



# RAISING THE LIMITS OF **BIRSFELDEN**



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1

IN THE  
OF METR



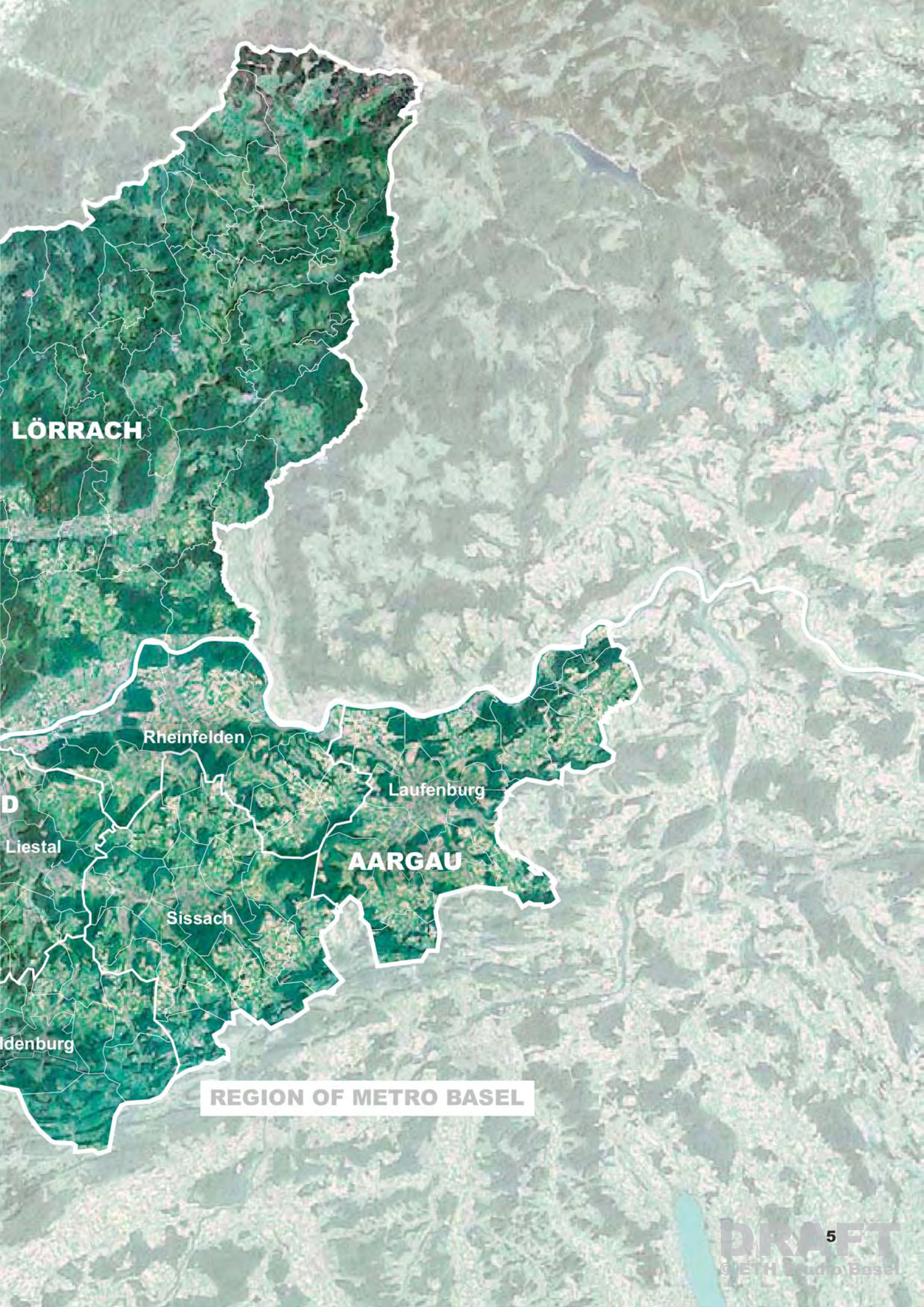
# CENTER ROBASEL



# ZOOMING IN ON BIRSFEDEN







**LÖRRACH**

Rheinfelden

Laufenburg

**AARGAU**

Sissach

Liestal

**REGION OF METRO BASEL**





**BASEL**





## **BIRSFELDEN**

<b>10 379</b>	<b>INHABITANTS</b>
<b>252 HA</b>	<b>MUNICIPALITY AREA</b>
<b>45%</b>	<b>HOUSING</b>
<b>25%</b>	<b>PORT/INDUSTRIY</b>
<b>20%</b>	<b>GREEN AREA</b>
<b>10%</b>	<b>THE REST</b>





**BIRSKOPF**

**ISLAND**

**APARTMENTS**

**BIRS**

**BASEL**



**BLACK FOREST**

**RHINE**

**HARBOUR**

**HARD FOREST**

**DETACHED HOUSES**

**FAMILY GARDENS**

**INFRASTRUCTURE**

**DRAFT**  
© ETH Studio Bas







**"BIRSFELDEN IS A DORMITORY TOWN" DB**

**"BIRSFELDEN IS A TOWN WITH THE CHARACTERISTIC OF A VILLAGE" DR**

**"I APPRECIATE THE CHARM OF A LITTLE SUBURBIA" RM**

**"I'M IMPRESSED FROM THE SPORTS FACILITIES" AM**

**"IT IS DIFFICULT TO GET THE TOURISTS TO BIRSFELDEN, THERE ARE NO TOURIST FEATURES" DB**

**"BIRSFELDEN REQUIRES A PROMENADE" AM**

**"BIRSFELDEN IS AN IDEAL PLACE FOR CHILDREN, THERE ARE A LOT OF PLAYGROUNDS AND THE SCHOOL IS ROUND THE CORNER" DP**

**"THE HOUSING ON THE STERNENFELD SHOULD BE UPGRADED, WE NEED BIGGER APARTMENTS TO ATTRACT YOUNG FAMILIES" RM**

**"THE SMALL SHOPS ARE DYING" DR**



**"I'M HAPPY WITH BIRSFELDEN, THE FOREST AND THE RHINE ARE CLOSE TO REACH" DP**

**"BIRSFELDEN IS CENTRAL LOCATED, AND CLOSE TO THE GREEN" AM**

**"I REGRET THAT THE GREEN AREAS ARE BUILT OVER" DR**

**"THE MAIN STREET TRAFFIC IN BIRSFELDEN IS AWFUL" DR**

**"THERE IS MORE PARKING SPACE REQUIRED" AM**

**VOICES FROM BIRSFELDEN:**

**RM Roman Morf** 23, born and grown up in Birsfelden  
**AM Andreas Mager** 28, he comes to Birsfelden for lunch with his colleagues  
**DP Daniela Probst** 37, lives with her family on the Hard hill  
**DB Daniel Buffart** 44, lives in Birsfelden since 10 years  
**DR Denise Reber** 60, works in a pharmacy in Birsfelden since more than 30 years



















# BIRSFELDENS PROFIT FROM TRANSIT TRAFFIC AND WAR

## BIRSFELD HAS ITS BEGINNING IN THE TRANSIT TRAFFIC OVER THE BIRS BRIDGE SINCE 1425

Birsfelden has never had a tradition of agriculture. The development to a village doesn't start from the farmhouses, its a product of the transit traffic of the 19th century over the bridge in Birsfelden.

- > A few important examples:
  - the entire traffic from Basel to Zürich and to central Switzerland on the route over the Gotthard passes through Birsfelden.
- > during the "thirty year war" (1618-1648) the imperial army (with 26'000 men) under general Altringer marches over the bridge of Birsfelden.
- > 1797 Napoleo I. travells from Bern via Birsfelden to Basel.
- > 1813-1815 frequent march throughs of the Allies.

## THE DIVISION OF THE STATES IN 1833 IS IMPORTANT FOR THE GROWTH OF BIRSFELDEN

New conditions develop as Birsfelden is no longer under the authorities of Basel. The hindering regulations regarding the closing of the city wals in the evening and the prices get repealed. Constructions of guesthouses and taverns along the old country road beginn.

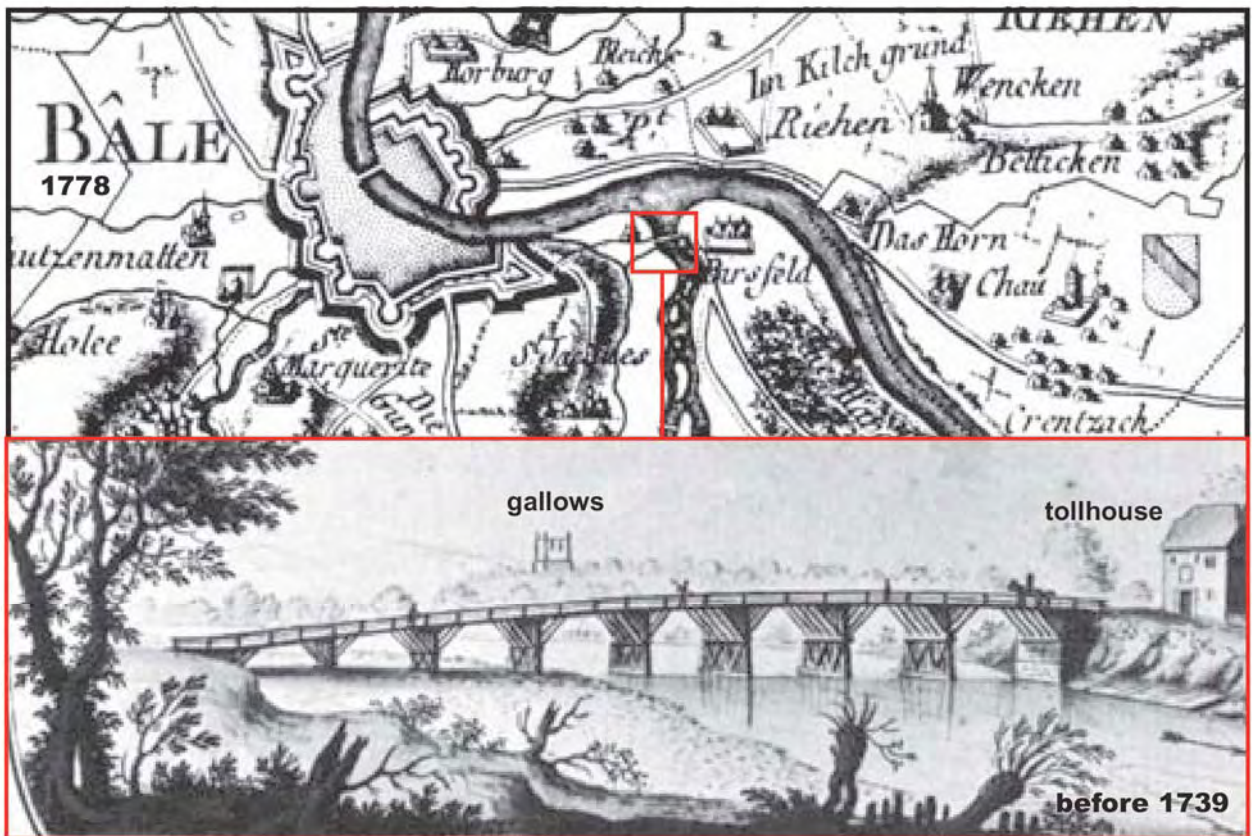
Number of inhabitants between 1815-1850:

- 1815: 41 inhabitants and 5 houses
- 1832: 32 INHABITANTS AND 6 HOUSES**
- 1840: 400 INHABITANTS AND 33 HOUSES**
- 1850: 900 Inhabitants
- 1860: 1416 inhabitants and 54 houses
- 1875: 2000 inhabitants
- 1880: 3282 inhabitants
- 1910: 4857 inhabitants and 300 houses

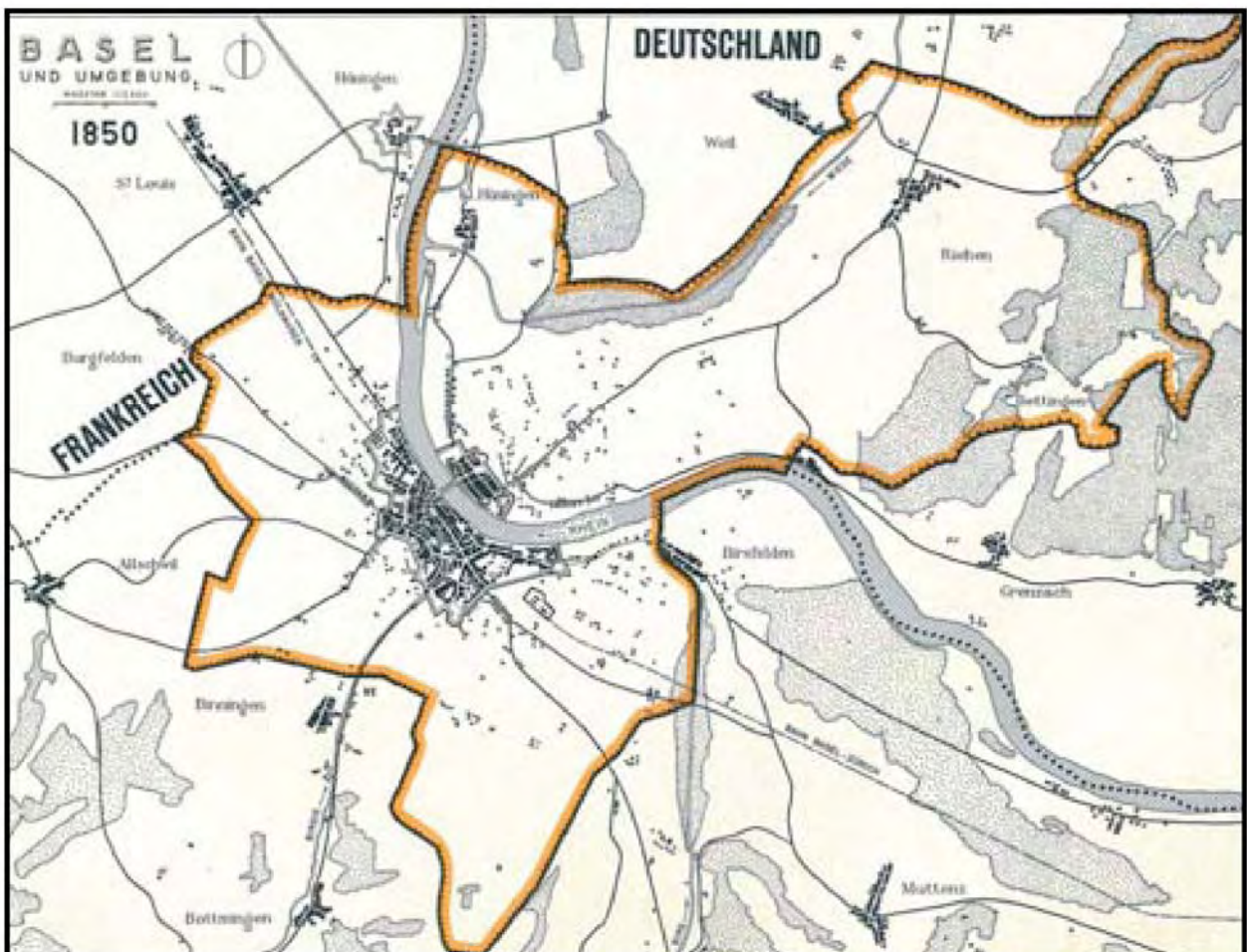
## BASELS INFLUENCE ON BIRSFELDEN

Basel influences Birsfelden particularly during the industrialisation. While the people move from the country to their city at the beginning of the industrialisation, more and more labourer settle down in Birsfelden. In the post war period the land in the city becomes rare because of the increasing population. Factories move to palces where labour and space is abundant. Birsfelden becomes occupied by the industry.





