bratislava region has its major focus and an influence on

- building of **institutional capacity** and **right institutional networks** through the political co-operations (Centrope) but also networks trying to interlink regional actors and private individuals with initiatives like the Euregio forum and also a little on
- **good communication networks** like the promoting of further infrastructure projects through co-operative projects and studies in the transport sector like the project CENTRAL⁶⁸ and the developing common goals and a common marketing to the outside (Centrope).

Other criteria are addressed too, but cannot be influenced due to their complexity and the low stage of intensity within the co-operations. Also in the Vienna-Bratislava region the aspect of networking, and therefore one of the least intensive form of collaboration, is currently practiced most. The benefits of more intensive collaboration seem to be not enough visible or recognized yet to deepen the co-operation. This might change when the conditions change external, like when the new funding period starts, or internal, when integration and exchange reaches a higher level. Until now the network approach still offers the biggest benefit related to the expenses for the participants, but it is the weakest to influence on the listed criteria.

6.2.4 Outlook on the cross-border co-operation process

After several decades of no cross-border exchange, hindered by the iron curtain, the new possibilities and opportunities of cross-border co-operation are obvious. Still and because of the long separation of the region, the co-operation and integration process advances slowly.

Regional politicians have showed their affinity to a common region and a co-operative environment as the benefits for a stronger competitive situation within the global economy are visible. But to increase these benefits, an internal integration is necessary. Networks and co-operations in business, science, education, labour market, traffic etc. are necessary to enhance the integration process. Crucial therefore will be the next cross-border funding

⁶⁸ CE NTRAL – Central European Nodes for Transport and Logistics, <http://www.tinavienna.at/central>, April 2006

period from the EU from 2007 and the Centrope project's new "face" in this period. The concrete delimitation of a certain area of co-operation was the first step which was already done. Now it is necessary to include all regional representatives on the same level within a decision-making framework. The demanded implementation of the lead partner principle should enforce this.

The next steps of integration will be the planned accession of Slovakia in 2009 and the Czech Republic and Hungary in 2010 to the Euro and the withdraw of transition regulations on the Austrian labour market for persons from the "new" member states approx. in 2011/2012.

Besides these structural measures, the improvement of traffic infrastructure within the region will have a certain influence on the tempo of integration and the further development of co-operative structures. Several Road projects are under construction or in the planning phase, while railway connections are still in discussion. Especially the connection of Vienna and Bratislava with their two airports linked by one railway is currently only partly taken in consideration. Other improvements like the enhancement of the Vienna south/east railway station are prioritised.

So the current integration corresponds to the intensity of co-operation. Both are still in a "beginners" phase. For the short term the ongoing implementation of cross-border projects is important and further areas for co-operation should be integrated as the coverage of diverse cross-border matters is still underrepresented.

In the medium-term the use of the next funds for cross-border co-operation from the EU will be decisive. The required lead partner principle could trigger a higher intensification of co-operations in general. In particular the future look of Centrope, especially its political forum, will be important as an umbrella framework for cross-border co-operation. The equal involvement of all regional partners is necessary to guarantee the implementation of common strategies.

In the long run the introduction of the Euro in the Czech Republic, Slovakia and Hungary as well as the abolition of labour market restriction in Austria can be expected to have a strong impact on integration. Even if the potential commuters and migrates due to the reduction of the gap in the regional GDP will decrease, these two occasions are an important condition for a real integration of the cross-border region. A significant increase in exchange in all areas can be expected subsequently.

6.3 General conclusions, recommendations and outlook

In general it can be said that co-operation, and therefore also cross-border co-operation, can increase competitiveness as co-operation only takes place when the partners see a benefit. The variable in this relation is the intensity of co-operation. The higher the intensity in co-operation the more probable is the opportunity to influence certain factors which can lead to improve in competitiveness. But as already said, there always has to be a certain recognition for the need of co-operation, that it becomes much more than just “getting-to-know-each-other”.

A further recognition of the need of co-operation can either be triggered as recent external development like the Interreg programme was and still is. But also the withdrawal of labour market restrictions by the national government can be seen as such. On the other hand, a new internal development, like a higher degree of integration and exchange, would make certain co-operative actions necessary. Recognition for co-operation could also be triggered if the so called “shadow of the future”⁶⁹ would be expanded. That means that there is a clear outlook and agreement on further development and structures. This on the other hand is almost impossible when there is no solid form of co-operation, which is not the case in both case studies. In the Öresund case the political co-operation in the Öresundskomiteen is relative unsure due to the structural reforms in Denmark. In the Vienna-Bratislava case the political co-operation is still young and not intense enough yet.

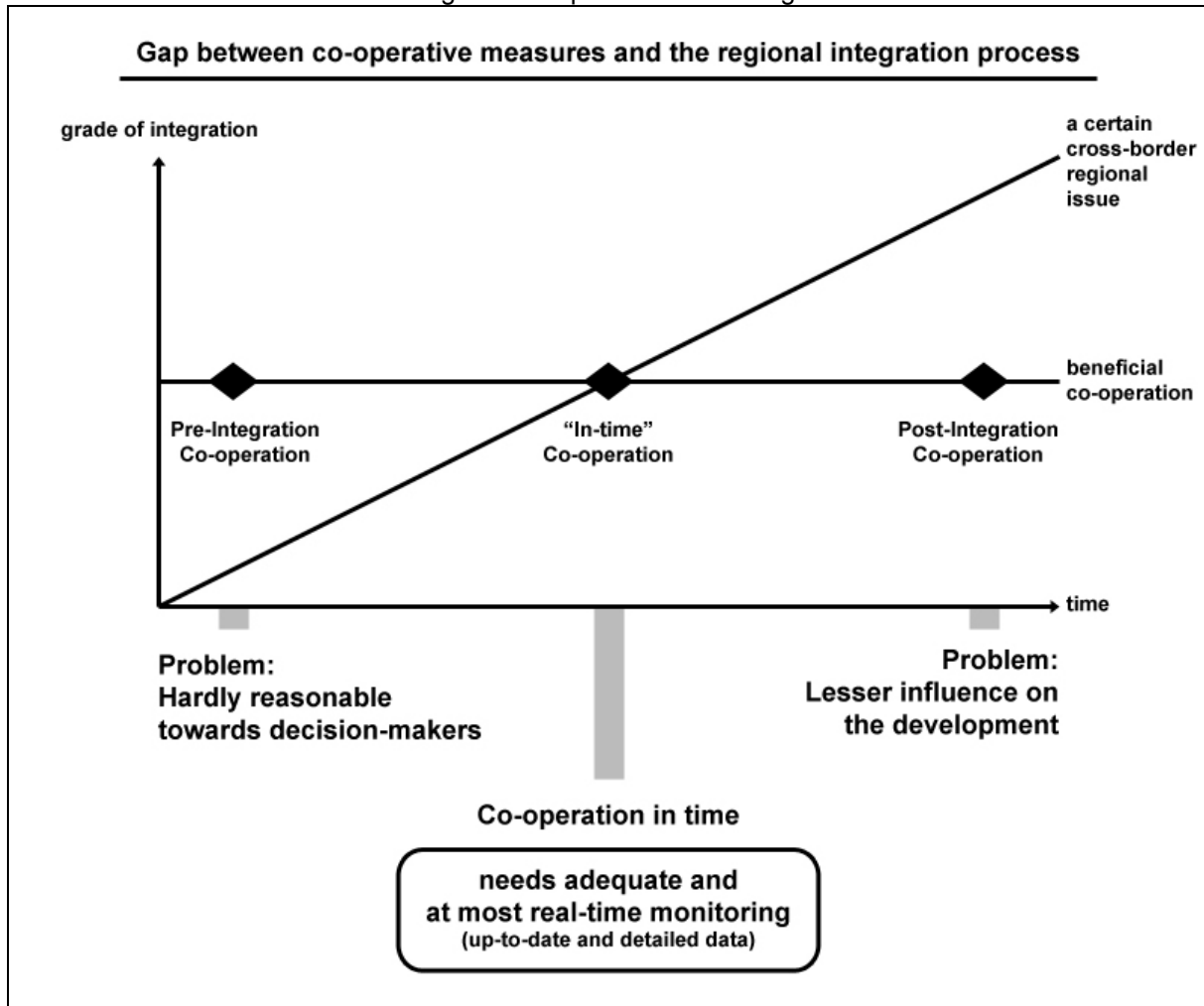
Obvious but necessary to notice is that cross-border integration cannot be forced through cross-border co-operation, but only supported and guided. Sometimes the integration process occurs faster than the co-operating framework around; sometimes it is the other way round. In the Öresund Region further integration of the region is needed to back up more intensive and formal co-operation. Of course, best would be if it works hand in glove. Perhaps strong formalisation is also not necessary at the current state, but further integration and co-operation will lead to a further need of collaboration. Nevertheless it is necessary to form common strategies beforehand to enforce a sustainable and advantageous development.

The fact of no recognition for co-operative measures while the need is not yet visible, stays in opposition to co-operative measures following a reasonable demand. An approach which lies between “pre-integration co-operation”, where actors don't see the need to act, and “post-integration co-operation”, where actions might come too late, has to be established. This approach can be supported by an efficient and extensive monitoring of the different developments in the region. The more comprehensive and current the information is, the easier it is, to expand the “shadow of the future”. With a clear outlook there will be more recognition for the benefits of certain co-operations. Therefore cross-border co-operation needs a stable framework and clear conditions to be successful.

Fig. 58 illustrates the necessity of good timing in co-operation. It should explain the gap between the desire of pre-integration co-operation and reality of post-integration co-operation. Something like a “real-time co-operation” is necessary to be most successful. This real-time co-operation can only be applied with real-time monitoring systems, which should provide up-to-date data with an appropriate grade of details.

⁶⁹ cf. Axelrod 1984: The expansion of the „shadow of the future“ includes the increase of interactions between actors, the change of benefits for co-operation (i.e. through subsidies), the co-operative actions of the actors, reciprocity as dominating principle and the maintenance of the co-operation

Fig. 58 Co-operation and timing



Source: Own illustration

The factors mentioned in the theoretical framework leading to increasing competition between cities/city-regions seem to continue. The European and global economies and structures are more and more integrating and harmonizing, the global trade will further increase and technological advances will improve transport and communication modes. For border regions it is the chance to strengthen their position by co-operating with their neighbours. It is obvious through the developments in Europe that cross-border co-operation is a strong tool for a bottom-up European integration and a possibility to "move from the periphery to the centre". Perhaps the expectations to cross-border regions are too high for too short time, but the general trend is in favour for more and closer co-operation in border regions in the future.

