

Regional cooperation in the Öresund region

Social Innovation

Nordregio, Stockholm, 16 September 2014 Björn Hasselgren, KTH Royal Institute of Technology





Institutional level and change (Williamson, 2000)

INFORMAL INSTITUTIONS – Language, Culture, Customs Spontaneous 100- 1000 y Social theory INSTITUTIONAL ENVIRONMENT Property rights, legal systems Get the institutional setting right 10 - 100 v Economics of property rights/potitions theory GOVERNANCE STRUCTURE - Governance, contract Get the governance structures right Transaction cost theory RESOURCE ALLOCATION - Prices, incentives Continuous Get the marginal conditions right Neo-classical theory



Focus

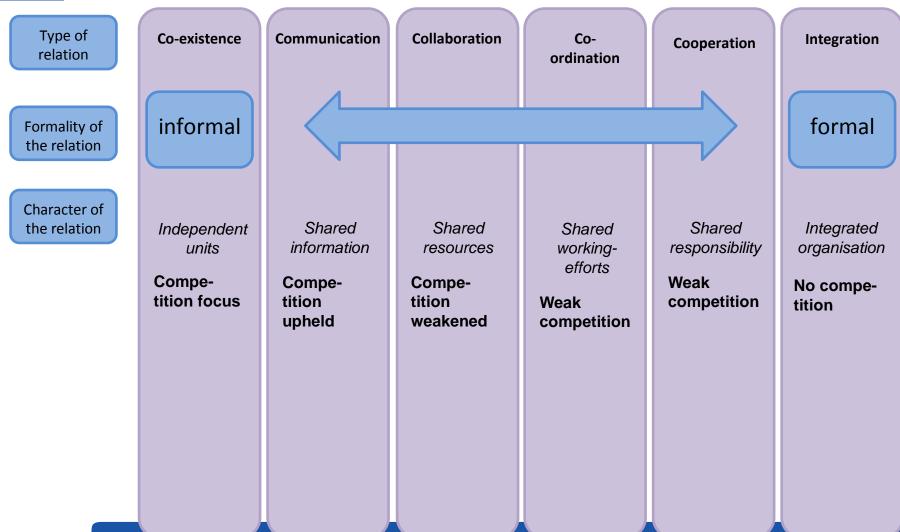
Governance of present and planned transport infrastructure assets and projects

- Ownership
- Financing
- Management
- (Function)





Different structures for cooperation

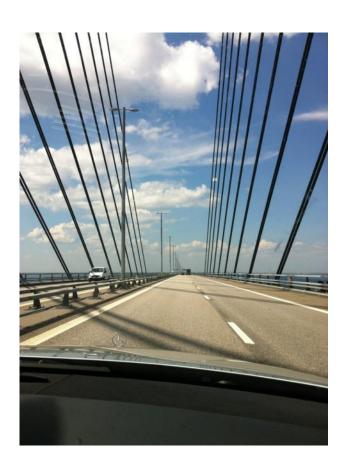




Why new capacity and links?

For transportation – possibly not

For regional development – perhaps



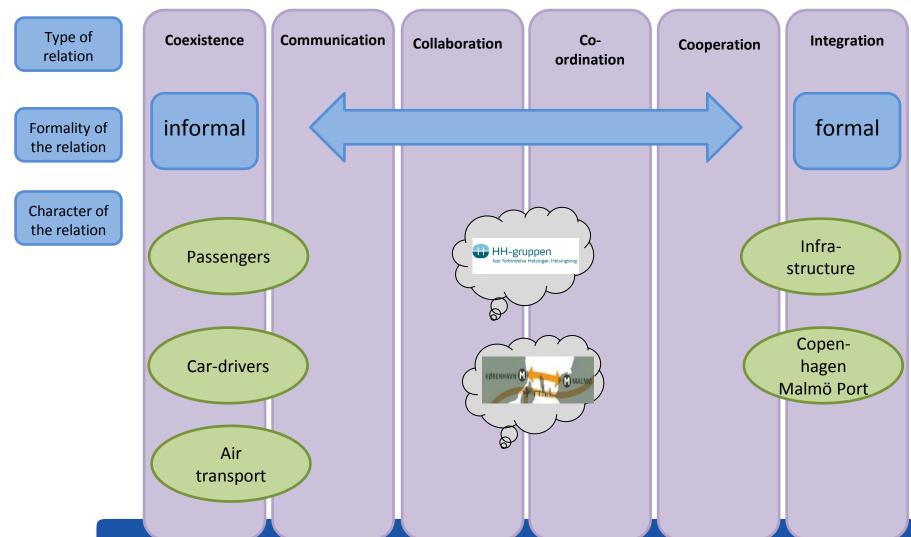


Different priorities

- Sweden (and particularly Skåne and in specific Malmö) values the Öresund-concept highly and would like cooperation to be developed
- Denmark (and particularly Zealand and in specific Copenhagen) can see some advantages in a strengthening of the Copenhagen region
- Resembles a one-sided love-affair...



Transport in the Öresund region





Conclusions

- Governance is important but...
- How to overcome the differences between Denmark and Sweden? National vs Regional
- How to reconcile the different priorities?
- Decide whether transport infrastructure is business or politics – or try to find the balance
- Organized integration or spontaneous cooperation?



Björn Hasselgren, PhD KTH Royal Institute of Technology Urban Planning and Environment +46707623316

bjorn.hasselgren@abe.kth.se

@HasselgrenB