source: Heimatkunde Birsfelden, Kaspar Rüdüsühli, Liestal 1976





## 1857

### Buildings:

- The main street has houses on both sides

### Infrastructure:

- construction of the main street on the Hard hill
- ferry overstretches the Rhine
- opening of the central railway  
(the railway takes over the transit traffic > guest houses lose their source of income)

### Topography:

- the Birs is not jet correctet to the end of the river

## 1882

### Buildings:

- the gravel pit at the edge of the wood of Hard indicates the brisk activity in the building line
- new quarters emerge
- both churches are built

### Infrastructure:

- new streets
- streets are beeing broaded
- the net of the "paths" becomes denser
- the railway bridge with a pedestrian overstretches the Rhine since 1872 > cessation of the ferry service

### Topography:

- correction of the Birs to the end of the river

### community:

- 1875 Because of the successful national referendum Birsfelden receives the autonomy of Muttenz. But all the land remains in the property of the former owners from Muttenz. After the parting the community is out of money.

## 1936

### Buildings:

- further gravel pits emerge
- new housing quarters emerge
- housing on the edge of the village and in the remaining gaps (the housing development has no plan)

### Infrastructure:

- opening of the airport in the area of the Sternenfeld in 1923
- new fery at the "Birsfelderhof"
- a rectangular path net in the Hard forest
- tramline 3 (1896/97) connection with the tram

system of Basel (1917-32 second tramline gets expanded)

### Topography:

- the area of the Hard forest has become smaller

## 1955

### Buildings:

- Increase of population
- construction of the generating station (1950-1955)

### Infrastructure:

- the airport on Sternenfeld gets replaced by warehouses and industrial buildings (1939 out break of war > sudden end of the airport)
- 1936 the people of Baselland decide to construct port facilities and railway tracks in Birsfelden and in <Au> Muttenz.
- construction of port-streets and railway tracks
- railway track to Birsfelden 1940
- highway conection 1940 > start up and boom of the port
- the working population resident in the community increased by 20% between 1939-1965

### Gemeinde:

- 1950 first rough zone plan
- partition of industry and housing area on Sternenfeld
- prohibition of excessive use of the realty and regulation of the floor-space index
- canalisation > construction guidelines

## 1970

### Buildings:

- living space starts to get a densely built-up area
- erlier paths are completely built-up
- reconstruction of the old buildings in the city center

### Infrastructure:

- the highway and its connections devide the forest in different parts

### Gemeinde:

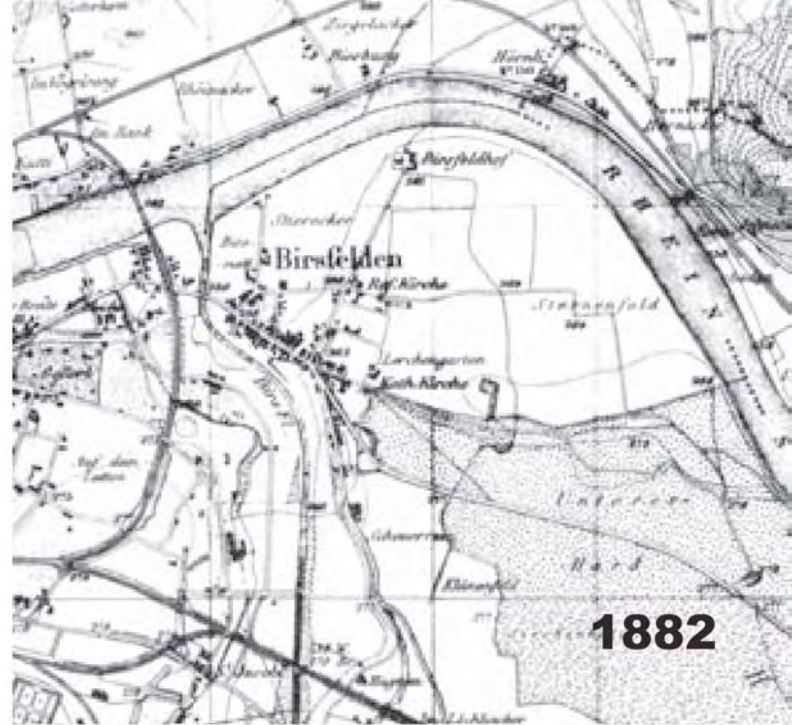
- 1970 detailed site map

## 2007

### Buildings:

- like in Basel there are only some conversions and renovations of the old buildings

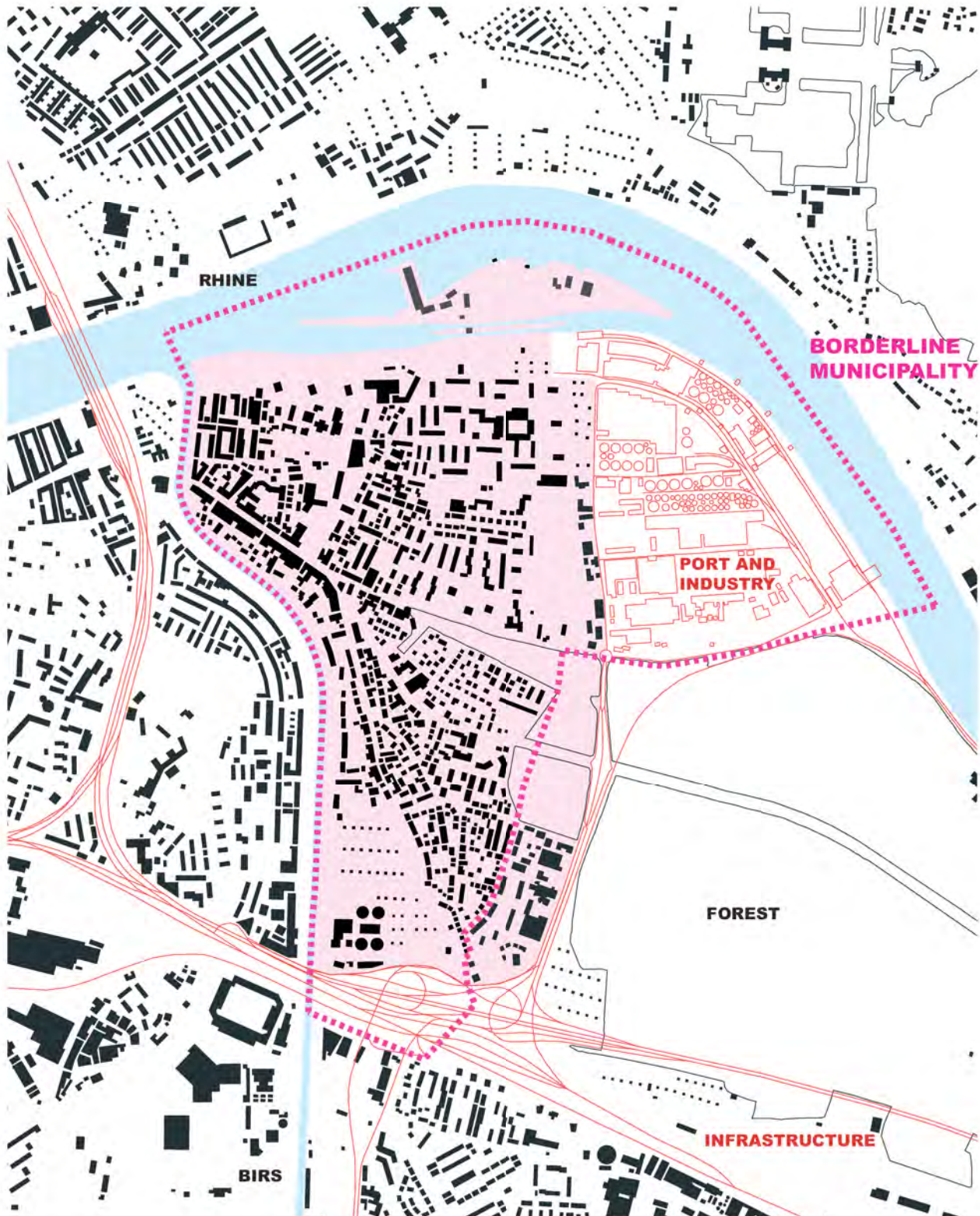






# THE BORDERLINE

Birsfelden is only orientated to the city of Basel to the west. The other three borders of the community are very much defined by the environment. For this reason Birsfelden is much more connected with the city as with the other rural communities. None the less one can still see that the community developed itself independently from the city.







The Rhine forms the border between Baselland and Baselstadt and marks the German border at the level of the harbour.

The Birs forms the border between Baselland and Baselstadt.



The motorway and the railway traffic form a strong border in the south of Birsfelden. Both are under planning of the state.



The harbour is under the planning board of the canton. Birsfelden has no influence on the planning of the harbour.

The Hard forest belongs to the community of Muttenz. Industrial areas occupy the edges of the Hard forest, the only connection to the forest is located in Birsfelden.



**2**

**BIRSFELD**

**NEW HO**

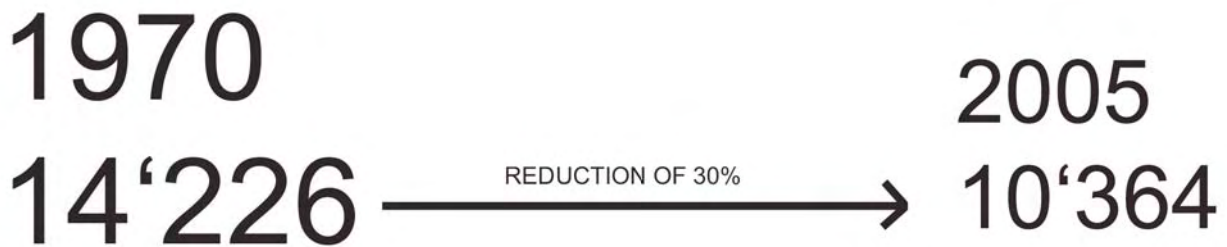


# EN NEEDS DUSING



# STATISTICS

## POPULATION: THE POPULATION IS SHRINKING

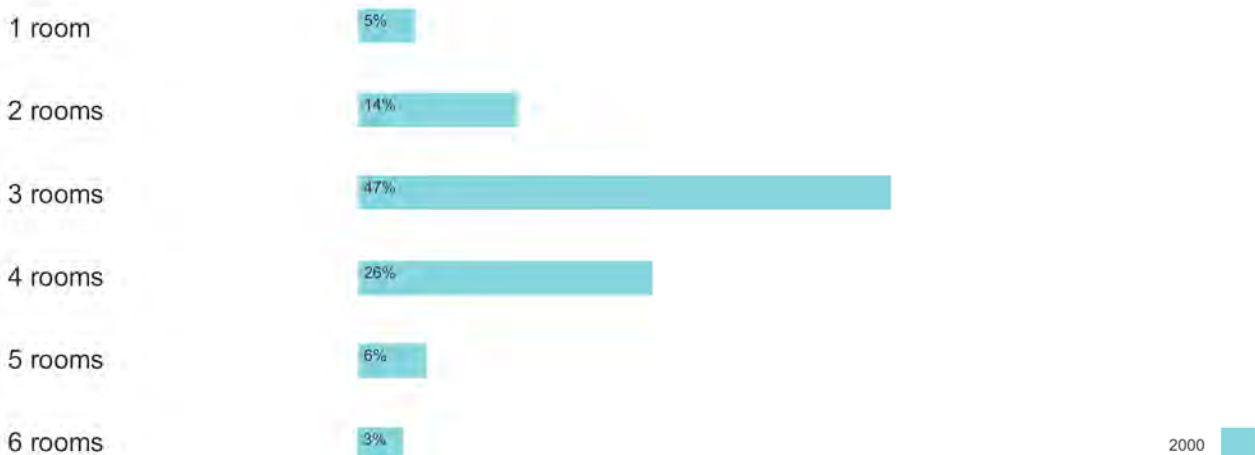


## PROPERTIES: BIRSFELDEN IS A CITY OF TENANTS



## NUMBER OF ROOMS: THE APARTMENTS ARE TOO SMALL TO SATISFY THE NEEDS OF TODAY

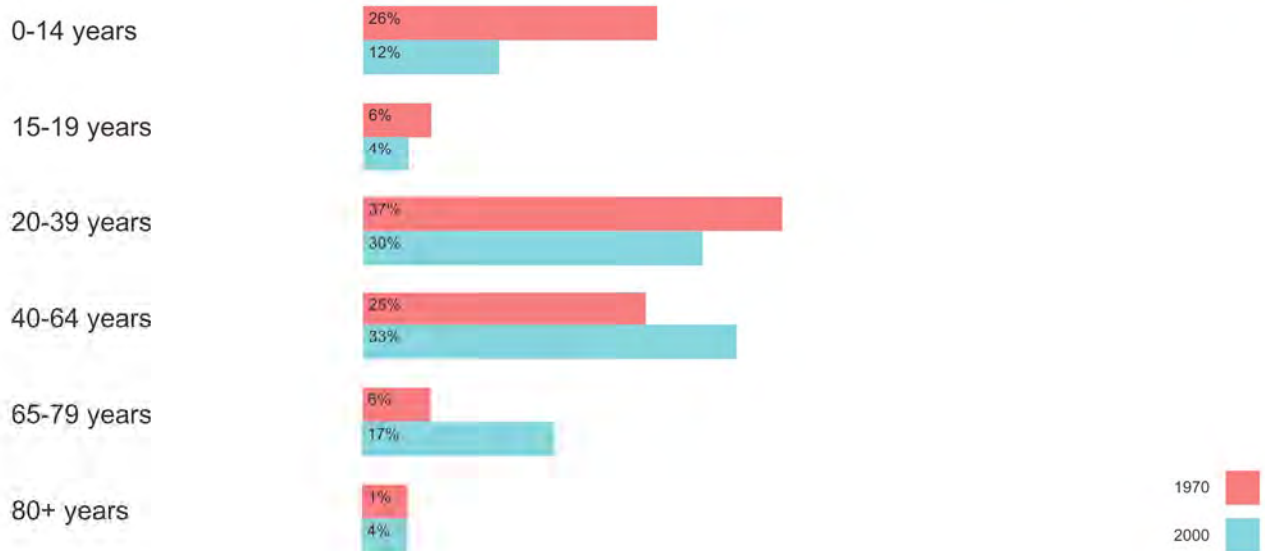
66% of the apartments are very small with one to three rooms. These apartments with the functional floorplans and small rooms are not attractive for families anymore. A family of four is no longer content with 3 rooms and 70m<sup>2</sup>, the demand for living space per person is now about 40m<sup>2</sup>.