7 Appendix

7.1 List of figures

Fig. 1	Methodological procedure of the thesis	7
Fig. 2	Origins of the emerging competition between cities	10
Fig. 3	Key features of the city-region relationship	11
Fig. 4	Criteria of competitiveness	13
Fig. 5	Types of Euroregions, organisation logic	20
Fig. 6	General assessment scheme for the performance of regional co-operation	21
Fig. 7	The collaboration continuum	23
Fig. 8	Areas of regional co-operation for the analysis of the case studies	24
Fig. 9	The “European Pentagon of competitiveness” and the two study areas	31
Fig. 10	Interreg programmes where the Öresund region is included	33
Fig. 11	Interreg III A – Öresund – Territorial participation	34
Fig. 12	Interreg III A – Öresund / Measures by total budget	35
Fig. 13	Interreg III A – Öresund / Measures by number of projects	35
Fig. 14	Interreg programmes where the Vienna-Bratislava region is (partially) included	36
Fig. 15	Interreg III A programmes in the Vienna-Bratislava region	37
Fig. 16	Interreg III A – AT-SR	38
Fig. 17	Interreg III A – AT-SR / Status of implementation until mid 2005	39
Fig. 18	Interview partners, Copenhagen-Malmö region	41
Fig. 19	Interview partners, Vienna-Bratislava region	41
Fig. 20	Copenhagen-Malmö region	42
Fig. 21	Municipalities and Counties in the Öresund region	43
Fig. 22	Population in the Öresund region by 2004	44
Fig. 23	Urban areas in the closer Öresund region	44
Fig. 24	GDP in the Öresund region	45
Fig. 25	Change in number of employees by sector, 1994 - 2003	45
Fig. 26	The Danish planning policy framework	47
Fig. 27	The Swedish planning policy framework	48
Fig. 28	Participants in cross-border co-operation in the Öresund region	50
Fig. 29	Collaboration in the Copenhagen-Malmö region	56
Fig. 30	Leader organizations in projects in the Interreg III A – Öresund programme – by value	58
Fig. 31	Leader organizations in projects in the Interreg III A – Öresund programme – by number.	58
Fig. 32	Most active leader organizations in the Interreg III A – Öresund programme	58
Fig. 33	Focal area of co-operation of actors in the Öresund region	59
Fig. 34	Development of commuting over the Öresund for job or meetings (daily – 1/week)	61
Fig. 35	Commuting trends in the Öresund region	62
Fig. 36	Migration over the Öresund	63
Fig. 37	Students enrolled on the other side of the region	64
Fig. 38	Interreg A in the Öresund region	65
Fig. 39	Vienna and Bratislava geopolitical	66
Fig. 40	Population in the Vienna-Bratislava core area by 2001	67
Fig. 41	Administrative boundaries and co-operative areas in the Vienna-Bratislava region	68
Fig. 42	Population in Centrope 2003	69
Fig. 43	GDP in Centrope 2002	69
Fig. 44	Change in employees in the “NUTS2-Centrope” region	70
Fig. 45	The Austrian planning policy framework	72
Fig. 46	The Slovakian planning policy framework	73
Fig. 47	Participants in cross-border co-operation in the Vienna-Bratislava region	75
Fig. 48	Political collaboration in the Vienna-Bratislava region	81
Fig. 49	Focal area of co-operation of actors in the Vienna-Bratislava region	83
Fig. 50	Foreign employees with working permission in Centrope AT by citizenship	84
Fig. 51	Persons with Hungarian citizenship in Burgenland	85
Fig. 52	Cross-border commuting or migration for work within the LAMO region	86

Fig. 53	Subscribed students at the UT Vienna, by citizenship.....	87
Fig. 54	Exchange students between Austria and Czech Republic, Slovakia and Hungary.....	88
Fig. 55	Interreg A between Austria and the Slovak Republic	89
Fig. 56	Passenger traffic over the Öresund	92
Fig. 57	Daily border crossings to/from the Austrian part of Centrope in 2005.....	96
Fig. 58	Co-operation and timing.....	101

7.2 Regional specific names and denotations

Concerning the Öresund region

Danish/Swedish	English
amt	county (DA)
HUR - Hovedstadens Udviklingsråd	Greater Copenhagen Authority
København kommune	City of Copenhagen
län	county (SE)
länstyrelse	county administrative board (SE)
Malmö stad	City of Malmö
NUTEK - Verket för Näringslivsutveckling	Swedish Business Development Agency
Öresundskomiteen	Öresund Committee
Sjælland	Sealand
Skåne	Scania
Stor København	Greater Copenhagen

Concerning the Vienna-Bratislava region

German/Slovakian/Czech/Hungarian	English
Bundesland	province, federal state (GE)
Jihomorav	South Moravia (CZ)
Jihomoravský	South Moravian province (CZ)
kraj	province (SK, CZ)
megye (Komitat)	county (HU)
Niederösterreich	Lower Austria
PGO - Planungsgemeinschaft Ost	Planning association of Burgenland, Lower Austria and Vienna
VUC - Vyssi uzemny celok	self-governing region (SK)

7.3 References / Literature

References for chapters 1 – 3:

Aigner, Birgit, Miosga Manfred (1994): Stadtregionale Kooperationsstrategien. Neue Herausforderungen und Initiativen deutscher Großstadtregionen; in: Münchner geographische Hefte Nr. 71, Regensburg: Verlag Michael Laßleben

ARL pub. (1998): Regionale Verwaltungs- und Planungsstrukturen in Großstadtregionen; in: Forschungs- und Sitzungsberichte, Hannover

Axelrod, Robert (1984): The Evolution of Cooperation; New York: Basic Books Inc.

Begg, Iain (1999): Cities and Competitiveness; South Bank University, London, in: Urban Studies 5-6

BMBau / empirica pub. (1998): Die Zukunft der Stadtregionen. Dokumentation eines Kongresses in Hannover am 22. und 23. Oktober 1997; Bonn

Docherty, Iain, Stuart Gulliver, Philip Drake (2004): Exploring the Potential Benefits of City Collaboration; London, in: Regional Studies, Vol. 38.4, pp. 445-456, June 2004

Finka, M., Žigrai, F. (2004): Relationship among "Ideal European Regions" and "Real European Regions" on the example of border region Bratislava-Vienna (Selected metascientific and applied aspects); Institute of Spatial Planning and Urban Design, Faculty of Architecture of the Slovak University of Technology in Bratislava

Giffinger, Rudolf (2003): Wettbewerbsfähigkeit von Städten. Grundlagen; in: Materials to the lecture "Wettbewerbsfähigkeit der Städte und Stadtmarketing" hold in Winter 2003, Insitute for Urban and Regional Science, UT Vienna

Giffinger, Rudolf (2004): Zur Positionierung von Städten: Anforderungen und Perspektiven; lecture at the emeritus event of o.Univ.Prof.Dr.-Ing. D. Bökemann on 14/10/2004, UT Vienna

Giffinger, Rudolf et al (2003): Sozialverträgliche Stadtentwicklung im Städtewettbewerb. Stadtentwicklungspolitik am Beispiel von Wien und Budapest; in: Wiener Beiträge zur Regionalwissenschaft Nr. 18, Wien: Bökemann Dieter pub., Eigenverlag des Institut für Stadt- und Regionalforschung (SRF), UT-Vienna

Giffinger, Rudolf, Tosics Iván, Wimmer Hannes (2004): New understanding of urban development planning and policy: The case of Budapest and Vienna; Paper presented at City Futures Conference Chicago, 8 – 10 July 2004

Harfst, Jörn (2005): Struktureller Wandel, der lokale Staat und Stadtentwicklung: Beispiele aus Glasgow, Barcelona und Wien, Hamburg

Jensen-Butler, Chris ed. et al (1997): European Cities in Competition; Adlershot: Avebury

Kiepe, Folkert (1999): Die Region als Dach für die kommunale Kooperation - Zur Notwendigkeit von Stadtregionen; in: Eildienst - Informationen für Rat und Verwaltung, Heft 1/2 1999, Städtetag NRW, Köln

Lengyel, Imre (2003): Economic Growth and Competitiveness of Hungarian Regions; Paper prepared for "Reinventing Regions in the Global Economz" RSA Conference 12-15 April 2003, Pisa

Martin, Ronald L. (2004): A Study on the Factors of Regional Competitiveness. A draft final report for The European Commission Directorate-General Regional Policy; Preparatory studies for the third cohesion report (2004), University of Cambridge, Cambridge

Norden (2004): Over grænser. Fremme af samarbejdet i Nordens grænseområder; Århus: Scanprint

ODPM, Office of the Deputy Prime Minister (2003): Cities, Regions and Competitiveness. Second Report from the Working Group of Government Departments, The Core Cities, The Regional Development Agencies; London: ODPM Free Literature

ÖROK pub., ÖAR, University St. Gallen, Joanneum Research (2005): „Europaregionen“ – Herausforderungen, Ziele, Kooperationsformen ("Euroregions" – Challenges, Aims, Forms of Cooperation); Vienna

Östhol, Anders (2000): Cross-border Co-operation in the Making of the Øresund Region; found in: Hans-Åke Persson & Inge Eriksson (eds.): Border Regions in Comparison. Five Lectures from a Conference held 4th of May 2000 at Malmö University

Pichler-Milanović, Nataša (2005): How Central European cities may improve their competitiveness through co-operation and institutionalisation of (new) cross-border EU regions?; Department of Geography, University of Ljubljana, Slovenia

Storper, Michael (1997): *The Regional World. Territorial Development in a Global Economy*; New York: The Guilford Press

Tägil, Sven (2000): *Regions in Europe – a historical perspective*; found in: Hans-Åke Persson & Inge Eriksson (eds.): *Border Regions in Comparison. Five Lectures from a Conference held 4th of May 2000 at Malmö University*

References for chapter 4:

ESDP (1999): *European Spatial Development Perspective, towards balanced and sustainable development of the territory of the EU*, CEC, Luxemburg.