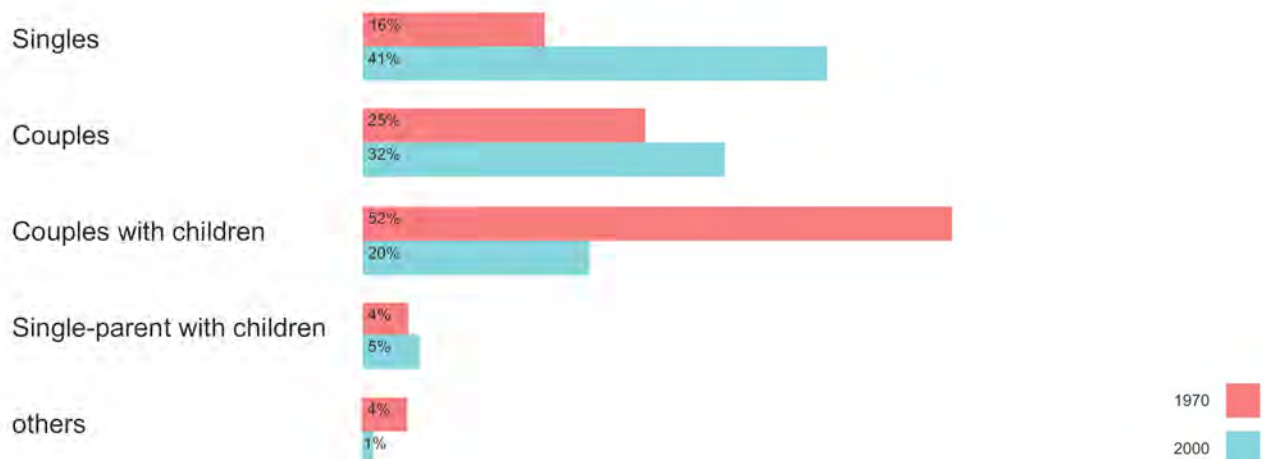
## AGE STRUCTURE: BIRSFELDEN IS BECOMING A HOME FOR THE AGED

The decrease of the population means, that the people who moved to Birsfelden in the 60ies with their families are now old and mostly living alone, their children moved out.



## FORM OF HOUSEHOLD: THE MAJORITY ARE SINGLE HOUSEHOLDS

Although a family of four ist still the ideal, only every third household is a classical family. Others are single fathers or mothers, singles, aged, patchwork families and flat- shareing communities.





# BIRSFELDEN IS BUILT





## WHAT HAPPENS TO BIRSFELDEN IF NOTHING CHANGES?

Since the 70ies, there is nearly no land left for new housing estates. Birsfelden has only one free building plot left.

The communities budget for 2007 shows a deficit of 2 mio. CHF which means that the community need to save.

The offers of houses in Birsfelden is not attractive anymore and as a result the community has less and less attenent tax payers.

The situation will worsen if the community does not find a solution for the housing market.

No new houses can be constructed as there is no building plot left. The population will decrease even more, and the community will have serious financial problems.

## BIRSFELDEN NEEDS APARTMENTS FOR 4000 PEOPLE

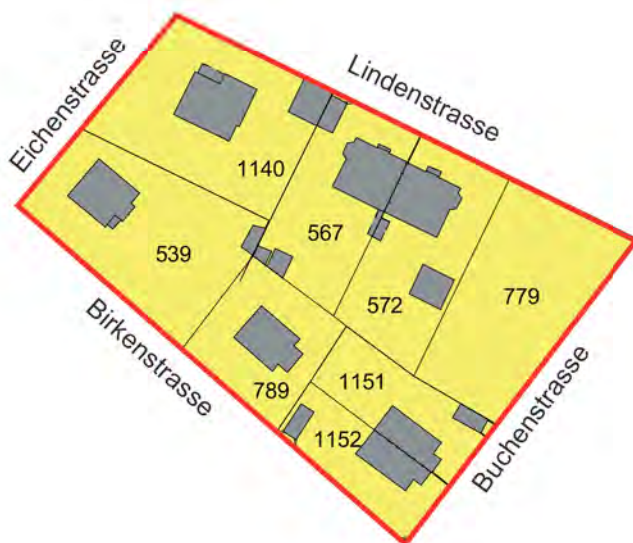
Birsfelden should be able to provide housing space for 4'000 people in order to bring the population back to the level of 1970.

On the one hand they should provide big, cheap houses for families and on the other hand big, expensive houses should be built for attenent tax payers. In order to reach that aim they need living space of plus 160'000 m<sup>2</sup>.

Therewith the community could stabilise the population connter the churn rate with attractive housing and secure attenent tax payers.

## TWO POSSIBLE STRATEGIES

Since the whole area is completely used, there are two strategies in order to be able to built more houses. Either the existing housing will be concentrated or a conversion of area to living space. First we looked closer on the undeveloped zones.



**779 - the last building plot !**



# UNDEVELOPED AREAS



**ATTRIBUTES:**  
**+ ATTRACTIVE LOCATION**  
**OWNER: COMMUNE AND**  
**GENERATING STATION**

In summer the two green spaces are frequently used as a leisure place for sunbathing, around the region. The generating station island is attached to the Birskopf, and connects the other riverside. The Birskopf could function as a promenade along the Rhine, connecting the citycenter. At the moment Birskopf and the generating station are the only attractive places for outside activities, there is no sense in changing there use into housing estates.



**ATTRIBUTES:**  
**- NOISY LOCATION**  
**OWNER: COMMUNITY**

The sports facilities function as a border zone between the harbour and the housing area. It is well situated and it wouldn't make sense to built new houses in a zone which is burdened with noise.



## HARDFOREST



- ATTRIBUTES:**
- + ATTRACTIVE LOCATION
  - CONSERVATION ZONE
- OWNER: COMMUNITY BIRSFELDEN AND MUTTENZ**

A big green zone is the Hardforest. It is attached to the community of Birsfelden but unfortunately the harbour occupies the edge of the forest and cuts the end of the forest in different small peaces with the highway connection, the railway connection and the main street. There is only a narrow strip reaching the center of Birsfelden. It dosen't make sense to cut this last connection to the forest for a few houses, as the area is pretty small and the most part of the two peaces of forest belong to MuttENZ. So the taxpayers' money would go to the community of MuttENZ.

## FAMILY GARDENS



- ATTRIBUTES:**
- PARILALLY CONSERVATION ZONE
  - NOISY LOCATION
- OWNER: FOUNDATION CHRISTIAN MERIAN AND CANTON BASELLAND**

The family gardens occupie a comperetively large area in Birsfelden. The problem is that the costs are high for a border zone. The family gardens like the sports facilities are border zones for the harbour. Furthermore the waste water treatment plants and the infrastructure strip in the south which are also border zones produce noise emission. The change of use of the family gardens is a never ending story in the community of Birsfelden because there is a very strong lobby which protects these family gardens.



3

MORE D

HOUSING



# DENSITY G ZONE



# ACCUMULATION OF URBAN TYPOLOGIES





## LINEAR CITY



## GAREN CITY



## MODERN CITY



Most buildings of today have been built in the time of fast growing cities in the 19th century or in the boom years after the second world war. In this period three developments have been important: the implementation of the ideals of the middle-class since 1850-1910, the ideal of living in the green 1910-1950, and the ideal of the family of four 1950-1970. The discussion of these periods is not the history, but the question of the future: renovate, convert or replace?







## THE LINEAR CITY

**Suburban “Mietskaserne”** - The industrial revolution caused an enormous population growth and with that the growth of cities. The walls of the old town were broken down and within a short time new districts emerged.

The middle-class apartment house from the second half of the 19th century is a kind of suburban “Mietskaserne”. The difference of those middle-class apartment houses to the ones in the cities is that they have a more simple dimension. They are smaller, have a straighter front, at most four floors and a simpler facade. As building blocks for those houses they used the ones of the city wall, which was broken down at that time.

A typical section through a building reveals in the ground floor public space for shops and restaurants. The apartments are in the upper floors. The rooms on top of the roof lead back to the demand of more apartments in the past. The floor plan consists of equal, rather large rooms.

There is a great demand for these apartment blocks of the 19<sup>th</sup> century. Firstly, because the apartments are centrally located. Secondly, the rooms are equal, which satisfy the needs of today.

## THE GARDEN CITY

**The detached house & the row houses** - Already after the turn of the century detached and semidetached houses were built along the streetfront. Therefore it is difficult to separate them from the row apartment houses from the 19th century.

There are no villa quarters in Birsfelden, it's more a workers town. But in the 20ties with the ideal of “living in the green” some villa like detached houses emerged.

The low land prices caused a lot of city dwellers to discover the beautiful housing area near the Hard forest. After the second world war until the fifties the row houses boomed on the Hard hill. The owners of detached houses were exclusively private individuals.

## THE MODERN CITY

**Apartment block** - The fifties and the sixties caused an enormous building boom. New buildings emerged at the border of the city and in the agglomerations. The apartment block was the new form for the “Mietshauskasernen” of the 19th century. The ideals of the 1930ies showed the way, even though the rationality and the functionality were criticised. Hybrid constructions and a mixture of low rise buildings and high rise buildings generated the contrast to the row buildings. New were the high rise buildings and the planned settlements.

In the second half of the fifties the principle of orientating the buildings against each other was implanted. A focus was also to protect the inhabitants from the noise of the more and more crowded streets. At the beginning the floor number was about two to three, so it is difficult to separate them from the row houses. Because the building land began to scarce and the land prices began to rise too the floor number started to rise. So the last building areas were built with big apartment blocks and highrise buildings.

The floor plans were made for the requirements of a family of four. The apartments were minimal and monofunctional.

The future of these buildings is uncertain. Today, after forty years they need to be renovated because of the bad heat insulation and the acoustic insulation. The flats are too small and there are not enough rooms. 66% apartments with 1<sup>1/2</sup> - 3 rooms. In Birsfelden new and big apartments is a scarce good. Furthermore are the functional floorplans, another negative point.



# ALLOWING TO ADD FLOORS

We propose to revise the zone plan and allow to add a floor to the existing buildings. This way people would start to build new living area without a direct intervention from outside.

## HOUSING 4 - APARTMENT BUILDINGS

Most of the buildings have been built in the 50ies with only 3 to 4 floors. The load carrying system and fundament have not been dimensioned precisely, which means that it should be possible to add one more floor, especially in lightweight construction.

The advantage is that the cheap existing apartments can be kept, but still new apartments can be built.

## HOUSING 2 AND 3 - DETACHED AND ROW HOUSES

These buildings are suited like the foregoing ones to add one more floor because of the low number of levels.

## THE REST

Most of the buildings have 6 or more floors, the load carrying system and the fundament are dimensioned, therefore its difficult to add more levels.

## EXAMPLE BUILDINGS FROM THE 50IES:

### today:

area: 45'000 m<sup>2</sup>

ca. 270 apartments

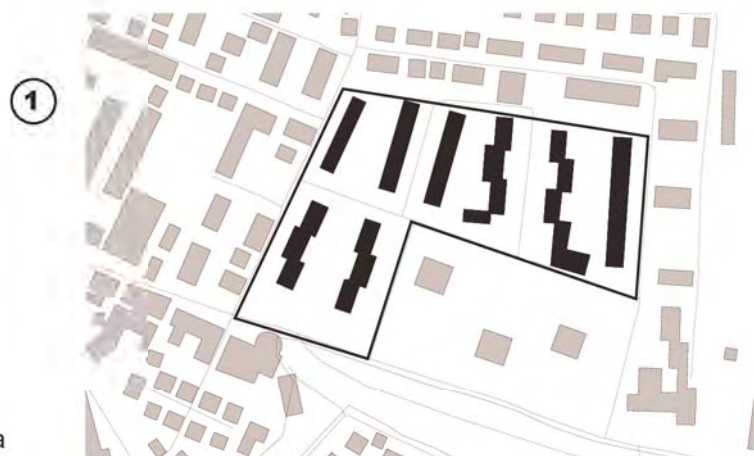
-> ca. 16'000 m<sup>2</sup> existing living space

### With new superstructures:

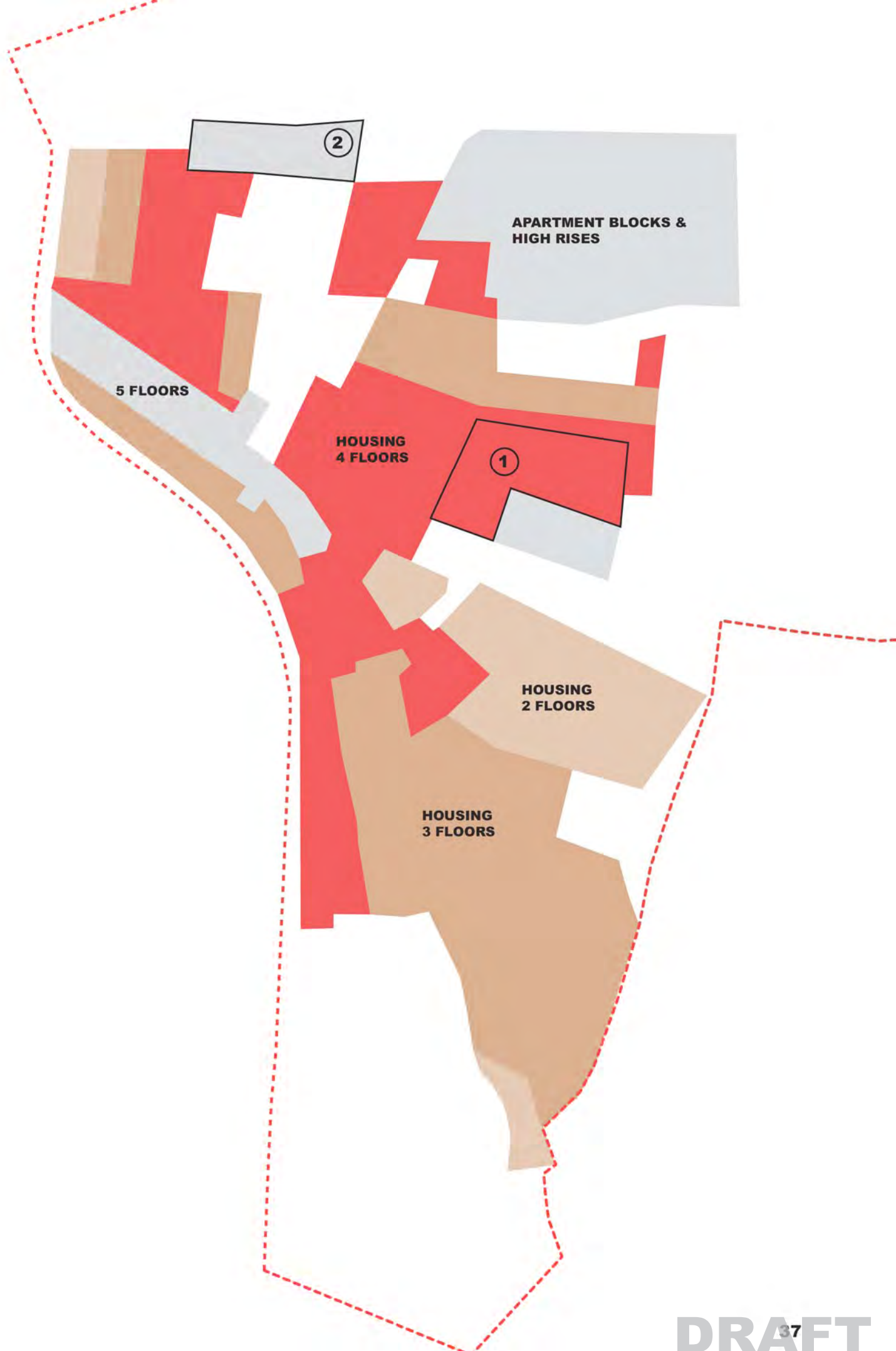
new living space for ca. 117 people,

ca. 4'700 m<sup>2</sup>

this means a plus of  $\frac{1}{4}$  of the existing area









# MORE DENSITY WITH NEW BUILDINGS

We propose to densify the area of the Sternenfeld quarter with new buildings:

In the past there was an airport on this area, the canton Basel Stadt was the owner. After the airport got removed, the major part was made to the port and another part was given to the Christoph Merian Foundation for housing. This area is eligible for an intervention because it is a large, continuous area with one principle of housing. There are only very few different owners and the building development is not dense. Furthermore there is a lot of open space which is not used and which is of low quality. We don't propose to rebuild the whole area because the buildings of the building cooperatives are in general well maintained.

The same applies for the areas of the high rise buildings.



## ■ APARTMENT BLOCKS - 6 TO 10 FLOORS



## ■ HIGH RISE - 15 TO 19 FLOORS







**EXAMPLE  
HIGH RISE BUILDINGS**

**today:**  
 area: 19'522 m<sup>2</sup>  
 ca. 230 apartments  
 -> ca. 15'000 m<sup>2</sup> existing living space

**with new buildings inbetween:**  
 new living space for ca. 250 people,  
 ca. 10'000 m<sup>2</sup>  
 this means a plus of  $\frac{2}{3}$  of the existing area



**IT WOULD BE POSSIBLE TO DENSIFY THE HOUSING ZONE AND GAIN NEW LIVING AREA, BUT TO GET AFFLUENT TAX PAYERS TO BIRSFELDEN, THIS APPROACH IS NOT QUALIFIED. AN ADEQUATE PLACE TO DEVELOP ATTRACTIVE APARTMENTS WOULD BE AT THE RIVERSIDE WHERE THE PORT IS SITUATED.**



4

CHANGE

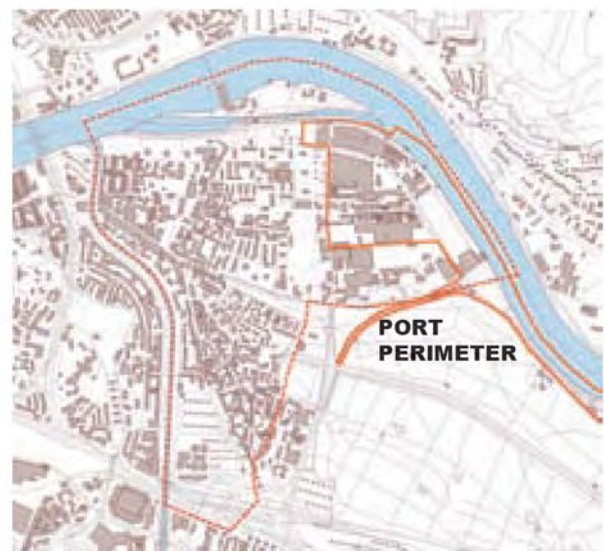
PORT & I



# E OF USE INDUSTRY



# PORT PERIMETER







source: www.bl.ch

Between 1923 and 1937 the area of the port was used as an airport named Sternenfeld. At the beginning of the Second world War air traffic was ceased and the area became property of the canton Basel Land. Between 1937 and 1940 the port of Birsfelden was built (simultaneously as the port Muttenz). These two ports were interconnected by railroads. Also a connection to the highway was built.

Today over 15 percent of the volume of the Swiss trades are handled by the 4 Rhine harbours. The ports are especially important for oil imports, 30 to 40 percent of Swiss oil imports go through the ports.

#### Advantages of the port of Birsfelden:

The port area is well separated from the housing areas because the area has a big depth. Also the infrastructure for further transports is very good. It has a direct connection to the railway and is connected to the close by highway.

The port area is under control of the canton and there is an own use zoning plan for the port. Even though the area lies completely on the territory of the municipality of Birsfelden, the local authority has no influence on the further planning of the port.



# THE INDUSTRY OCCUPIES HALF OF THE PORT AREA

## MINERAL OIL

### Petroplus AG:

- 2 landing stages on shore
- tanks for storage

### Vopak AG:

- island with 4 landing stages
- 1 landing stage on shore
- tanks for storage

## BULK CARGO

### Birsterminal AG:

- 3 landing stages
- open storage area and storage hall

## CONTAINER

### Swissterminal AG:

- 2 landing stages
- storage area

## COMPANIES WHICH DO NOT USE THE PORT

### comestible goods:

- 1 Jowa AG
- 2 Migros Betriebe Birsfelden AG  
their own landing stages are closed

### companies dealing with steel:

- 3 Carl Spaeter AG
- 4 Debrunner AG

### pharmaceuticals:

- 5 Valeant Pharmaceuticals Switzerland
- 6 ICN Switzerland AG

### other:

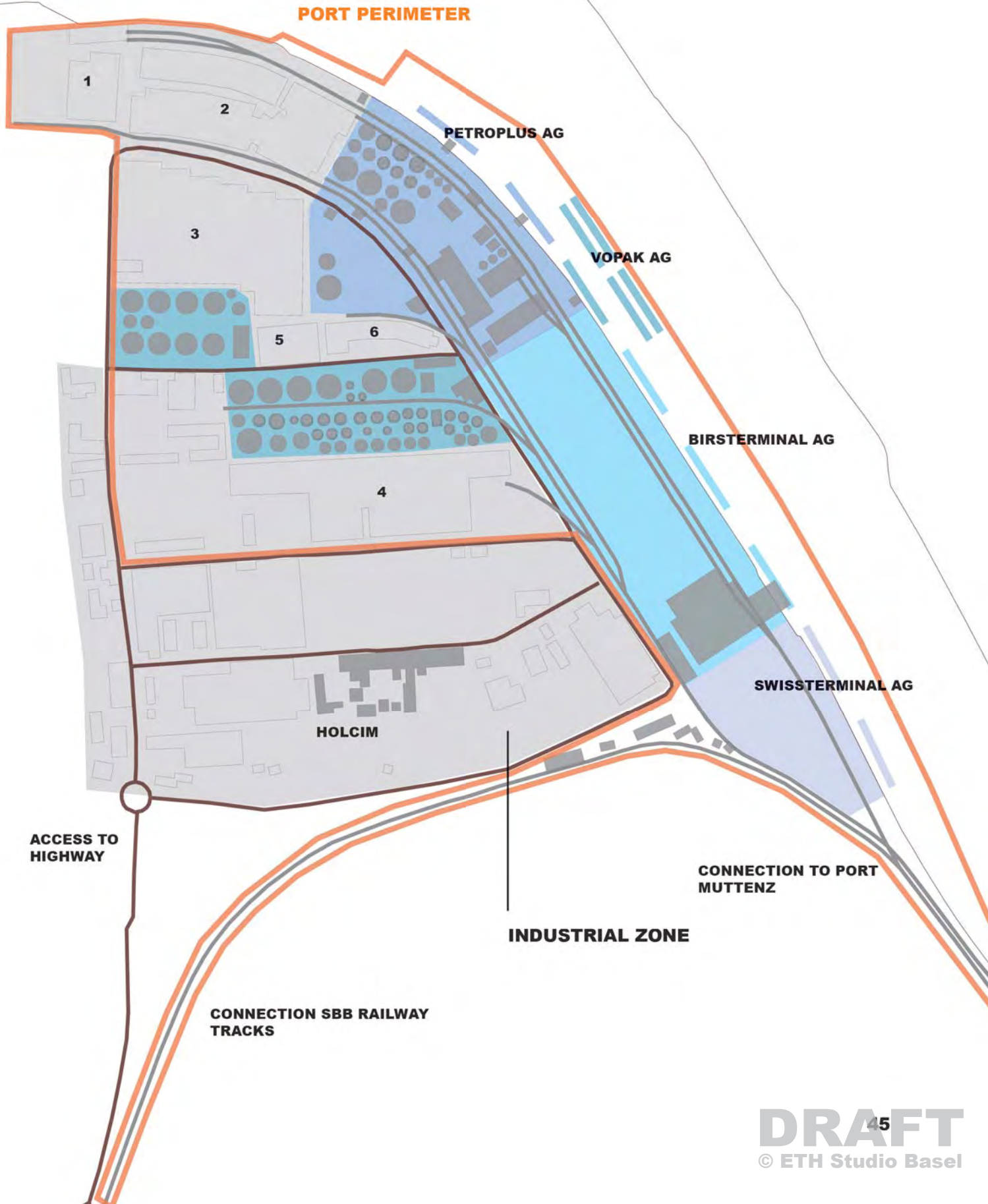
- Planzer AG
- EBM
- F. Bertsch AG
- Huberstraub AG
- Munz Carosserie AG
- Certus Kunststoffe AG Kölliker & Co.
- K.F. Roser AG
- Kühner AG



For most of the companies at the port area not the harbour itself is of main significance. The good infrastructure is much more important for example the railroads which lead directly to the businesses and the close by highway. The building lease interest is comparably low and downtown Basel is also very close.

The compulsory warehouses for grain and coal were abolished and those for petroleum were downsized a lot. These storage areas became free for new use. This means that the port area of Birsfelden is much more an industrial area than a port area. Today only half of the port perimeter is used for movement of goods. This leads to the question of the future role of the port.







## TRANSPORT ON THE RHINE

- the shipping industry is expanding since the eighties, the railway is the biggest competitor since it is heavily subsidised contrary to shipping

- two types of ships:

Tank ships

Vessel for transport of containers and bulk articles  
size: 11m x 110m

- route:

Antwerpen - Rotterdam - Ottmarsheim/Mulhouse  
- Weil am Rhein - Kleinhünigen - Birsfelden - Au-  
hafen Muttenz

one stretch of way takes about one week

- with a ship of 1'800 t 204 TEU containers can be transported by one ship which can replace around 100 trucks with 25 tons of freight





# BULK CARGO



## BIRS TERMINAL AG

- in Birsfelden since the port opened in 1939
- building lease until 2030
- 16 hours a day operating in two working shifts
- handling und storing of:
  - steel, long goods, steel cantilever, etc.
  - coal
  - building material
  - cellulose
  - bulk articles, ballast, raw iron, paving stones, sand, etc.
  - depot for empty containers
- 7'000 sqm stock turnover area and storage hall with crane capacity of 72 tons, roofed area for handling of goods that go from vessels to trains and trucks
- 30'000 sqm open storage area, with two open overhead cranes
- transport by railroad:
  - paving stones, cellulose, coal, steel, petroleum
- strong collaboration with container handling company Swissterminal, Birsterminal handles containers und loads them under the roofed area for further transport by vessel
- plans for the future:
  - on the area that a recycling company uses nowadays a steel service centre is planned. With this centre the space could become spare, a second storage hall is planed for more roofed storage space



# MINERAL OIL

## VOPAK AG UND PETROPLUS AG

Nearly 100 percent of the petroleum is shipped by vessels. This is the cheapest and most secure way. Since the LSVA became in place, the transporting changed. Now 75 percent of the petroleum is transported by train, before it was only 30 percent. Petroleum, diesel, heating oil and kerosene are traded.

Petroplus and Vopak are operating with a pumping system, that allows to pipe the oil derivatives directly from the ships to the tanks on land.

The compulsory oil stock was reduced dramatically. Switzerland has now only stock for about 6 month.