ESPON 1.1.1 (2005): *Potentials for polycentric development in Europe. Project Report, revised version March 2005*; Nordregio, Stockholm

ESPON 3.3 (2005): *Territorial dimension of the Lisbon-Gothenburg strategy. Third Interim Report*; CEIS Centre for International Studies on Economic Growth, University of Rome

European Commission, DG Regio (2001): *Interreg III 2000-2006, Presentation at the Cohesion Forum 21-22 May 2001*, Brussels

European Commission, DG Regio (2006): *Investing in Europe's member states and regions. After the European Council's Agreement on the Financial Perspectives: Putting EU Cohesion Policy into practice 2007-2013*; Presentation, January 2006

References for chapter 5:

ARL (2001): *Deutsch-Swedisches Handbuch der Planungsbegriffe - Tysk-svensk handbok för planeringsbegrepp*; Hannover

BMBWK (2005): *Universitätsbericht 2005*. Download at <http://www.bmbwk.gv.at/universitaeten/stats/uebersicht.xml>, April 2005

Centrepe Consortium (2006): *we grow together, together we grow - Vision Centrepe 2015*; Vienna

ESPON 2.3.1 (2005): *Application and effects of the ESDP in the Member States. Case study Öresund region*; Nordregio, Stockholm

European Commission (1999a): *The EU compendium of spatial planning systems and policies. Austria; Luxembourg: Office of Official Publications of the EC*

European Commission (1999b): *The EU compendium of spatial planning systems and policies. Denmark; Luxembourg: Office of Official Publications of the EC*

Jørgensen, John (2004): *Copenhagen. Evolution of the Finger Structure*; paper for the conference *European Cities: Insights on Outskirts*. 17 - 18 June 2004, Paris

Københavns Kommune, Malmö stad (2004): *Copenhagen Malmö 2004. Figures*; Copenhagen Statistical Office, Malmö City Office

Luptacik, Andrea (2002): *Raumplanung und Regionalentwicklung in der Slowakei*; Diploma thesis at the UT Vienna

ØAR, Øresundsregionens Arbejdsmarkedspolitiske Råd (2002): *Pendling over Øresund. Undersøgelse af holdninger til pendling over Øresund*. Copenhagen

ØAR, Øresundsregionens Arbejdsmarkedspolitiske Råd (2005): *Pendling over Øresund. Undersøgelse af holdninger og adfærd i forhold til pendling over Øresund. 3. opfølgning*. Copenhagen

ÖAR-Regionalberatung (2005): Up-date of Mid Term Evaluation Community Initiative Programme INTERREG III A „Austria – Slovakia“, Final Report; Vienna, Bratislava December 2005

OECD (2003a): Territorial Reviews, Öresund, Denmark/Sweden. Paris

OECD (2003b): Territorial Reviews, Vienna-Bratislava, Austria/Slovak Republic. Paris

Øresundsbro Konsortiet, Öresundskomiteen (2005): Danska erfarenheter av att bo i SkåneFlytning og pendling over Øresund. Copenhagen

Öresundskomiteen (2004): Action plan for the Öresund Committee 2005-2006. Copenhagen

Öresundskomiteen (2004): Interreg IIIA Öresundsregionen - projektrapport 2004. Copenhagen

PGO (2006): Personenverkehrserhebung Grenzübergänge Ostregion. First results published in April 2006

PLG, Paul Lazarsfeld Gesellschaft für Sozialforschung (2005): Labourmarket Monitoring (LAMO) - Arbeitsmarktmonitoring, Zusammenfassende Projektdarstellung. Vienna

Polsterer, Andreas (2003): Grenzüberschreitende Arbeitsmarktbeziehungen zwischen Burgenland und Westungarn; BFG-Studies Band 4/2003, Beiträge zu Wissenschaft, Bildung und Kultur im Burgenland. Published by Burgendländische Forschungsgesellschaft

Stadtentwicklung Wien, MA 18 (2005): Stadtregionen - Steuerungsmöglichkeiten für die räumliche Entwicklung, Dokumentation der STEP-Workshops vom 18. Juni 2002 und vom 13. Dezember 2002. Wien

Stadtplanung Wien, MA 18 (2000): Metropolitan Region Vienna. Werkstattbericht Nr. 33 A. Vienna

Statistik Austria (2001): Volkszählung vom 15. Mai 2001, www.statistik.at

Stein, Torsten (2000): Die Öresund-Brücke: Ein innerstädtisches Bauwerk? : zu Konstruktion und Realität der grenzüberschreitenden Stadtregion Kopenhagen – Malmö. Berlin: Berlin Verlag A. Spitz

Törnquist, Gunnar (2002): Science at the Cutting Edge. The Future of the Øresund Region; Copenhagen: Copenhagen Business School Press

Internet-Databases used:

BMWA (Federal Ministry of Economics and Labour), ELIS - das Wirtschafts- und Arbeitsmarktinformationssystem, <http://elis.bmwa.gv.at>

BMWA, EU-Erweiterungen und Arbeitsmarkt, Informations- und Datenbank, <http://euost.bmwa.gv.at>

Eurostat, <http://europa.eu.int/comm/eurostat>

LAMO (Labour market monitoring), <http://www.arbeitsmarktmonitoring.at>

Ørestat - Öresundsstatistik, <http://www.orestat.scb.se>

Regiolab, <http://www.dnet.at/regiolab/index.html>

Statistical Office of the Slovak Republic, <http://www.statistics.sk>

Statistics Austria, <http://www.statistik.at>

7.4 Transcriptions of the interviews

All transcripts are shortened and partly edited for better understanding. All interviews took between 30 and 60 minutes.

7.4.1 Åsa Simonsson, City of Malmö, 18 November 2005, Malmö

My name is Åsa Simonsson and I work as a secretary for development at the city of Malmö and I'm responsible for the co-operation between Malmö and Copenhagen (Cph) and the Öresundskomiteen (ÖK).

Are there also other people involved?

There are more people involved in different aspects; I am the co-ordinator.

In which activities in cross-border co-operation (CBC) in the Öresund region / on a regional scale is Malmö involved?

We have two: The ÖK where the politicians from all the region is involved and these discussions are very strategic and general in a way. And we have the forum of politicians from Malmö and Cph who are meeting twice a year to talk more specific about questions which are in interest to the two cities. The overall vision for the Malmö-Cph co-operation is that the inhabitants in the two cities shall feel that they live in one coherent city area. So the long term vision is that the people shall not feel that they are crossing the border at all. We try to find what barriers are there to today and then try to eliminate these.

So the major issue is the barriers?

Yes, for the inhabitants of the two cities when crossing the border. What can we do to make them feel that they can move around not feeling moving from one country to another, feeling that this is one city area. And having this long term ambition in mind we obviously work a lot with young people, children, people of schools, sports clubs etc. make them come together. So that people meet each other, because we consider that's the most long term effect if people get to know each other, become friends.

So the meetings between Cph and Malmö are twice a year. What about the administration?

The politicians meet twice a year. We (administration) meet regularly. I speak with my colleagues from Cph almost every day on the phone, we meet may be once a month. And then we have of course other people working in different departments who also meet their colleagues. The education dep. is one important dep. in this field but there are others. Labour market dep. is also very important if we want to have an integrated region.

What we see now is, that a lot of people moving from Denmark, from Cph to Malmö and continue to work in Cph, and a lots of people who already live in Malmö also take jobs on the Danish side. What are they experience in this, what are the obstacles there and what are the barriers for even more people to move or work to the other side. And that is what we are analysing.

Do you also start certain projects from the municipality, are you taking the initiatives?

Different schools have their own small projects, schools in all city districts have some kind of "friend"-school in Cph where they write letters, meet and they do common school projects... That takes place at the different schools, we don't coordinate that from here from the central level. There are larger projects who have Interreg money to use, also schools and people working with unemployed young people, trying to get trainee on the other side. Lot's of unemployed Swedish young people have been trained on the other side.

Referring to the Cph-Malmö Action plan: Are there concrete aims?

In some fields yes. There are target areas which we considered to be important for this period (2004 – 2006)

So at the meetings agreement are arranged and afterwards everybody executes it in their own dep.?

Yes.

Do you think the co-operation between Cph-Mal could be intensified, is there any sector without co-operation?

I don't think there is any sector without co-operation. I think all dep. at the city of Malmö have some kind of co-operation, contact with their colleagues in Cph. But in a lot of fields it could be intensified, be more efficient, which is of course what we work on.

On the other hand I also think the co-operation between Cph-Malmö is important because they are the biggest cities in the Öresund region. They have to be a step ahead from the rest of the region if something is going to happen. It is very important that it develops. There are a lot of potentials to be developed, still.

When did the more formal co-operation between Cph-Malmö start?

In the year 2000, when the bridge was opened.

Do you think it depends very much on the people if there is co-operation or not?

Yes.

Because my view is that there are not so many formal co-operations but a lot of networks. Is there a risk that the co-operation ends if the people change?

There are some formal structures. We have the ÖK, may be it will change in one way or the other, but it will still be the forum for politicians to meet and to discuss. And we have the formal agreement between Cph-Malmö and we are so close and we are so dependent on each other that I think it is not only up to certain people that is co-operation continues. But of course it is easier if you have politicians who are more engaged, more driving. Then more people feel that way that they need to do something. But nevertheless the co-operation must continue since we are so interrelated.

Was there some influence now through the municipal election in Denmark?

I think that's always the case during elections even in your own city, your own country... So at that certain time, half a year or so, Danish politicians have been focusing on their own election, obviously, and now the Swedish elections will come next year so the same thing will happen... But that's the real live, that's something you have to live with if you work in a political organization.

What is Malmö's approach to the ÖK. There is one representative of Malmö in the ÖK. What is the importance of the ÖK to Malmö?

We have one representative in the ÖK. Malmö was one of the founders of the ÖK and is very keen on its continuing of work. Because it's the only political forum gathering all the politicians of the whole region which is of course very important. But it's also very important that the Malmö co-operation will take the lead. Because if not Malmö and Cph are showing how the integration is being solved, nobody else will. Here is where the people are leaving, it is very you can meet persons who are effected by the Öresund integration in their live. So the main responsible is between the big cities. Helsingør and Helsingborg are also very tight and have a lot of co-operation. Which is natural because they are so close. They are smaller, but still very close. They have a good co-operation as well. So one is not more important than the other but they are complementing each other.

Is the Cph-Malmö co-operation the driving force in the Öresund co-operation?

Yes, that's how it should be at least I think.

Was there some kind of lack in the co-operation in the ÖK that the Cph-Malmö co-operation was set up?

No, I don't think there was a lack. After the bridge opened, people started to move between our two cities in a way they had not before. Before that people from Malmö went to Cph to party and to buy alcohol and things like that. People from Cph never went to Malmö. Now all has changed, prices have changed. It's cheaper in Sweden than in Denmark in the moment which was not the case ten years ago. So now people come to Malmö to buy clothes and food, go to the dentist, repair their cars and so on. It's a new thing which came with the bridge. People discovered, oh there is something on the other side. It's not the Siberia of the north, as they used to say 'Siberia starts in Malmö'. Danes started to move to Malmö as well because of housing prices and housing quality. All this indicated that the two cities have to speak with each other more.

Let's come to the Interreg programme. How important is it for CBC?

Very important. There are two things/factors which are decisive about the beginning of the integration. One is the fixed link over the Öresund and the other is the money from the EU. Without this money a lot of people would not have seen the benefit to start co-operation. Now it's not that important anymore to start co-operation because people have found that there is a great benefit in co-operating... People started with small-scale projects which they would have wanted to do anyway and then they could do it with their colleagues from the other side.