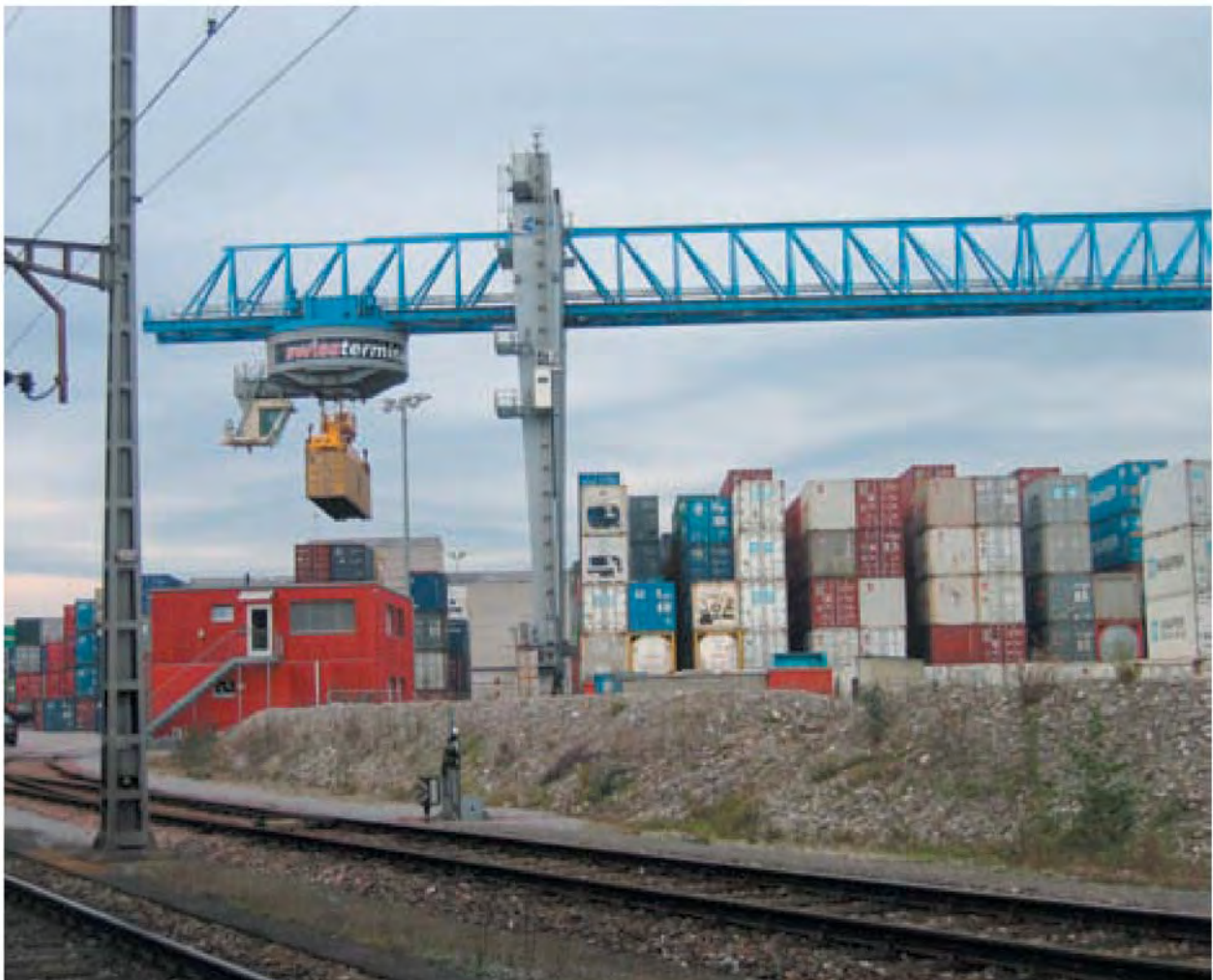


## CONTAINER



### SWISSTERMINAL AG

- since 2003 SwissTerminal is operating in Birsfelden, before the company was only in Kleinhüningen
- operating area: 15'600 sqm
- storage capacity: 2'000 TEU
- containers carry about 80 percent of the worldwide trade; even today there is more exports through the Rhine ports than imports
- because of the „mittlere Brücke“ in downtown Basel, only vessels with no more than two plies can go through





# CONTRACT FOR A PORT FUSION

## INTERVIEW WITH MR. HADORN, DIRECTOR RHEINSCHIFFFAHRTSDIREK- TION BASEL: GOALS AND ADVANTAGES OF THE NEW CONTRACT

The international politics of location is decisively for the future of the ports. But also the competition with other ports in the region such as Karlsruhe, Mannheim and Ludwigshafen becomes more important. The individual ports do not have the size to be competitive enough. The international competition asks for bigger ports. Due to the planned fusion, it becomes easier to organize the ports and do the planning for the future. There are many companies that are established on different port areas. Therefore a fusion could optimize their needs. Only the new contract offers the change to gain areas for other usage.

The container handling grows by around 4 - 5% per year. The container terminal capacity limit of the ports of Basel will be reached in around 8 years. This problem should be solved transboundary. It is important to react early enough. One should reorganize the areas of the ports and the ports

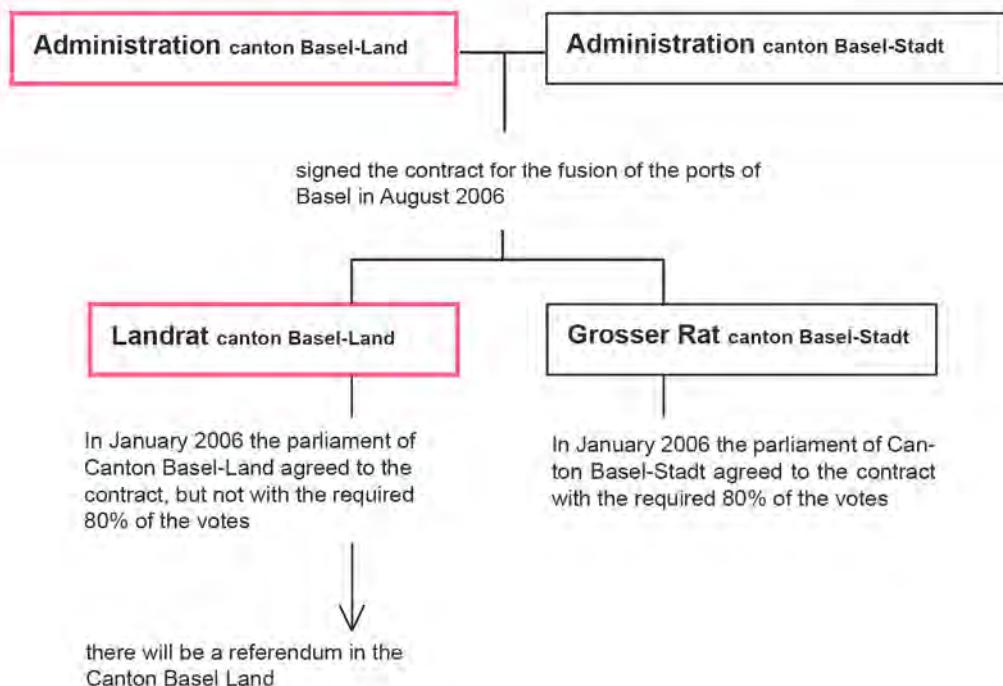
should each focus on their strenghts. Today every port has a little of everything and structural changes take a long time. There is need for one philosophy of planning.

## Trinational organization of the ports, international customs status, example Euro Airport

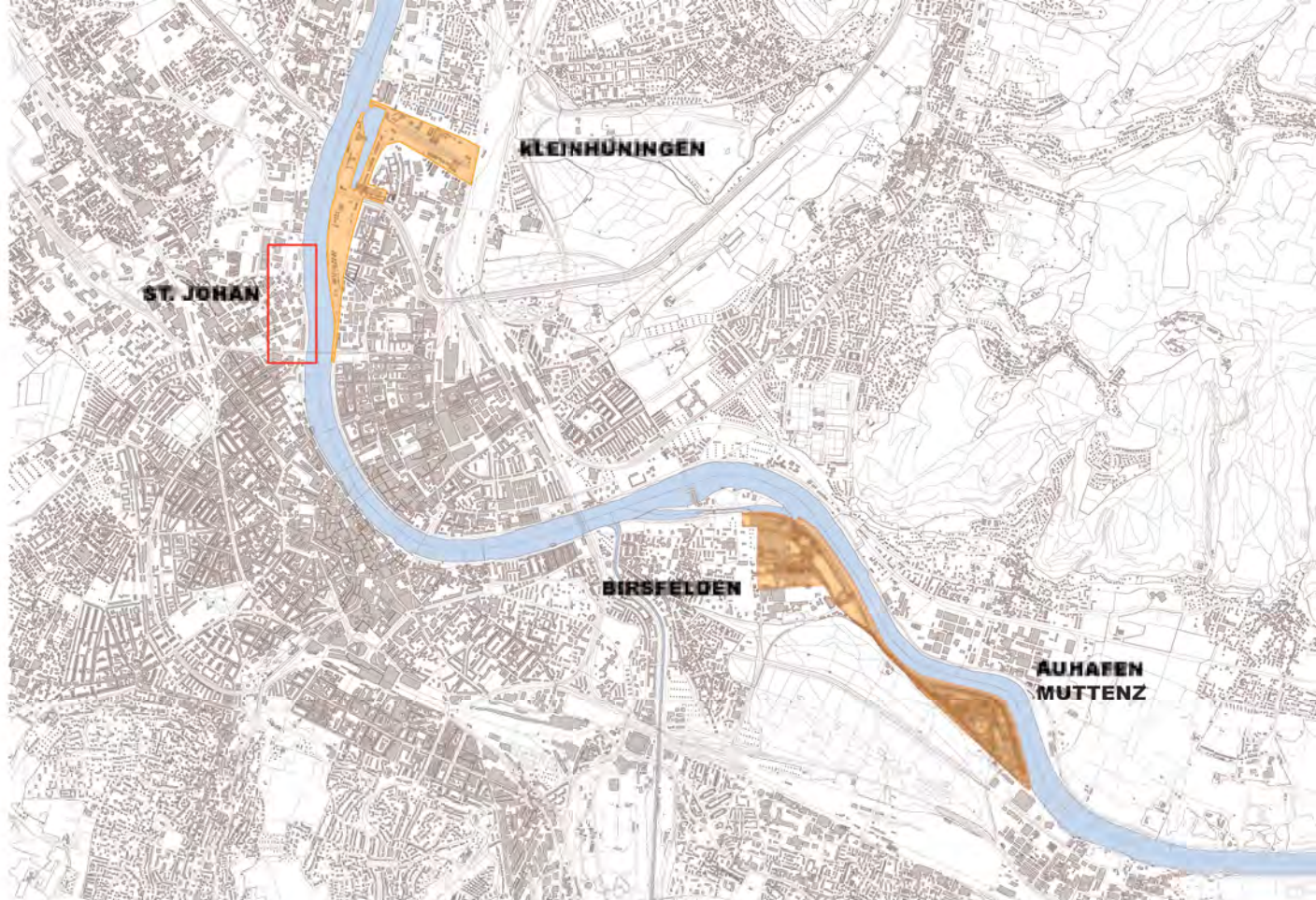
The contract for the harbor fusion should be the first step for a supraregional, trinational organization of the Upper-Rhine ports (ports of Basel-Land and Basel-Stadt, Weil am Rhein and the network of Mulhouse-Ottmarsheim-Huningue). These ports are located in Switzerland, Germany and France. The ports in the greater Basel area emerged on the principle of territorial sovereignty. Since 15 years the borders become less important. For one thing because of the bilateral contracts, for another thing because of globalization. Already today the ports of the greater Basel area do no longer only supply goods to its own country, but to different national markets.

With a trinational organization, one could improve the current situation through increased cooperation.

## STATE OF THE NEGOTIATIONS FOR THE PORT FUSION







### THE GOALS OF THE FUSION

The promoters of the merger hope that a centralised organisation is able to bring forward the interests of the harbour: more scope, more flexible management of the harbour areas, simplification and cost savings, more autonomy and generally a strengthening of the harbours. They say this is needed because there are more and more conflicts of aims with different concepts of utilisation; for example with urban management and house-building. There is also a growing pressure to make the banks of the Rhine accessible for the public. The merger is planned to be completed by 2008.

### IMPORTANT PARTS OF THE CONTRACT

The ports of Kleinhüningen, Birsfelden and Auhafen MuttENZ are hived off the cantonal administrations and are merged to a publicly owned institute, the Swiss Rhine ports (Schweizerischen Rheinhäfen SRH). The juridical domicile will be in Birsfelden and the head office is planned to be in Basel. The goal is to promote the shipping on the Rhine as an environmentally friendly means of transportation with a nationwide importance. The harbour areas remain in the property of the cantons but the utilization of the infrastructure will be free of charge for the Swiss Rhine ports. Swiss Rhine ports will be granted a continuous building lease for industrial and commercial purposes. Especially the commercial shipping industry, the cargo handling and logistics are to be promoted. The SRH represents the two cantons in Rhine shipping and har-

bour matters. The competence of the governments and the parliament is reserved. Both cantons each dispatch one member into the board. The three remaining members must be elected unanimously. The harbour St. Johan is no longer part of the treaty because Novartis bought this area for the new Novartis-Campus. At St. Johan the Rhine bank is going to be accessible for the public. The affected firms are relocated to the harbour of Kleinhüningen and to Auhafen MuttENZ. There are no longer plans to use the Klybeck docks for firms that must relocate themselves. It is therefore possible to transform the area Klybeckquai sometime in future. The harbour St. Johann should be ready at the latest in 2009 for the Novartis campus.

### NEGATIVE ASPECTS OF THE CONTRACT FOR BIRSFELDEN

One of the main disadvantages of the planned contract is, that after the merger it is going to be nearly impossible to alter the harbour area into an area with completely different function. Than both the cantons of Basel-Land and the canton of Basel-Stadt would have to support it. It is also not the aim of the contract to favour changes on the area and there are no incentives for change. In some ways the contract is one sided: The port areas of Basel-Land are exclusively for industrial and commercial use Basel-Stadt on the other hand was able to exclude its harbour St. Johan from the contract.



# VISIONS FOR THE PORT

## CANTON BASEL LAND RHEINHÄFEN BASEL LAND

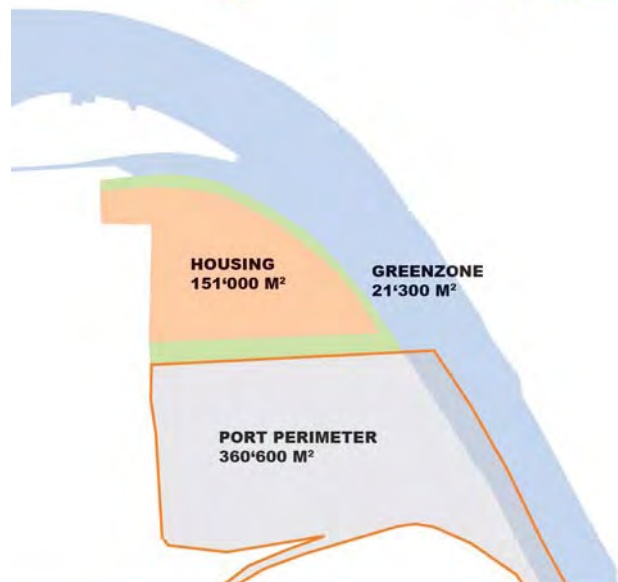
The goal is the contract for a port fusion and no a change of use. For the canton the port is important as it is an employer of canton wide importance, there are many areas that are more suited for a conversion of use.