If the Interreg money would decrease, would the co-operation decrease?

It has always increased yet, and we are expecting the same budget from 2007 as we had in the previous period. The projects are much bigger now. In the Interreg II projects were small, face-to-face. Experience, exchanges, analyses etc. That was necessary at that time that people could see quick wins from CBC. Now they are more long term and more general and strategic projects. While the small projects get financed from other parts, they don't need the money from the EU as they did in 1995.

Are there other funds for CBC in the region?

No, not other funds, but these co-operations are more included in the ordinary budget from the different departments. It's more integrated in the ordinary daily work. I think it's important to continue the small projects, but I think it's not necessary to fund them by the EU money. So that the co-operation doesn't stand and fall with the Interreg money.

What limits for further or more intensive CBC do you see in the region?

Well, people were very optimistic when the bridge came and had a lot of dreams what this could lead to, which might be reality one day but not as soon as people thought in 2000. That could have lead to a backlash that people think nothing happens anyway. We see some politicians having this view, but a lot of politicians still see the value of co-operation.

Another obstacle is national politics and their view to the region. A lot of barriers we have identified are national laws. Sometimes we feel, at least, that the Swedish government is rather far geographically from our region, is not so interested in taking part in our development and might see it as a threat to Stockholm. Whereas the Danish government is in the middle of the region and is more part of the integration. So there is an unbalance on the national level.

Another obstacle is that we have different parties ruling in the moment at the national government in Sweden and Denmark, which also makes it not easier to co-operate.

Regarding the national level: There are observers from the national level in the ÖK: How is the contact, how does it work?

It doesn't, the people representing the national level are not very often attending the ÖK meeting. In Sweden we have a minister who responsible for the Nordic co-operation and she is also minister for social affairs. So that is not exactly where we think the questions belong. Apart from that the Öresund questions are under the foreign politics department. We don't see this as foreign politics, we see this as regional and more growth politics. It should probably belong to the trade and industry department in our opinion.

So the local or regional politicians are trying to get in contact with the national level, it's not the ÖK contacting national politicians?

Yes.

Regarding the ÖK: Do you feel it would be necessary over a long term view that the ÖK get some own competences?

It could be the development in the longer term and it also depends on the national politics. That's a long way to go.

Do you think the current level of co-operation is good enough?

I think if we talk about the ÖK, it's a too large committee with too many politicians which makes it hard to get decisions since there is a consensus view. It's not very efficient as a committee as it is today. It should probably be changed in one way or the other to make it more efficient.

Were there changes in the administration in Malmö due to CBC?

There was actually only my position new, I started here in 1999. We have always tried to make this co-operation part of the regular work, it should be integrated and be part of the job. If you are thinking about education you should think about Öresund as well as Skåne or Malmö-Lund. But the citizens of Malmö are of course our customers.

Do you have some kind of a vision how CBC should develop?

If we succeed with the Action plan then we did already a very good job in that case. In particular we need to focus on the young people to really take advantage of living in the Öresund region.

What do you think about the unbalanced cross-border commuting (for working to Copenhagen, for living in Malmö)?

Malmö is never to compete with Copenhagen. Our advantage is to be close to a capital and to an internationally large city with all the opportunities. I hope Malmö will never try to be as good as Copenhagen in that particular field, but we have other fields where we are better in and that's where we focus on like our green areas, golf courses etc. So we are complementing each other. But of course since Copenhagen is quite "full" you see now that quite some international companies settle down in Malmö. If this develops even more we will also have interesting jobs on the Swedish side and than people from Copenhagen also start to commute. But on the other hand I don't see a reason to live in Copenhagen if you are working on the Swedish side because house quality is much better and prices are lower. Now Ritt Bjerregaard⁷⁰ said that she wants to build cheaper houses in Copenhagen so may be the commuting will not continue to grow. We don't in which directions it goes, but we know that we are very linked together and need each other. Malmö cannot grow as fast as it does now without Copenhagen and Copenhagen cannot grow in physical terms.

7.4.2 Josefine Majewski, Region Skåne, 25 November 2005, Malmö

My name is Josefine Majewski and I've been responsible for our (Region Skåne) Öresund co-operation for almost 5 years, actually now I'm changing and work with the Baltics instead. But I have been responsible for it almost since the bridge opening. I am working with the political side and also the project side, with Interreg and EU funds, but also with political co-operation in the ÖK on the state side.

Are there also other persons involved?

We are in my small department for interregional co-operation three persons. We share the work but I'm responsible for the Öresund co-operation

Are there any other political co-operation activities than the ÖK where Region Skåne is involved?

We have a political co-operation with HUR because they are our counterpart on the regional level. The chair persons meet 2 or 3 times a year. At the civil servant level we meet as well and we have different planning projects together... Now region Skåne and HUR are the two organizations which have the most Interreg projects for example. We have a working group working with Scenarios for the Öresund region. We also have a working group meeting 6-7 times a year discussing about new plans etc. on the other side. Every plan that we do together with the municipalities in Skåne we send to the Danish side so that they are informed and also can react to it.

The first years it was a lot about getting to know each other, the way we plan things. Now we can actually start doing things together.

⁷⁰ Ritt Bjerregaard (social democrats) became new major of Copenhagen after the elections in November 2005.

Is there also an action plan like between Cph-Malmö?

We considered that, we were working on something like that.. But it stopped and now we are working on this Scenario project instead. But we pointed out certain areas where we want to work together. For us the Öresund issues is not anything that stands for it self but it is complementary to the rest of our regional development work.

How important is CBC for Region Skåne?

It is the major focus, our chairman pointed out three goals for our region and two of those are about CBC. It is extremely important for us. Malmö is only the third biggest city in Sweden. Without the co-operation I think we would not be this growth region what we are today. Within the regional development division we are about 70 civil servants working, 50 – 60 are involved in some co-operation with Denmark in their ordinary work.

What is the attitude to the ÖK?

The ÖK is a very important political platform. There were discussions during the years about the ÖK if it should be closed down, but politicians said they have to have this because it is the only way to meet on a regular basis.

Do you think it is less a tool but a signal organization?

Yes. It's a pretty big forum, 32 politicians, 11 from Region Skåne and the municipalities. It's probably going to change now after the structural reform in Denmark. There are discussions that may be the ÖK should only consist of politics from the regional level. But traditional Cph and Malmö started the co-operation before us and it's very integrated in their every day work.

How about the Interreg programme, how important is it for CBC in the region?

Very important. It is very important to start up small projects. It's a way of getting people together and trying out new things that they wouldn't have done otherwise... Now, when we have a new project then we think if we should apply for a Interreg project or not because it is also a big hassle to do the revisions and so on. So if we do a big project we apply for Interreg money, if it's a smaller one we try to find the money somewhere else.

Is there also a budget for CBC from Region Skåne?

Yes, we have within our department a special budget for CBC. It can be used from anything from travels, meetings til putting it into projects.

Will this trend go on?

I think so. Our foremost target is the Öresund region. The commission proposes a bigger, larger Interreg programme, this would be Öresund region and the northern part up to Oslo in one big framework programme, divided in two smaller ones, one the Öresund region but we can work together. For us it would be really good to extent the programme because we have one big project with them.

Don't you think it would put away the focus from the Öresund region?

I don't think so, because in Sweden most of everything that happens, happens in Stockholm. So for us it would be really good to shift the focus to the western side of Sweden. There is a different focus, the co-operation with Poland and Germany is important, but it's not everyday issues. For Copenhagen it's a different focus, we want to be a common labour market.

Regarding the formality of the co-operation, how depend is it on persons?

It depends a lot on the persons. I.e. the chairman of the ÖK was always from Copenhagen or Malmö but it changed recently, so now it's a chairman from us. But maybe after the next elections majority changes and we don't know how this person will approach to the co-operation. But about the ÖK we don't know how it will continue after 2007. There will be some kind of political committee.

Do you think more formality could decrease dependency on persons?

The first few years it was very much about getting to know each other and how we work and so on. When the bridge was opened, everybody thought everything will be so easy. But I think we sort of neglected that we are quite different. Swedes and Danes don't do business the same way, the political structures are not the same. When someone has a project idea and basically we all agree, then i.e. in Denmark the culture is that you discuss everything and in Sweden if you agree you are just quite, so misunderstandings occurred. I think now we are more business like, we know what we want, find common goals and do it...

In the beginning it was very much a top-down project from the politicians... but now I think it changed, now it's the private sector, the students pushing the politicians to do the right thing.

How about private participation in the Interreg projects?

They are allowed to put money into projects, but their money doesn't get doubled by EU money. So a private company is not motivated to put money in Interreg projects, it's only the public sector involved in the Interreg programme. There is an ongoing discussion about this...

How is the outlook?

For next year we going to continue all the projects, we won't start anything new until the end of 2006 when we know who our counterpart will be... In 2007 when we know about the situation it will start up knew. For 2006 I think we are a bit in a "vacuum", not a lot of new things will start. It's also the end of the current programme.

Do you know about the new programme?

No, there are still discussions... Writing the programme will start beginning of next year.

Are the innovation projects something set up by the ÖK?

Yeah, it was set up from the Interreg working groups. We wanted this because it's just start-up money... It's quite popular but I think they could market it a lot more. It was also to find new partners who haven't co-operated before...

For us the co-operation is very important. It is part of our everyday work.

What about the role of the national level?

They usually not participate in the ÖK. Before the bridge was build the two states were very active and started up different co-operations, but now they are pulling their money back. In Sweden in the foreign department where the responsibility for the Öresund region is used to be one person only dealing with the Öresund region, now this person is responsible for all Nordic countries and the Baltics. I mean we can do a lot on our one, but it would be good to have support from the states.

How is the contact to the national level?

This is the person we keep informed about everything. But we also have something called the Öresund delegation. They meet twice a year. Politicians from Region Skåne (2), Malmö (2), Lund, Helsingborg and Landskrona meet with the minister responsible for the Nordic co-operation and they hand over a list of things which are important now, of problems we have... We hand over this "barrier-list", and then they discuss the different issues and she usually promises to take care of it but not so much happens. We meet twice a year, once in Stockholm, once here. When she comes here she also meets someone from the ÖK, or from the Öresund Science Region or actors involved in the Öresund co-operation. Unfortunately the minister we have now is not very interested. The minister before was much more interested because he connected it with growth, he was minister for trade and industry. The minister now is minister for family and social services so she don't see that we can gain much from the co-operation. The responsibility in Sweden is in our foreign department. But would like to have the responsibilities at trade or finance because it's different issues and we want to deal directly with the minister responsible for the issue. In Denmark the responsibility is at the trade and industry department... States are state-oriented, that's the way it is.

7.4.3 Jarl Zinn, Öresundskomiteen, 1 December 2005, Copenhagen

We (ÖK) are a political platform for co-operation. We don't have any political competence, we are a platform. Politicians meet 4 times a year. There are 32 politicians, we have a chairmanship which is changing every year. Currently the chairmanship is at Region Skåne. Next year it seems to be Ritt Bjerregaard (Copenhagen) which will be very interesting for us because she has a lot of contacts (EU, ministries) and she has a lot of interesting ideas about the future of the region...

By 1 January 2007 we get a new system in Denmark: A strong national level, 5 regions... and bigger municipalities. The Danish reform process will bring us closer to the Swedish system. The topics what they are doing in Region Skåne the regions in Denmark will do in the future.

Will this make co-operation easier?

In a sense it will make it easier but on the other hand there will be new faces in the co-operation process so we don't know yet. But we have the politicians and the chairmanship meeting 4 times a year, discussing a number of issues which are relevant for the integration process. It could be almost anything discussed.

Who sets up these issues?

We have a group of civil servants who also prepare the meetings for the politicians. We take the temperature on what is relevant for the integration process, where are the issues we should look into.

The ÖK is based on consensus. Is it very hard to make decisions?

It depends on the kind of issues. For instance we are running a project (together with Region Skåne and HUR and further partners) looking at a common plan for infrastructure and spatial planning, looking into areas for housing and enterprises. In this process we are making scenarios for 2025 and 2040... It's a step towards what we call a master plan for the region. Looking back in history we recognise that it has not been political acceptable to put forward ideas about a common master plan for the region because it would effect the planning competence. We had quite clear messages from our partner, members that it is okay to make scenarios or status descriptions etc. but making a common plan for the region, putting up specific measures or plans for how the development should take place in a specific area is something we should not do. But the process has shown, giving that the integration over the sound has grown very rapidly ..., there was a very high jump of trips over the sound in 2000 when the bridge came so I think you can say the bridge is very important for integration because it makes it easier for people to commute, it also includes public transport by train. All this developments shows that there is a need for discussing where should people live, where should they work and so on. This Interreg project is a step towards a masterplan for the region...

Will it become something like the ESDP, a status description with policy options?

I think so, but we have not settled up this yet... but we have done a report about infrastructure and communication last year which was actually the start of the current project.

How is the status of the HH connection?

We have the two scenarios; one is more polycentric on the Danish side and the other, which I think is more realistic, with a very hot centre in Cph-Malmö. It's not like excluding the region but they have a more clear view on their role in connection to the centre. I usually say it might not be relevant for the southern part on the Danish side to have some kind of "Manhattan" development as you can see at the waterfront in Copenhagen.

But regarding the HH connection: Denmark is in favour of the Fehmarnbelt connection between Denmark and Germany and it is also now a part of the new economic plan for Germany... So what we here is that they will sign the agreement on the Fehmarnbelt connection around January... It is important from the Danish point of view before they consider making a link in the northern part of the region, and there have to be national expenses to do a fixed link. The local or regional authorities cannot do this alone, they made inquiries to the national level. The minister was quite clear, first a Fehmarnbelt connection and if this has been done then we can consider a connection in the north. I think we will see a connection there in the future.

In terms of problems: For instance taxation. A Danish citizen moving to Malmö, keeping the job in Copenhagen – where should this person pay tax? In the past it was where he/she worked, but it was a problem because i.e. the citizens of Malmö paid for social services for Danish citizens. Now they made an agreement in co-operation with the national level that part of the tax should be paid back to Malmö for this.

Is it also working the other way (Swedes in Denmark)?

Yes, but we usually see people from Denmark moving to Malmö because the houses are half the price, the cars are one third of the price, and the jobs are more interesting in Copenhagen... At the moment it is a good deal.

Of course in the ÖK we are in favour of having a balanced situation. For instance there should not be any fees for crossing the bridge or the taxes should be the same on both sides and so on. But it's not going to be like that in the years ahead because we are two different countries. I think it will take a generation or more before we can see large changes in this...

How is the contact to the national level? ...

Also on the Danish side it is complicated. What we usually do, is we have a technical group of civil servants to discuss which are relevant for integration, harmonisation. Then it is putting forward to the ÖK, they discuss it and decide and then normally it would be the chairmanship who makes a letter for the government... Besides this our director of management has meeting with representatives of the national level ... and they meet once in a while to discuss, there are no dates fixed.

What are/were other problems?

... i.e. people travelling to or from Bornholm using the fixed link over the Öresund to Ystad to the ferry. They had problems i.e. for taking animals through Sweden, or when somebody dies and the body should be transported through Sweden.

Are these also problems related to the national level?

Yes... On the regional level we could relatively easy make agreements....

What do you think about the Interreg programme related to integration?

It is a very important tool for the co-operation, ... very important for the integration process, because it is easier for partner to co-operate when they are funded.

How is the ÖK structured?

We have a group of civil servants who prepare the meetings for the committee and there is also a secretariat where I am... Next to this is a political group who manages the Interreg programme and also a secretariat. The Interreg is another part, another system.

Are there the same political persons in the ÖK as in the Interreg programme?

Some of them are.

Where do you see the trend for CBC in the region?

We have a lot of changes happening in the moment... we don't know who will be the members of the ÖK on the Danish side by 2007. Technically it could be that they will close down the ÖK if the government says it is more relevant to put it up in the new capital region because they have an obligation for handling Öresund matters.

Will they also take over the competences from HUR, like the Interreg programme?

It's another issue we don't know yet. But we hear that a lot of persons favour the ÖK as a political platform and we may be get new members. But we don't know. But it's the only regional cross-border political platform ... and there is a need and also a recognition for this.

7.4.4 Jan Engel, Greater Copenhagen Authority (HUR), 5 December 2005, Valby

... I'm an architect in town planning, and I worked with regional matters for almost 25 years... As you know a reform has been decided, so from next year we will be abolished. Some people move to the local districts, some move to the national level... it is part of the ideology that the local authorities should be as strong as possible. They should decide themselves all forms of binding planning in Denmark. Even the national interests should be introduced by the local level...

In which activities is HUR involved in CBC, how do you see CBC in the region?

Regarding the ÖK, it is a committee of local politicians from the region. They have an advisory role to play... The weak point is even if politicians are representing both parts it is a rather weak body, because politicians from both sides don't want to be forced anything. They want to decide their own matters and they don't want the other side to have any influence on their own backyard...

That is in fact the key to understand the whole problem. I think in this matter, politics is not the central key. The central key in CBC is the economic and the industrial forces. For instance the most active integration has been between Danish and Swedish companies working together. When you have a bridge suddenly you are able to use the competence on the other side if it is cheaper and better. And that is what happening. People move to Sweden in growing numbers to live in Sweden and to work in Denmark... This economic, industrial integration, I think, will in the long run create basis for real political decision across the sound. But until now the politicians haven't been willing to take common decisions, influencing things on the other side. I think you will have in the long run stronger integration and that will force increasing political integration.

There is a huge potential industrially in using the best companies, the best knowledge on both sides. Especially we had co-operation within the medical industries. In the Nordic countries there is a strong co-operation between the public health system and the private medical industry. The medical industry is rather strong in Copenhagen and in Scania, 1/3 of all medical industry is located in the region.

I was at a conference where the chairman from the ÖK was asked why don't you plan more strongly for integration. And he said, the time is not right for that. Ordinary people are not willing to accept this integration by force, it must be voluntarily... You have to accept that the driving strong force is economy and industry and not politics...

I was involved in a cross-border project, where the Danish minister for environment established an environmental programme, because there was a fear, especially on the Swedish side, that the bridge would have a negative environmental impact. We made recommendations to the politicians on both sides, to go together and to make this programme implemented. But it was not a success, it remained recommendations. Only in Denmark it was made statutory, because we had the principle of locating intensive urban functions at central places near to railway stations. It was and is a fundamental principle in planning. We agreed to use it all over, but on the Swedish side it was not adopted, because on the Swedish side the urban areas are much more scattered, wide spread. So they didn't accept it...

Do you think there is different approach to this in Sweden?

... it is a more unbalanced area. Because they have the eastern and the western part. It would be natural for me to make an urban expansion on the costal area and to bind them together with infrastructure. But of course the people in this thin area want to have activity in their part. They should have also growth naturally, but they cannot get as much as in the urban areas because of the market forces. Their growth should be located very carefully to the city centres which can be combined with fast train links to the development of these areas. Regarding the thinner areas in the south of Zealand and further south: You should not stop development in Copenhagen distribute it to these outer areas, because they can never compete in the European or national competition. It is much more clever to use this integrated urban infrastructure and to have quick links to the centre.

Regarding the co-operation with Region Skåne, how is this going?

Our current project is to show where are the heavy bottlenecks, and how can we improve the situation by improving infrastructure and how we can combine it with urban development... it should be finished in 2006. This project could make some pictures of how the situation could develop and what can be done about it.

Regarding the Interreg programme. HUR and the ÖK are very active in carrying out projects but are also involved in the managing of the programme. Do you see a conflict?

... we separate here in HUR. It is not the same persons in control of the conditions of the Interreg programme and person working on projects. Rather often there is a problem between the ÖK, which is born to have the active initiative role in projects, and authorities and political bodies on both sides to control their own area. So sometimes the ÖK can only have a moderating or advisory role, they don't have the right to decide.

How important do you think is the Interreg programme for CBC?

I think the Interreg programme has been a good motivation for speaking together and getting knowledge, on the regional level. But there are some fundamental differences on both sides. The difference will get less with the reforms...

Regarding the ÖK it will be in a dilemma. In the future it can choose to co-operate with a rather weak regional body... which has no power to implement things, or they can choose to work with many municipal authorities.

I think the form is rather difficult in respect of CBC, it makes it even more difficult. But as I said before, economy and industrial force doesn't care political problems, it will drive development anyway.

But if you want to steer it somehow...

... yes, that's the problem. It will become more difficult to act.

What do you think about issues depending on the national level?

... it is correct that some of the problems are caused by the national legislation and the national policy. For instance the Swedes might be rather frightened that development is going from the central region Stockholm to the southern part and they want to control it. And in Denmark, what is going on in the Copenhagen central region is often very much linked to political will in the western part of Denmark... specially the barriers in the economic

fields, regulations for taxation for instance has been a strong problem, there are barriers in this respect. But I don't think there would be problems if the regional authorities had all the autonomy to decide... they couldn't agree either so easily on one strategy... but if economic and industrial development shows some benefit then you might gain political support for enhancing this...