## MUNICIPALITY BIRSFELDEN

The municipality would like to swap land with the canton and to move the port to the south end of the area so that it would be possible to built flats on the north end. For the municipality the port does not bring much tax, a different use would bring a lot more.

The residents of Birsfelden are not interested in affairs of the municipality and the subject of the harbour. Normally only around 100 people attend the community meeting - a merely 1 percent of the total population.



## BIRS TERMINAL AG

Birs terminal AG wants the port perimeter to stay as it is, but to get more industry which needs the port to come, e.g. pipe production. For Birsterminal AG more infrastructure is to be built, generally the company wants more investing in the port: e.g. vertical embankment, new mobile cranes, Its an ideal location, well-defined separation to the housing area, it makes sense to keep the port perimeter as it is. Birsfelden should get a compensation for not being able to use the port area for new housing.

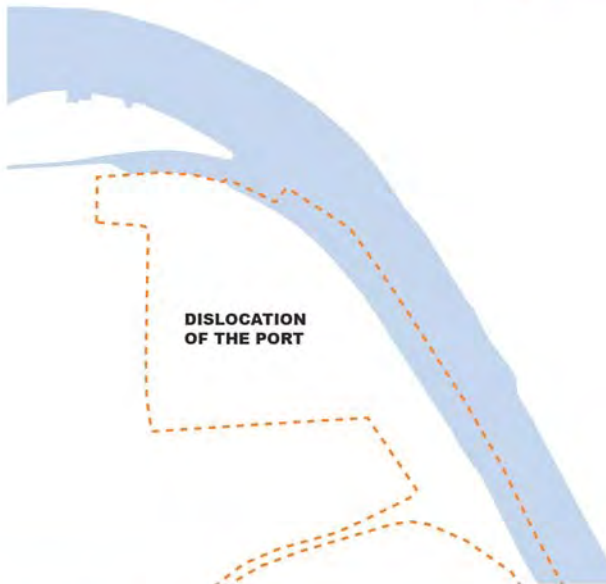






### THE LIBERALS (FDP)

They support the new contract. Especially in the city there is demand for housing, with the treaty the government gets more room for manoeuvre and can better converse old areas. They want the nautical activities to focus on areas of the canton Basel-Land and they want to abolish the overcapacity in Birsfelden. Important for them is that the whole area becomes used. Other forms (housing, etc.) are also to be examined.



### THE GREENS

Basically they also support the treaty. However they want the port area to be reduced or relocated, e.g. to Weil am Rhein. They demand for a publicly accessible bank. There was a motion to decline the treaty. The greens wanted a „Master plan“ for the ports of Basel as a basis to rediscuss the contract.



### THE SOCIAL DEMOCRATS

They also support the contract in principle and also postulate to scaling down the perimeter of the port as much as possible. They want to make the remaining area available for Birsfelden for mixed use as living, working, and leisure zone. Only that way they say Birsfelden is able to develop itself. For the social democrats it is questionable if the planned entity has the constitutional rights to dictate the economical development. The social democrats support the motion of the greens.



# ARGUMENTS FOR RE-USE



## ARGUMENTS

The port perimeter and the industrial area are highly under used. Most companies only use the infrastructure of the area (connections to the railway and highway) and not the port itself and there are temporary utilisations that could also take place somewhere else (e.g. recycling centre). The port occupies the most beautiful location on the Rhine with view over the Black Forest. This area is a perfect place for exclusive housing for rich taxpayers.

## PROBLEMS

The canton as most important actor does not support a conversion of the area or a reduction of the port perimeter. On the basis of the following necessary steps to change the use of the port, one sees that a conversion is going to be very delicate:

- the zone planning of the canton of Basel Land is to be changed. This requires a vote of the cantonal

government as well as a vote of the Landrat (the municipalities think very locally, therefore it is difficult to get a majority).

- the zone planning has to be abolished.
- the communal zone planning has to change and the government has to approve to it. In this process of changes there is always the possibility for objections. With the planned port fusion this is even going to be harder, than both cantons must approve to a conversion.

This process can take a long time. With the port of St. Johan this process took only a short period of time, because a large public interest was behind it and a solution that was acceptable for all was found.

To bear in mind:

- terminating building lease
- potential of danger and cases of old and inherited pollution





### 1 USE: HANDLING OF CARGO AND STORAGE

- part of the port perimeter (planning zone of the canton)
- ownership: canton (allocates building lease)
- this area is used for handling and storing goods, the actual port use
- the dam, that generates electricity on the Rhine makes the river very calm: good for unloading

#### problems:

- occupies the biggest part of the bank
- attractive location, because it lies directly on the Rhine, much sun, good view, close to green local recreation area
- noise: especially the cranes of the Birsterminal AG
- malodour of the oil derivatives

### 2 USE: INDUSTRY

- part of the port perimeter (zone planning of the canton)
- ownership: canton (allocates building lease)

- the companies do not need the port, the landing stages of the Migros are not in use

- it is an important place: connection to existing green areas is possible, connection to the island and over the Rhine to the Black Forest

### 3 USE: INDUSTRY

- part of the port perimeter (zone planning of the canton)
- ownership: canton (allocates building lease)
- the companies do not use the port

### 4 INDUSTRIAL AREA

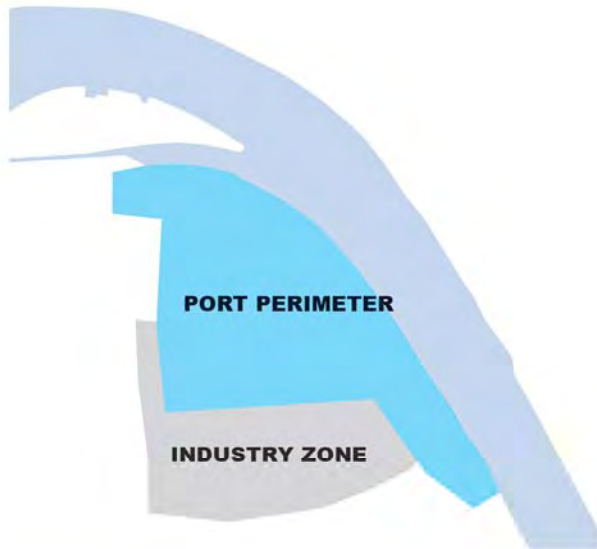
- planning zone of the municipality
- ownership: canton of Basel Land, canton of Basel Stadt and private owners
- this area is heavily unused
- problem: this areas lies in the shade of the Hard forest, it gets less sun and is less attractive, because it is further away from the Rhine

### 5 COMMERCIAL AREA

- planning zone of the municipality
- ownership: canton Basel Landschaft
- this area was for many years assigned for a possible continuation of the highway, therefore only provisory buildings were constructed

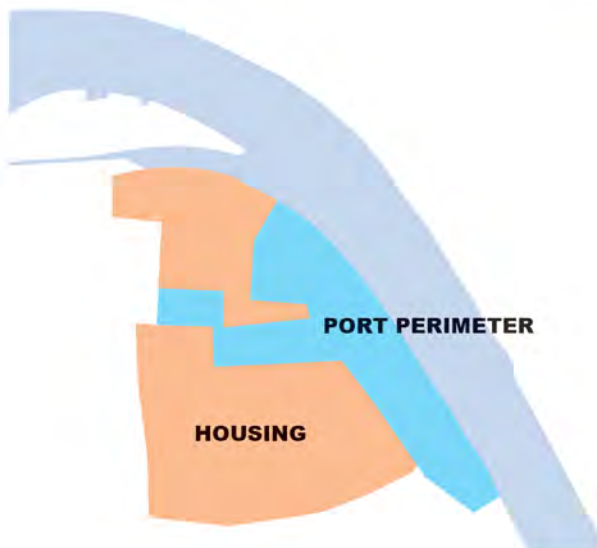


# THREE SCENARIOS



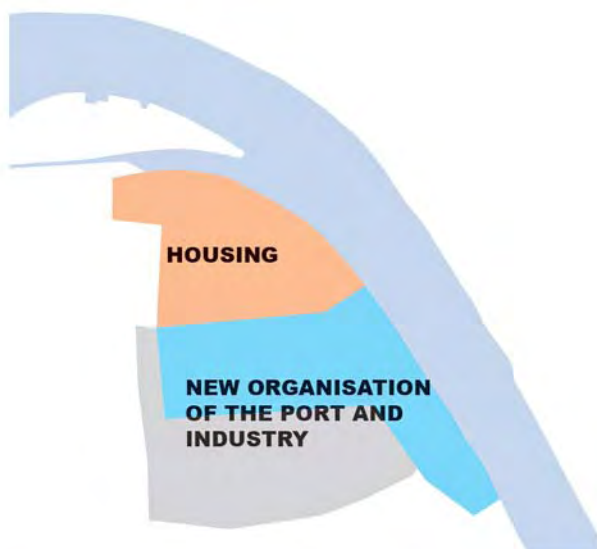
## TO USE THE PORT MORE AS A PORT

If the new contract becomes valid, a change of use of the area is very unlikely. In this case one would try to get more companies which use the port to the area and get therefore a better use of the capacity.



## GRADUAL CHANGE OF USE

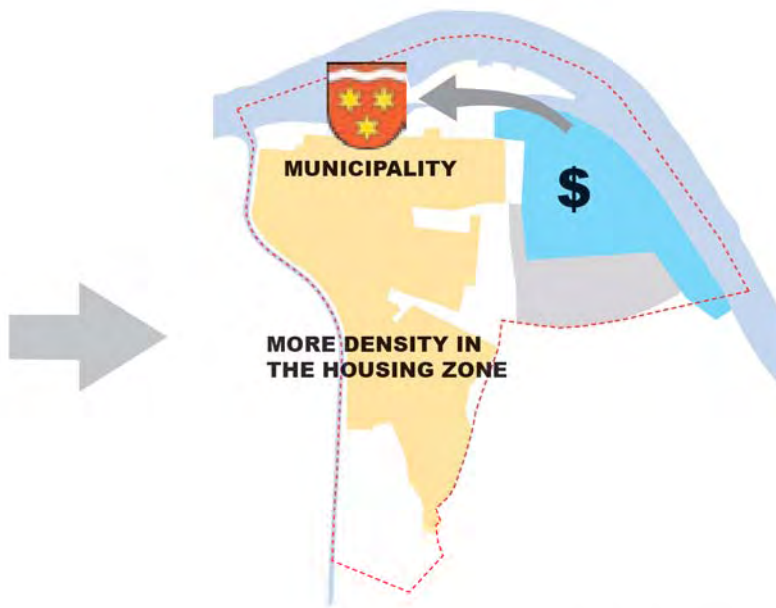
Possibly the ports are relocated in the future (e.g. new port project, student work, Sudio Basel). In this case the companies could still use the port on the area that is needed for handling goods. The other companies that do not need the port could relocate and the freed areas (in the end also the area used for handling of goods) could be used for new use step by step.



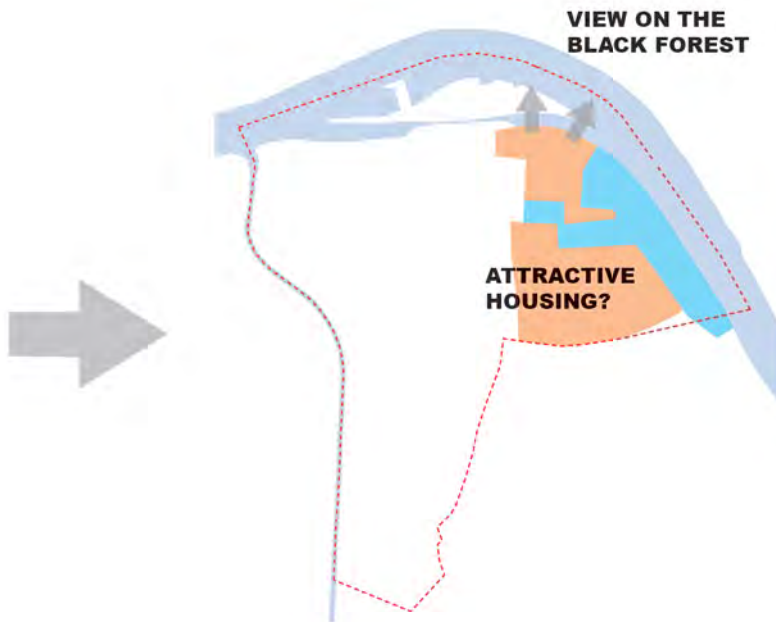
## REORGANISATION OF THE PORT

To be able to reorganise the area, an agreement that is acceptable for all, is needed. The port must still be working. The port perimeter shifts to the south, the northern part is free for housing. This way one gets a clear separation of port and new usages. Also the connection to the railway, highway and the port Auhafen Muttentz still exists on the southern part.

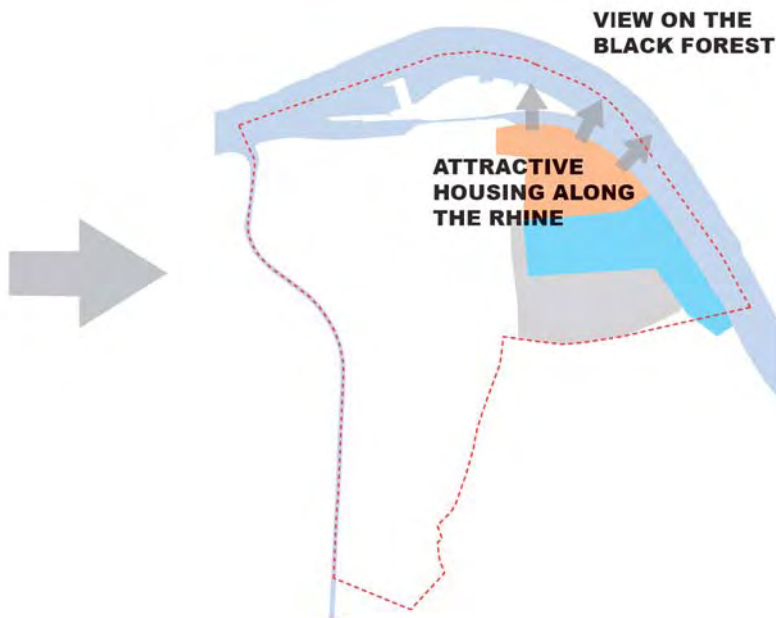




In this case the municipality will solve its housing problem with compacting housing at the present areas. The municipality should get a compensation for not being able to use the area in the future.