7.4.5 Øystein Leonardsen, City of Copenhagen, 5 December 2005, Copenhagen

My name is Øystein Leonardsen and I work at the department of finance in the office of municipality planning. Our task is to make the outline strategies for primarily the physical planning of Cph. In that respect we are also engaged in the Öresund region, or the Capital region. I work along other things with cross-border projects in the Öresund region, but it's not that I have the complete overview of the city of Cph total activities. I don't think there is anybody that has that. We are divided in different branches, so each branch has its own policy.

We have a common strategy (Action plan) and within that strategy each department works on its own, more or less.

There is no general co-ordinator like in Malmö?

Yes, but it's not as formal as in Malmö. Cph is larger and structured otherwise, the branches within the municipalities have larger autonomy than it is usually in Denmark or Scandinavia.

How does it work in your department with CBC?

We co-operate with Malmö primarily on exchanging knowledge on city planning and strategies and acting together in Interreg projects. Our politicians are involved in the ÖK and they have the co-operation with Malmö.

How does the exchange with Malmö work, is it formal?

It is formalised that we visit each other twice a year and they have discussions on common issues. Except from these meetings we have a working group, which plans these meetings, but it is very limited.

Would it be necessary to do more?

Co-operation is by default a good thing and we can always use more of a good thing. But on the other hand Copenhagen does not regularly meet with municipalities around Copenhagen either. I think a reason why we are not that active is, there isn't so much common ground except from development projects. That has less to do with CBC and more to do with people being subject oriented...

How important are Interreg programmes for your department?

... We consider the Interreg programmes more from an educational point of view. It is an opportunity for employees, civil servants to meet and get good ideas and establish networks which can be used for projects to make Copenhagen a better place. It is very rarely that we think the projects itself has a great value, it is more a possibility for the people involved to get some experience.

Do you think the small value of the CBC projects it because there

With the establishing of the Öresund bridge there was a lot of focus on regional co-operation and a great public interest and symbolic interest in this CBC. But the fact of life has shown that the CBC is still very small. The barriers of legislative and internal structures seems to be larger than the physical and the cultural borders. Some from Cph choose to live in Malmö but it's still too far away for keeping up a social network. When you move to Malmö you have to establish a new social network, and that is than as difficult as moving anywhere else. If it would be in the other end of the Öresund in HH, where it is only 5 min, then I think there would be quicker interaction... But where there is this rather large distance it will take some time. Also if you have a company located in Malmö it will be oriented to Stockholm because that is where most of the legislation that effects them is made and not in Cph.

Malmö sees more opportunities in Cph than the other way round. It is the same with Helsingør and Copenhagen. A metropol will attract business and activity. I think it is quite evident that Malmö is more oriented to Cph than Cph to Malmö.

So the benefits of CBC are much bigger for them?

Yes. But it is true that if Cph could use the Malmö region as an expending area instead to use the few green areas which are left in the Greater Cph Area it would be a big benefit for us. Our focus is of course limited to the city borders and as long as there is no formal possibility to influence on a regional level, it is very difficult to do it. It is also a question on the political agenda. The former major of Cph was not very interested in CBC. Now it's Ritt Bjerregaard, but we don't know her approach.

What influence has the new structure in 2007?

... the structure change is very much focused on local Danish issues and not at all focused on cross-border or regional issues. It seems that they forgot when they developed this they forgot that there is also a regional level. For Cph itself it almost doesn't change anything, because the city of Cph is also a county...

Today we have to have HUR's approval of our municipality plan and it has to be in accordance with their plan. In the future we have to have the approval from the minister for environment and planning and our plans have to be in accordance with their plan but not with the plans from the new Capital region. Their plan is for inspiration.

How do you see the development of CBC for Cph?

I think there will be and increased co-operation, but it will be very slowly, and it needs initiatives from a national level if it should go much further than today. There is no inner need and as long as there is no formal possibility to influence then it will be just “polite”. The OECD has suggested a council with formal planning powers, then we of course would be very engaged in this work. As long as the ÖK is only consultatory and has no powers, our politicians will not gain anything from taking powers from Cph and putting it in the ÖK. Our politicians won't be re-elected by doing good in Lund or Malmö, may be they like them but as long as they can't elect them...

7.4.6 Pavel Duriancik, Karin Lexmann, City of Bratislava, 23 February 2006, Bratislava

Pavel Duriancik, Foreign Affairs Department

I am not involved especially in projects but I have an overview on the activities... Vienna and Bratislava have no special partner city agreement, there are agreements on individual projects, but not in the sense of twin city, or sister city or something like this...

So the co-operation is project oriented, not regulated?

Yes, from time to time... It is up to politicians to orientate practitioners and experts which way to go...

Do you think the information on CBC is not enough centralised on one point?

When you centralise it, it is a problem – when you don't, then you are asked to centralise something. You are always in between that...

It is often the matter of money, for each project you need money. In our countries the salary is plus/minus EUR 400, so travelling somewhere, taking the car and so on is very expensive. It's not the main reason for not realising projects, but there is some unbalance...

We have also one conceptional city strategy, but it was not approved yet. It's a working document... CEPIT

I.e. something concrete would be that Vienna Airport has bought Bratislava Airport. It is approved on governmental level. But it was not approved yet by Anti-Monopoly-Office. They have to decide in summer.

After the elections?

I think it will go through because the money is needed. Probably you know that we are currently in preparations for a new urban plan. The last was done in 1999. The final version will be done in March.

Does it also include strategic planning?

Probably, I am not as well informed on that but you can ask my colleague...

But the structure in our city is a little different. Our mayor is not on the same level as the Viennese mayor. Bratislava was the same earlier, it was one kraj. Now we wanted to change it, but the politicians didn't want it, at the moment. So it will be proposed later.

Vienna and Bratislava as region in the future is up to politicians, on the Centrope level...

Karin Lexmann, Department of urban planning

I am from the department of urban planning and I am responsible for the 5th district... so the closest area to Austria. Our department is responsible for the urban plan of the city, for the land use plan and the master plan. Right now we are finishing the master plan, until the end of February we have to hand it in... We are also trying to get contacts with the Austrian side, because when we look at the master plan of our city it is clear that there is the fourth quarter missing and it is in the land of Austria. All these projects are at the beginning.

So you are still at the “get-to-know-each-other”-level?

Yeah, we are also participating in Centrope, but that's more political. From our view it may be should be more objective (fachlich). May be Centrope should have one side which would work just on this, on land use plans, on master plans for the region. This is what we would like to support in Centrope. But all the things are in the beginning. There is also the law and that is not easy, because it has to fit in both laws in Slovakia and in Austria...

Are there any other co-operations where Bratislava or your department is involved?

One project is this one. We worked together with UT Vienna and it is solving the problems on green spaces inside the city (of Bratislava). We saw in our master plan that this is some kind of missing information, how to keep the green spaces or how to improve them. The project is just given to the ministry, now we have to wait on its approval. We are also thinking now about a theoretical part with a co-operation with the UT Vienna Landscape institute. After this we will come to the physical part where a project on one of these sites will be chosen... This is one project which has not so much to do with the region but more with the two cities...

Do you also co-operate with people from the city of Vienna, from the administration?

Yes, we have some contacts and we consult the problematic with them, the partners for this project was mainly with university partners.

But do you have regular contacts with people from the Viennese administration?

No, when something has to be solved than we have a contact person there, on our level it is Mr. Mattreiter from MA 18. In this co-operation was one proposal to make exchanges with people from the same departments so that we know how people work there and vice-versa – so that the co-operation in the future can be more effective. It is a proposal, which is taken very serious also in our department and form the vice-mayors.

But it has not started yet?

No, it has to be studied how to do it, how it is possible.

And is this a proposal for all departments?

No, the idea is from the urban planning department because this is what should fit together the most. I think the other contacts like in tourism, they already worked better. But in this field of urban planning there is may be still some “hole”, so this should be the next step...

About the contacts with this 4th quarter, is there some co-operation going on with the Austrian municipalities?

We had some meetings when the proposal of the new master plan was ready. We invited them to introduce it to them. There were may be two other meetings... The first meetings were of politicians, of the mayors, so it was not so concrete about the urban planning... Last year they also finished a master plan of their region and they introduced it to us. There is another project starting right now by Lower Austria. It is called Regionalforum Bratislava-Umland. This project is about to meet the politicians but also the urban planners and to start the discussion... I think in this project there will be two meetings, like each half year. I don't know the schedule, they just called me today. From Burgenland I heard that they also try to make such a project... it's people from our city and from their municipalities... The first meeting should be in the end of March.

So it is a bit too late to include it in the masterplan?

Yes, but it doesn't matter because we are working on the masterplan since 1996. It was a long process with three variants and with the participation of the people and so on...

So you can start with the next one already now?

May be not with a new one, but it will be updated regularly or whenever it is necessary...

Regarding Centrope: Is your department also participating?

I don't know too much about Centrope. I know that we have the possibility to put some concrete projects in it, so we are studying how we can participate...

Do you think it would be necessary to co-operate much more at the moment?

Regarding this quarter it is maybe not so much necessary from our side, but from the Austrian side...

Is there a big pressure by migration from Bratislava?

There are already people buying land in Austria to build houses.

Is it cheaper?

Yes, because in Austria it is the end, but for Bratislava it is very central. I think it will be interesting for those municipalities to have a masterplan or a land use plan which is much more corresponding with Bratislava...

What is in the masterplan about this quarter?

Nothing. It is written that it is necessary to study this area and it is important for those municipalities to co-operate and that the urban plans fit together. Because for us it is almost clear that the city will expand in that area. Not because the city wants but because of the situation and the possibilities to be so close to the city. Bratislava has spread in the other three quarters, the forth one was empty just because there was the border. For them it is important to consider this situation and to make the urban plans with this point of view.

How do you see the trend, the development in the future for the co-operation?

I would be very glad if the co-operation will get more concrete, because all the projects until now are very theoretical, but in fact Bratislava has no plan for that border or that area. Of course, because it is in another state. But these municipalities don't have a plan which would really fit to the city of Bratislava. Now it is sure that we should be more sensible for them but they should consider that this is the way the city will work and it is a opportunity for them to use their landscape which will in the end also be beneficial for them. There were also some contacts with the PGO, so we know also the people from there... but there is still no plan on the table. The meetings are so few per year so that it is not possible to make more concrete work. May be it would be an opportunity to make an Interreg project for this but as we worked out the masterplan until now...

7.4.7 Branka Frková, MoCRD SR, 24 February 2006, Bratislava

MoCRD SR – Ministry of Construction and Regional Development of the Slovak Republic

... for this Interreg III A programme Austria is the managing authority for the whole programme and the MoCRD is the national authority for the whole programme on the Slovak side and it is also the NCP (National contact point) as part of the JTS (Joint Technical Secretariat) which is located in Vienna...

I am the programme manager in the MoCRD and the NCP should give administrative support to me or to the JTS and so on and we should make programming. But here in Slovakia the tasks are not divided so well.

Who else is working here?

My colleague Milan Gál is the head of JTS here in Slovakia. It is a little complicated. We have four Interreg III A programmes, with Austria, Poland, Czech Republic and Hungary/Ukraine. Everything is here at this ministry at our department (Dep. of realisation of cross-border programmes), and for three programmes, with AT, PL and HU/UA we are the national authority, for the fourth programme with CZ we are the managing authority... Every programme got its programme manager and JTS member or NCP member... At the ministry we do most of the work: We co-operate with our regions which are involved in each programme...

Are you also sometimes acting as a project leader?

No,... may be it is a little bit different to Austria. Because the regions in Austria have much more power than here in Slovakia. It is much more centralised. We do all the decision at the ministry, only some tasks are tasks of the region...

I read that the regions got more power in 2005. Is this working?

The system which is now will not be changed until the end of this programme period. But we have already started to prepare the new programme, we will see... The main principle of cross-border programmes is to have a lead partnership. At the moment it isn't working so well. The systems are too different. So the aim for the new programme period is to have a real lead partnership. So the system must be totally changed. Now we have i.e. a Slovak project holder and an Austrian project holder. Even if it is a joint project it must be submitted separately on both sides. From the next period there will be only one application for one project holder. The system should be changed...

Now we have 7 priorities and now it should be changed for the new programme period, we try to have less... it is just in discussions.

When will it be finished?

The new programme period should start in 2007, but we don't know because this programme period was half a year on delay. We had to wait six months to start with the implementation of the programme. Now it is not easy to spend all the money because of the N+2-rule (i.e. the allocation for 2004 must be spent until 2006) and because we started the programme a little bit later... We want to start in 2007, but may be not in the beginning.

We can only start the programme when the documents are approved from the European Commission.

The programmes, the regional extent, will stay like they are now for the next period?

Yes.

Austria started in 2000, we just started end of 2004. We still have money for all the measures and priorities, the call for proposals is still open...

The projects must be approved by the joint steering committees... The committee decides which project will be approved.

Is this for all projects, also for small ones?

There is one exception. One measure is the mirco-project fund. It is one small programme within this programme and it is under control of our regions. It is similar on the Austrian side.

Is it up to a certain amount?

Yes exactly, the projects can be from 2,000 – 20,000 Euros...

... when the steering committee decides about a project, the decision must be confirmed by our minister here. With this confirmation the implementation of the project can start. The contracts are then always between our minister and the project holder...

We accessed to the EU later than Austria so there are different systems. Applicants from Bratislava region can get 50 % from ERDF, 45 % from state budget and 5 % is their own finance. Applicants from Trnava region get 75 % from ERDF, 20 % from state budget and 5 % is their own financing. That's different in Austria... Another complication is the system of payment from the structural funds. With PHARE CBC it was possible to get advance payment. Now it is not possible anymore. So first you must finance the project from your own money and then you will get the money back.

Is it also for the states' money?

Yes. Our applicant can submit payment requests once a month. In Austria I think it is usual that the applicants submit the payment request after 6 months after the realisation of the project. On our side this wouldn't be possible because of the financial situation. So there is an exception... i.e. municipalities can have pre-financing. But they don't get the money in advance, it is the system of "open invoices". They submit us unpaid invoices and when we decide it is okay, there are no problems with the invoice it was spent for eligible costs we will give the money to the applicant and the applicant must pay the money to the contractors... The only problem is that the subcontractors must wait until the invoice is paid at least for two months...

How is the status of the Interreg programme, how much money was used, is there a list of projects?

We still have ongoing proposals... We haven't spent the money yet we wanted. We still have enough money in each measure... The problem is that in this programme (AT-SK) we have only two regions (Bratislava and Trnava). The Trnava region can also use money from the programmes with Hungary and Czech. They have enough possibilities where to ask for the money. It is much easier for applicants from Trnava to have projects with Czech people because of the language and the relationships are a bit closer to people from Czech than from

Austria. Sometimes it is not easy to have a real partnership between our applicants and the applicants on the Austrian side. It happens sometimes that the partners are not real partners...

At the moment we have 22 projects in implementation from the first round and we are just closing the contracts with applicants from the second round...

Is the MoCRD also applying itself sometimes for projects?

Only for projects of Technical assistance. We cannot submit projects in other priorities...

To create one common system is not easy, but we must because of the lead partner principle.

But it will work out in the next programme period?

Yes, for sure.

Is the ministry also involved in other cross-border activities?

Our department is only with Interreg and PHARE CBC, there is no other activities. The Interreg III B is at another ministry...

But regarding the lead partner principle: Isn't it compulsory by the EU?

Yes, they said it must be in the new programme. We have 4 types of projects now: Single project, mirror project, complementary project and joint project. Our aim was to have as many joint projects as possible, but it's not easy because the systems are different on both sides. I.e. yesterday we approved a joint project... On our side the project applicant can start with the implementation only after the signed contract. Before the contract is not signed the costs are not eligible. It is different in Austria. They can start with implementation after approving the project. So the Austrian project holder must wait for our project holder may be the next four months until the contract is signed though they want to start at the same time. Also the length of the project on our side can be max. 20 months while in Austria it doesn't matter, there is no limit. So there are really some barriers for joint projects. Then we have mirror projects. They are like joint projects but they don't have to be at the same time. We have many mirror projects because many projects have been already implemented on the Austrian side and now the same project should be implemented on the Slovak side. And single projects are just somebody's first idea to submit some project.

7.4.8 Alfred Dörner, MA 18, City of Vienna, 27 February 2006, Vienna

MA 18 – Magistratsabteilung (city department) 18 – City development

Ich habe einen Einblick in die Kooperationen, aber die MA 18 ist nicht allein zuständig. Z.B. die Federführung des Centre-Projektes liegt bei der MA 27...

Wie ist die MA 18 in Kooperationen integriert?

Die MA 18 war hauptsächlich mit Jordes+ beschäftigt über die PGO. Die MA 27 war hier nur als Förderstelle dabei. Jordes+ wurde mit Herbst 2005 fertiggestellt. Ein drittes Projekt wo die MA 18 beteiligt ist, ist CENTRAL. Hier geht es um die Verbesserungen der Schienenverbindungen und auch der Knotenpunkte in der Grenzregion AT/SK/HU. Vertreter aus den Nachbarländern sind eingebunden, aber es gibt noch kein Spiegelprojekt dazu. Es geht darum konkrete Schienenprojekte zu erstellen die dann mit diesem Interreg-Projekt mitfinanziert werden...

Gab es zB einen Austausch von Informationen mit den Nachbarregionen bei der Entwicklung des STEPs?

Es gab keinen direkten Austausch mit Bratislava, allerdings flossen natürlich die Informationen aus dem Jordes+ Projekt ein. Es gab auch einmal in Bratislava einen Informationsaustausch zum momentanen Stadtentwicklungsplans Bratislava. Die Kooperation ist anlassbezogen. In erster Linie geht es bei der Kooperation um Verkehrsprojekte...

Gab es Kooperationen vor 2000?

Wenig, wobei man erwähnen muss, dass die Kooperation auf den verschiedenen Ebenen schwierig ist, da es laufend Umstrukturierungen gab. In der Slowakei hat man Selbstverwaltungskreise gebildet, dh Kompetenzen von der zentralen Ebene wurden auf die regionale Ebene verschoben, allerdings sind diese Kreise lange nicht mit der personellen Infrastruktur ausgestattet gewesen... Es gibt aber einen Werkstattbericht von einem Zusammentreffen von VertreterInnen aus Wien und Bratislava, das war Mitte bis Ende der 90er Jahre. Also sporadisch gab es schon Treffen.

Von Bratislava habe ich gehört, dass ein Austausch von MitarbeiterInnen geplant war oder noch ist?

Davon habe ich noch nichts gehört, aber die Idee wäre sicher nicht schlecht...

Werden die Ergebnisse von Jordes+ in Centre aufgehen?

Natürlich, die Gedanken und Ideen die in Jordes+ entwickelt wurden sollen in Centre weiterleben. Zb. hat man gesagt, dass die Region Wien-Bratislava-Győr, welche wertvolle Biosphärenbereiche hat (Wienerwald, Donauauen, Neusiedlersee, kleine Karpaten), sich im Sinne einer Biosphärenwachstumsregion entwickeln soll. Dh dass man nicht überrollt wird von einer Entwicklung wie einer flächenhaften Besiedelung sondern dass man die Ressourcen die zB im Marchfeld stecken wie wieder verwertbare Rohstoffe, Windenergie oder auch das freie Land, die natürlichen Ressourcen, also den wertvollen Bestand nicht aufgibt sondern den weiter entwickelt im Sinne einer ressourcenschonenden und nachhaltigen Entwicklung. Dh nicht, dass man einen riesigen Biosphärenpark darüberstülpt sondern jede wirtschaftliche Entwicklung sollte unter den Prinzipien

Ressourcenschonung und Nachhaltigkeit stattfinden. Auch im Bereich Verkehr sollten diese Prinzipien im Vordergrund stehen...

Wie wichtig ist das Interreg Programm für die Stadt Wien?

Es gibt natürlich einen wichtigen Impuls.

Würden auch Projekte stattfinden ohne Interreg?

Natürlich, aber Interreg gibt einen zusätzlichen Impuls. Aber dadurch wird ein richtiges Projekt organisiert und das Ganze läuft eben organisierter ab. Sonst ist es eher anlassbezogen. Aber so gibt es eine richtige Kooperationsstruktur und man kommt mit Leuten in Verbindung die man normalerweise nicht treffen würde. Die Netzwerkbildung ist mit einem Interreg Projekt sicher besser.

Wie denken sie über die weitere Entwicklung in der Region?

Die Kooperation wird sich sicher verstärken. Das Zusammenwachsen findet statt im Sinne von verstärkten Beziehungen und Zusammenhängen. Die Grenzen werden weiter abgebaut werden wie Schengen und der Verkehr wird sicherlich weiter ansteigen... und der Markt wird vergrößert. Für die Wirtschaft ist das sicher eine interessantes Thema und es wird sich auch weiter intensivieren.

Centrope stellt sich ja auch als Anlaufstelle für internationale Unternehmen dar.

... wenn der Name immer mehr an Bedeutung gewinnt und die Identität der Region sich stärkt ist das natürlich von Vorteil um wettbewerbsfähig zu bleiben.