Mixing port, living and leisure is very problematic because of the noise and malodour, the not attractive southern end gets free and the banks are still occupied by the harbour.



The attractive northern part is freed for new concepts of use. On the shady southern part there will still exist a port and the banks can get accessibly for the public.



**5**

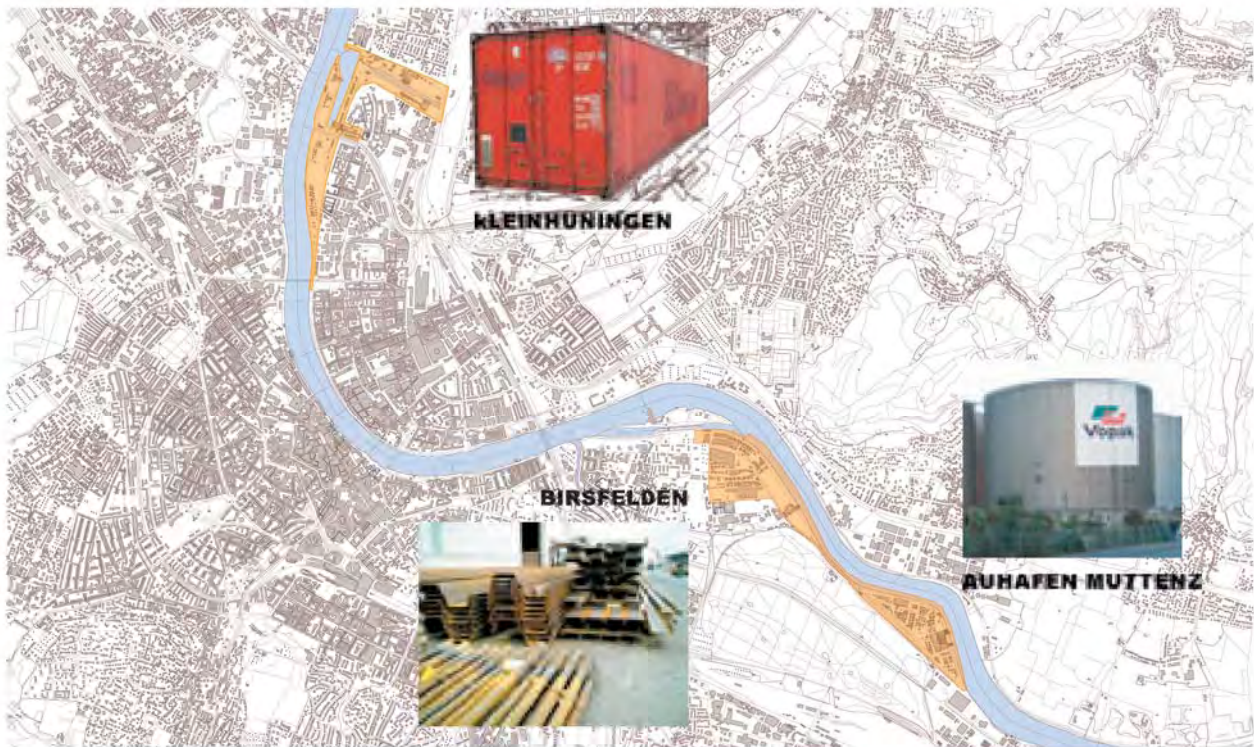
**A NEW  
WATER**



**FRONT**



# SPECIALISATION IN USE



## PORT MUTTENZ

We propose a specialisation of the ports. It would make sense that the port MuttENZ is the only oil harbour of Basel. The port of MuttENZ is already leading in the turnover of oil. For security and costs reason, MuttENZ is the most suitable in oil handling. The oil could be transported as long as possible up the Rhine. The Auhafen MuttENZ is nearly used at full capacity and there is not much space for further development. Nevertheless given an expected reduction of the oil warehouses (the law for compulsory oil storage changed) and the forecast that oil imports into Switzerland will decline 1 percent per year a pooling of the oil handling at MuttENZ is possible. In 5 to 10 years the first tanks are going to be out of service and a relocation of all oil handling to MuttENZ is possible and desirable.

## PORT KLEINHÜNINGEN

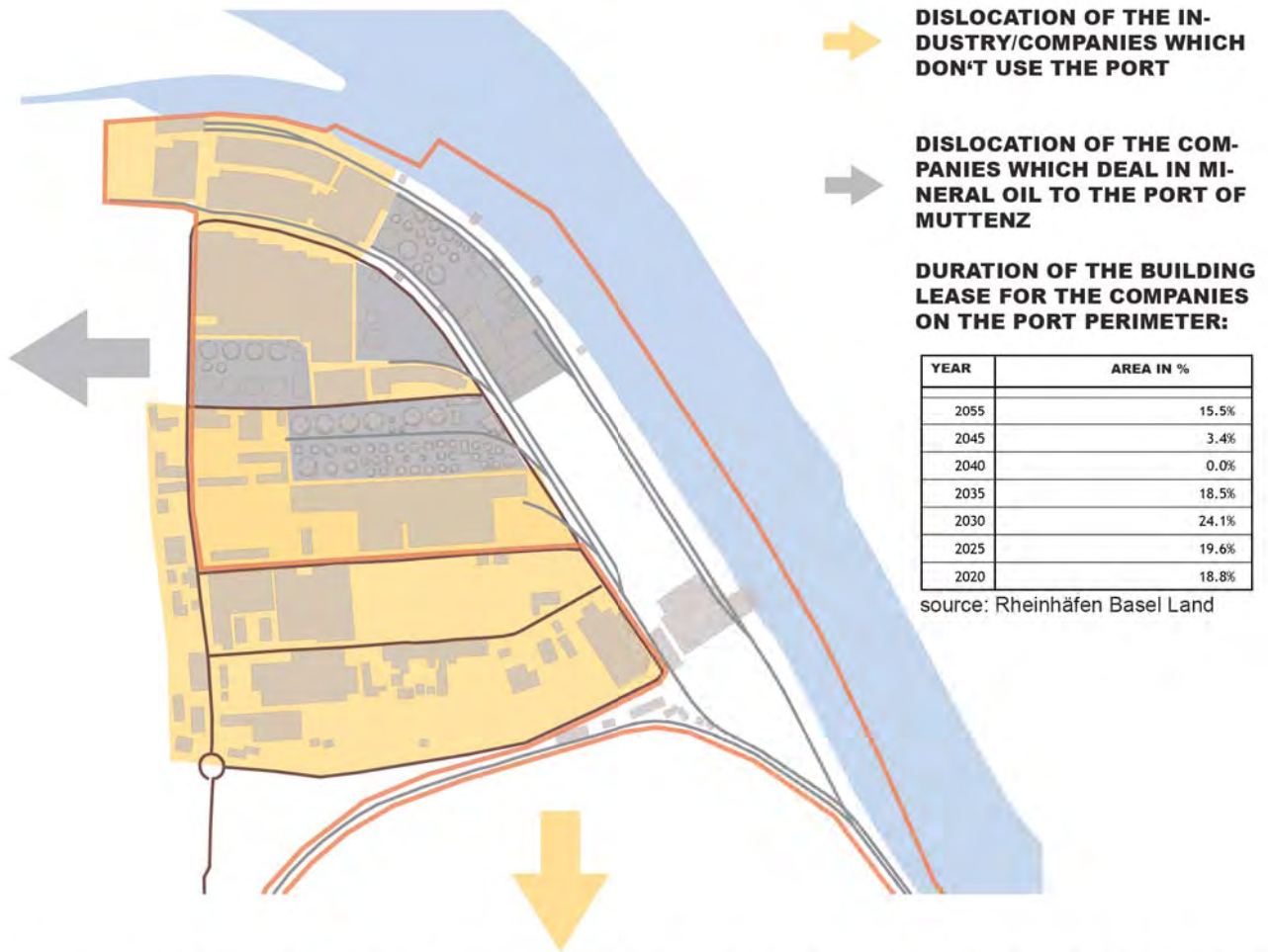
In future the port of Kleinhüningen will presumably be focused on container handling. Already now it is the largest port for container handling of the 3 ports of Basel. A container terminal is planned on the area of the railway station „Badischer Bahnhof“. An increased collaboration between railway and port is a logical step. Port Kleinhüningen should focus on container handling.

## PORT BIRSFELDEN

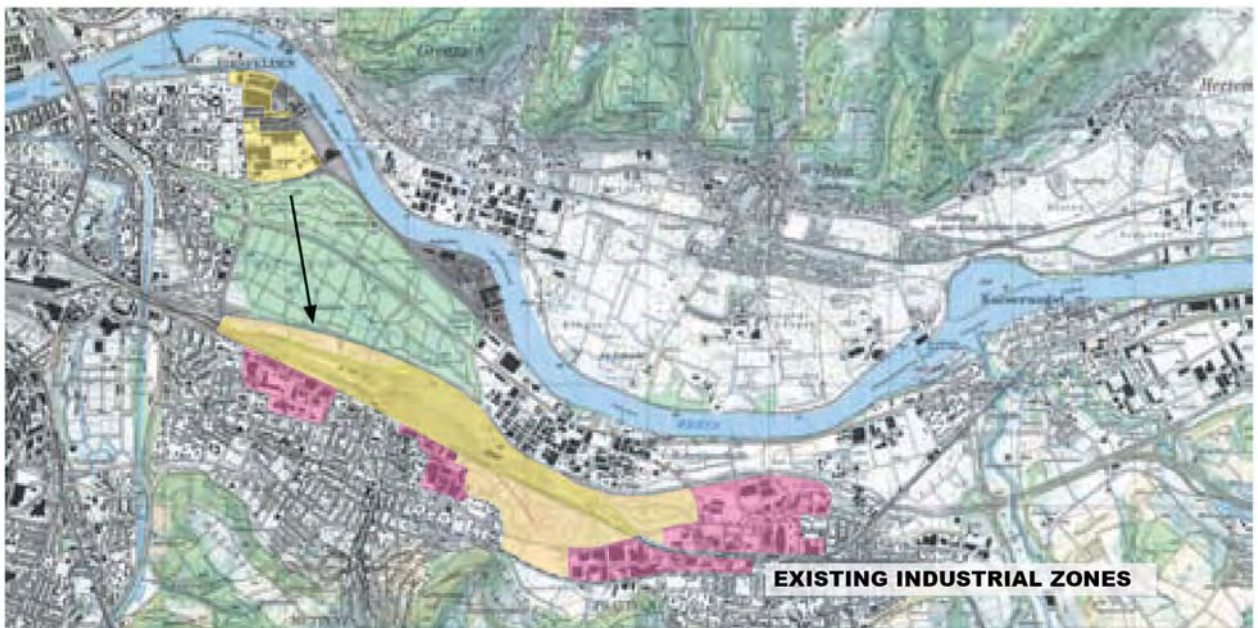
Considering that the port of MuttENZ will be focused on oil imports and the port of Kleinhüningen will be specialised on container handling the logical step for the port of Birsfelden is to focus on bulk articles that cannot be transported in containers. The port of Birsfelden has an enormous depth of the harbour area in relation to its numbers of marinas. The largest logistic company in Birsfelden, the Birsterminal Company is already specialised on these kind of goods. It is possible to further expand this business in connection with firms that offer services in logistics. For example a distribution or service center could be built, which would save costs and transport. The goods could be brought to the distribution centre directly from the ships. Further transports could be arranged at the area of the port Birsfelden - whether it be on other ships, railways or trucks. For such a distribution centre it is imperative to have enough space. Port Birsfelden offers an ideal port for the drafted development.



# DISLOCATION OF THE INDUSTRY



The area of the railway tracks used to switch the railway cars will be diminished in the next years, because less of the area will be required in the future. This area is already located inbetween existing industrial zones, where it make sense to densify this use. We propose to dislocate the companies to this area.





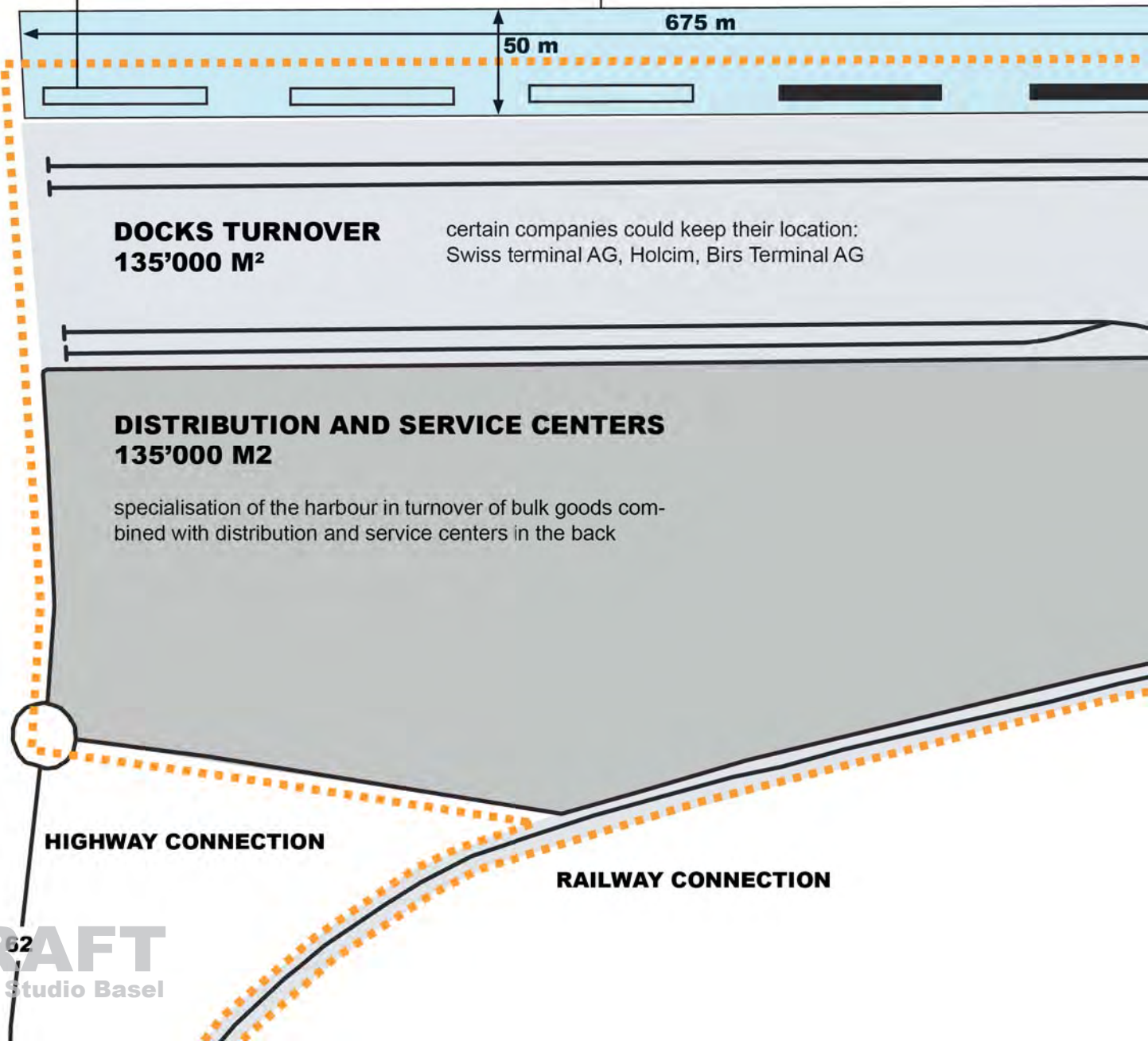
# LOCATION OF A HARBOUR BASIN

the most beautiful place along the Rhine with view to the black forest would be open for the public