7.4.9 Hannes Schulz, PGO, 7 March 2006, Short telephone interview

PGO – Planungsgemeinschaft Ost (Planning association of the states of Burgenland, Lower Austria and Vienna)

Short summary of the facts mentioned:

The PGO currently carries out a research project on cross-border commuting to and from the PGO area (Vienna, Lower Austria and Burgenland) called "Personenverkehrserhebung Grenzübergänge Ostregion". The project is part-financed by Interreg III A. Data was collected via a survey around end September/beg October at 32 border crossing points one day long. The sample rate amounts to 74 %.

Facts already available:

- Around 120.000 persons cross the border by car per day.
- 15.000 – 20.000 persons cross the border by bus or train per day.
- 1/3 of the persons travel with reference to Vienna, 1/3 with reference to the rest of the PGO area and 1/3's target is outside the region which means transit.
- From 1995 to 2005 a fivefold of the traffic volume was observed.

The survey also contains detailed questions on the target, intensity etc. of the border crossing activities. First results will be available in April 2006 (remark: 4 tables received beginning of April), further evaluation of the results will be finished by autumn 2006.

7.5 Data basis / assortments

Used for Fig. 8, Areas for regional development named by the ARL

1	Regional development perspective for an environmental, social and economic regional development
1.1	Superior objectives
1.2	SWOT analysis
1.3	Headline goals and high-priority measures
2	Control of the development of settlements
2.1	Agreement on required places, appropriate land resource management
2.2	Mixture of functions to avoid traffic, land-saving forms of settlement
2.3	Planning of locations for cultural and entertainment facilities of regional importance
2.4	Development of cross-border residential and business concentrations
3	Protection of open space / green areas and their development regarding their function
3.1	Protection zones for natural factors
3.2	Preservation of the landscape scenery
3.3	Integration of intensive open space usage like recreation areas and sport facilities
3.4	Regional landscape parks
4	Integrated regional traffic and communication networks
4.1	Integrated regional concept for traffic development
4.2	Co-ordination of the extension of traffic infrastructure
4.3	Concept for the local public transport
4.4	Concept for a linking of communication-networks and -facilities
5	Regional structural and economic support
5.1	Regional marketing of places
5.2	Regional information system for places
5.3	Co-ordination of congresses, big events, fares
5.4	Support of knowledge transfer and co-operation of science institutions, private firms, administrations as well as public institutions, social groups and sponsors
5.5	Regional management of space
6	Energy and waste management
6.1	Regional concepts for inter-communal co-operation regarding energy and water supply, waste management, reduction of pollution etc.
6.2	Determination of sites for supply and disposal
7	Social integration
7.1	Determination of social focal points and tasks
7.2	Concepts against functional and social segregation in a regional scale
7.3	Measures to foster the regional identity
8	Structuring of the regional administration
8.1	Concepts for the development and structure of facilities with regional importance
8.2	Adaptation of existing or new institutions with regional importance, if the tasks have outgrown the functional area of the current institution or if there is no institution existing yet
8.3	Organisation of the co-operation of regional institutions and policy makers
9	Representation of regional interests in- and outside

Source: ARL 1998, own translation

Basis for Fig. 28 and Fig. 33, Actors in the Öresund region

This list is an assortment of the actors in the Öresund region named the official Internet portal for the region, www.oresundsregion.org:

HH-samarbejdet	Förening Öresund (NGOs, volunteer work)	Øresundsregionens Arbejdsmarkedspolitiske Råd (ØAR)
København-Malmø samarbejdet	Nytt från Öresund	ØresundsUtveckling
Øresundskomiteen	Rapidus	Dignet Øresund
Hovedstadens Udviklingsråd	Øresund Film Commission	Medicon Valley Academy
Region Skåne	Øresundsfolk	Nano Øresund
Sund Velkomst (touristic)	Øresundsbro Konsortiet	Øresund Design
Told og Skats Øresundsguide	AF Øresund (Øresundsinfo)	Øresund Environment
VisitOresund.info	Copenhagen Capacity	Øresund Food Network
Wonderful Copenhagen	Position Skåne AB	Øresund IT Academy
Øresund Network	Øresund Business Council	Øresund Logistics
Øresund Statistik	Øresund Industri og Handelskammare	Øresund Science Region
Øresunddirekt	Øresunds Service Sekretariatet	Øresundsuniversitet
Øresundsinstutttet		

Source: <http://www.oresundsregionen.org/cb0000c/code/45>, recalled in November 2005

Fig. 30 and Fig. 31, Leader organizations in projects in the Interreg III A – Öresund programme

Category	Actors	Total Euro	Total number
1	Municipalities	€ 4,477,854.44	22
2	Administrative regions	€ 3,298,805.44	16
3	Universities/Hospitals	€ 6,089,922.44	22
4	Other educational institutions	€ 1,262,720.67	8
5	Public Agencies	€ 4,622,453.89	15
6	Other	€ 3,292,039.00	11
Total		€23,043,795.88	94
Source		Öresundskomiteen, own calculation	

Fig. 34 and Fig. 35, Commuting in the Öresund region

	1997	1998	1999	2000	2001	2002	2003	2004	2005
Crossing the Öresund									
Öresund DK -> Öresund SE	166	188	204	281	539	533	536	4000	4000
Öresund SE -> Öresund DK	2130	2365	2584	3010	3751	4697	5683	5000	7000
Total	2296	2553	2788	3291	4290	5230	6219	9000	11000
Source	Örestat 2005						ØAR 2005		
Greater Copenhagen <-> Greater Malmö									
Cph -> Malmö	68	67	74	134	275	290	310		
Malmö -> Cph	954	1112	1252	1655	2278	3007	3755		
Cph <-> Malmö	1022	1179	1326	1789	2553	3297	4065		
Source	Örestat 2005								
Greater Copenhagen <-> Roskilde county									
Cph -> Roskilde	11985	12514	13155	13545	13753	13844	13991	14514	15019
Roskilde -> Cph	51524	51944	52793	53057	53466	53966	53145	51834	51763
Cph <-> Roskilde	63509	64458	65948	66602	67219	67810	67136	66348	66782
Source	Danmarks Statistiks 2005								

Fig. 36, Migration over the Öresund

	1998	1999	2000	2001	2002	2003	2004	2005
Öresund DK -> Öresund SE	513	642	1165	1582	2216	2590	2875	3102
Öresund SE -> Öresund DK	706	648	665	704	811	1036	1371	1528
Total	1219	1290	1830	2286	3027	3626	4246	4630
Source	Örestat 2006							

Fig. 37, Students enrolled on the other side of the Öresund region

	1998	1999	2000	2001	2002	2003
Swedish students enrolled in Öresund DK	417	457	535	557	547	545
Danish students enrolled in Öresund SE	194	82	104	195	224	246
Total	611	539	639	752	771	791
Source	Örestat 2005					

Fig. 43, GDP in Centrope 2002

GDP/inhabitant 2002	in Euro	in PPP	Index Euro	Index PPP
Vienna	38,656	36,603	183	173
Lower Austria	21,759	20,604	103	97
Burgenland	18,211	17,244	86	81
Bratislava region	11,146	25,351	53	120
Győr-Moson-Sopron	8,049	14,717	38	70
South Moravia	7,193	13,402	34	63
Vas	6,694	12,240	32	58
Trnava region	4,705	10,700	22	51
Centrope	19,219	22,012	91	104
EU 25	21,170	21,170	100	100
EU 15	24,128	23,162	114	109
<i>Source</i>	<i>Eurostat 2006</i>			

Fig. 50, Foreign employees with working permission in Centrope AT

	2002				2004			
	Burgenland	Lower Austria	Vienna	Total	Burgenland	Lower Austria	Vienna	Total
Czech Republic	36	2,093	645	2,774	31	2,187	770	2,988
Hungary	4,809	1,766	1,599	8,174	6,048	2,092	1,799	9,939
Slovakia	394	1,934	1,604	3,932	472	2,385	1,950	4,807
Total				14,880				17,734
<i>Source</i>	<i>Statistik Austria</i>							

Fig. 52, Cross-border commuting or migration for work

from	LAMO labour force (15+, 2001)	To foreign country within the LAMO region Potential in %	Potential persons	Out-Commuters in 1999/2001*
Czech Republic (South Bohemia, North Moravia, South Moravia)	1,898,499	5.0%	94,925	1,134
Hungary (Győr-Moson-Sopron, Vas, Zala)	840,393	12.0%	100,847	4,381
Slovakia (Bratislava, Trnava)	940,810	12.0%	112,897	1,239
Austria (Burgenland)	235,287	1.6%	3,765	856
Austria (Lower Austria)	971,578	1.0%	9,716	4,407
Austria (Vienna)	1,322,926	0.8%	10,583	3,324
<i>Source</i>	<i>PLG 2005</i>			<i>Statistik Austria 2001</i>

* Data for CZ/HU/SK regions: Total commuters from the whole country to Austria in 1999
Data for AT regions: Total commuters from the region to a foreign country 2001

Fig. 53, Subscribed students at the UT Vienna, by citizenship

	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Austria	18696	19234	19526	19786	19583	19102	17717	16989	16782	16330	13203	12444	12620	12881	13389
Hungary	35	48	55	59	65	63	70	82	89	82	81	84	87	80	75
Slovakia			12	26	59	64	65	74	83	97	115	128	138	116	115
Czech Republic			7	7	22	22	17	13	11	18	18	32	41	39	59
Czechoslovakia	37	56	48	35											
CZ-SK-HU tot	72	104	122	127	146	149	152	169	183	197	214	244	266	235	249
Others	2971	3379	3664	3719	3672	3032	3470	3472	3418	3382	3026	3111	3421	3303	3452
UT Vienna tot	21739	22717	23312	23632	23401	22283	21339	20630	20383	19909	16443	15799	16307	16419	17090
<i>Source</i>	<i>Statistics of the UT Vienna 2006</i>														

Fig. 54, Exchange students using mobility programmes AT <-> CZ/SK/HU

	Incoming / to Austria			Outgoing / from Austria		
	2002	2003	2004	2002	2003	2004
Czech Republic	81	112	120	34	36	49
Slovakia	36	48	60	4	10	9
Hungary	62	64	88	19	30	23
CZ-SK-HU total	179	224	268	57	76	81
Source	BMWK, Universitätsbericht 2005, Band 2					

Fig. 57, Daily border-crosses Centrope AT <-> CZ/SK/HU 2005

	total	to/from the rest of		
		to/from Vienna	Centrope AT	Transit
Persons in car	123,621	31,699	57,333	34,589
Persons in bus/train	14,100	7,673	3,183	3,244
total	137,721	39,372	60,516	37,833
Source	PGO 2006			