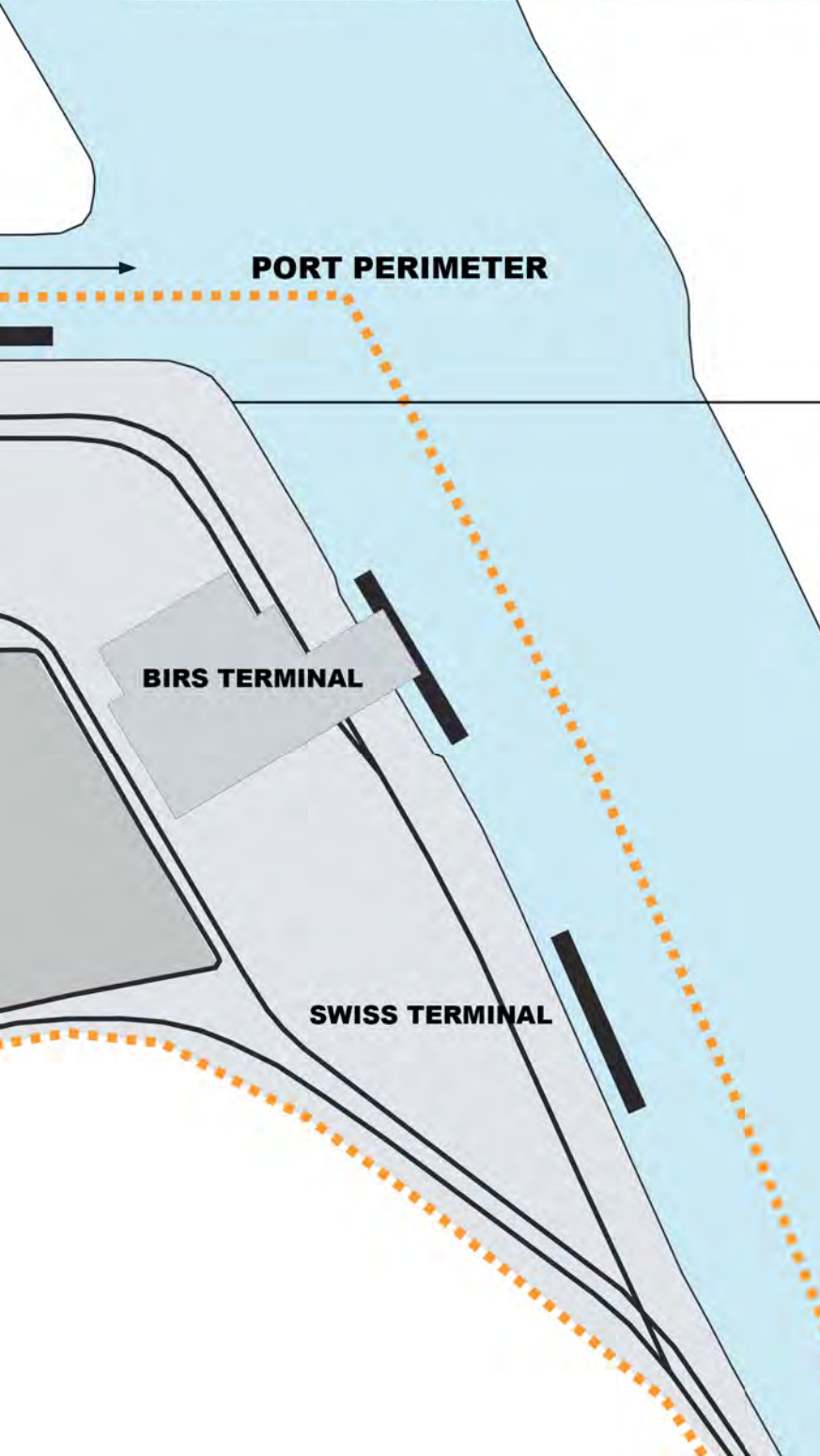
there is no need to wait until the harbour is fully gone in order to start with the construction of the houses. Should the harbour be relocated the area around the harbour basin will become an attractive place for even more housing estates.

in order to construct more housing along the rhine a harbour basin is most desirable because the space of the old turnovers would provide the most demanded land for the new housing

it would provide more docks as up to now







**PORT PERIMETER**

**BIRS TERMINAL**

**SWISS TERMINAL**

more investement into the harbour infrastucture in the future (investement in embankments for a maximum use of the cranes and for the replacement of the old cranes)  
 -> as there is anyway a demand for an investement in the infrastructue, why not reconstruct the whole harbour which would be the most efficient solution





# NEW HOUSING FOR 4'000 PEOPLE

To see how many people could live in the new district, we transferred different densities of districts in the city of Basel to Birsfelden. To achieve the goal of housing for 4'000 people, a very dense building development is required.





## 1. BIRSFELDEN

area	252 ha
population	10'343 p
density	75,5 p/ha
living space/person	ca. 35 m <sup>2</sup>



## 2. HIRZBRUNNEN

area	305,47 ha
population	8'788 p
density	139,2 p/ha
living space/person	38 m <sup>2</sup>



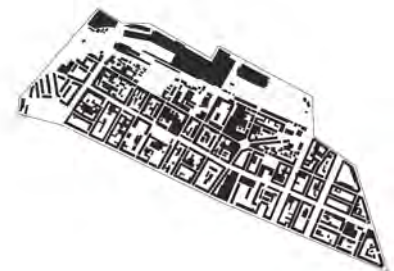
## 3. BACHLETTEN

area	152,14 ha
population	13'288 p
density	157,6 p/ha
living space/person	49 m <sup>2</sup>



## 4. GUNDELDINGEN

area	118,13 ha
population	18'304 p
density	275,3 p/ha
living space/person	39 m <sup>2</sup>

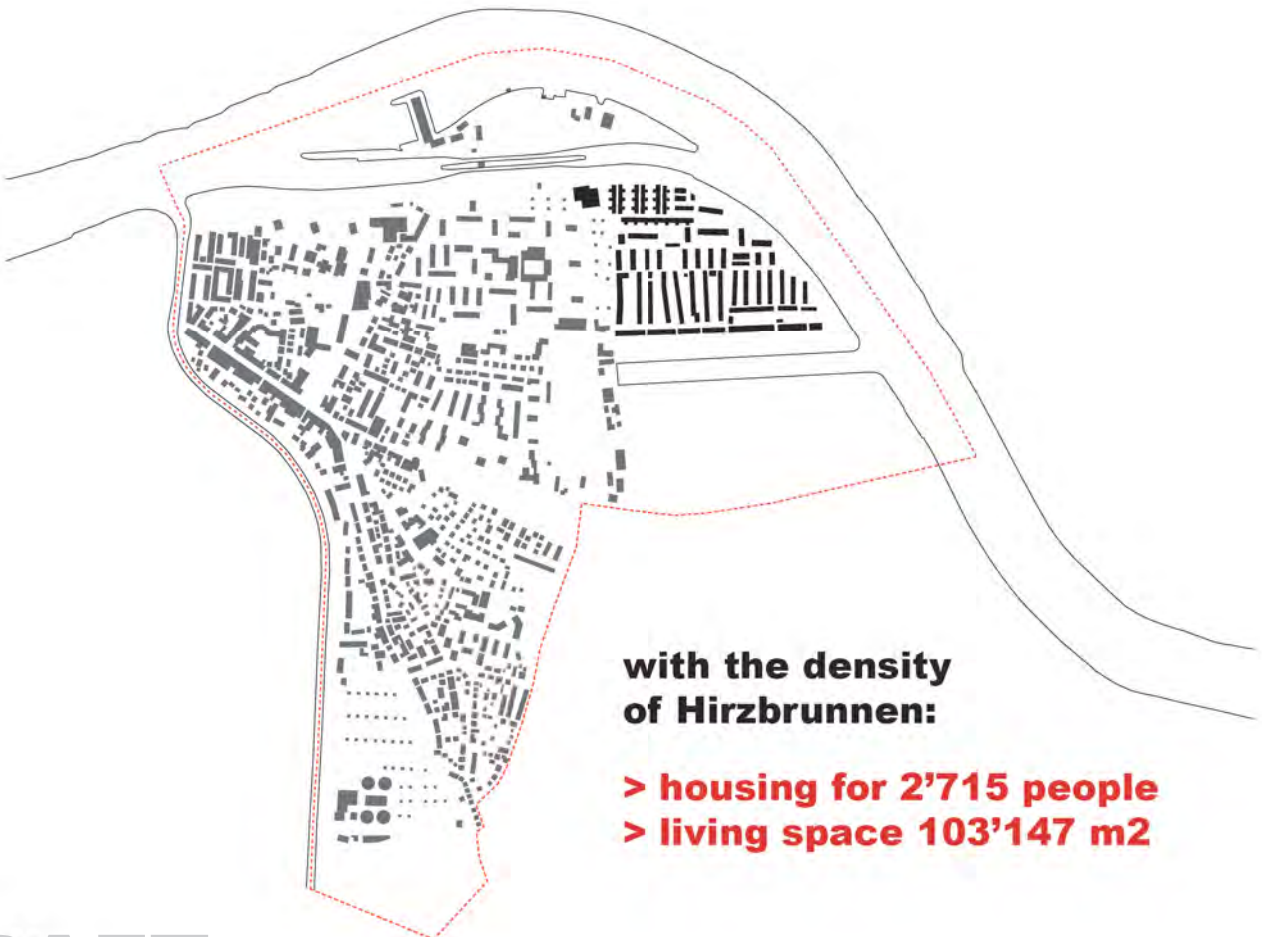






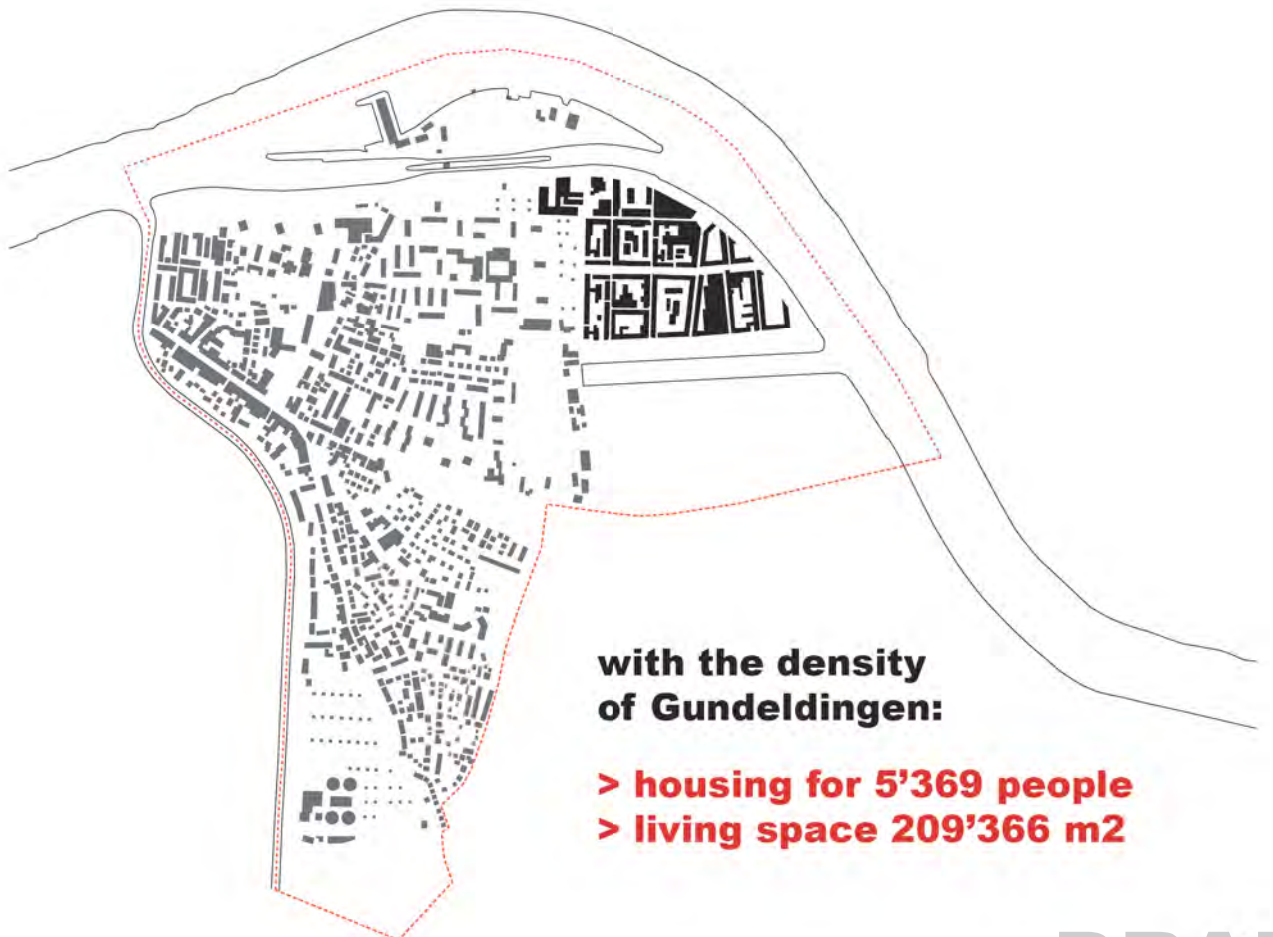
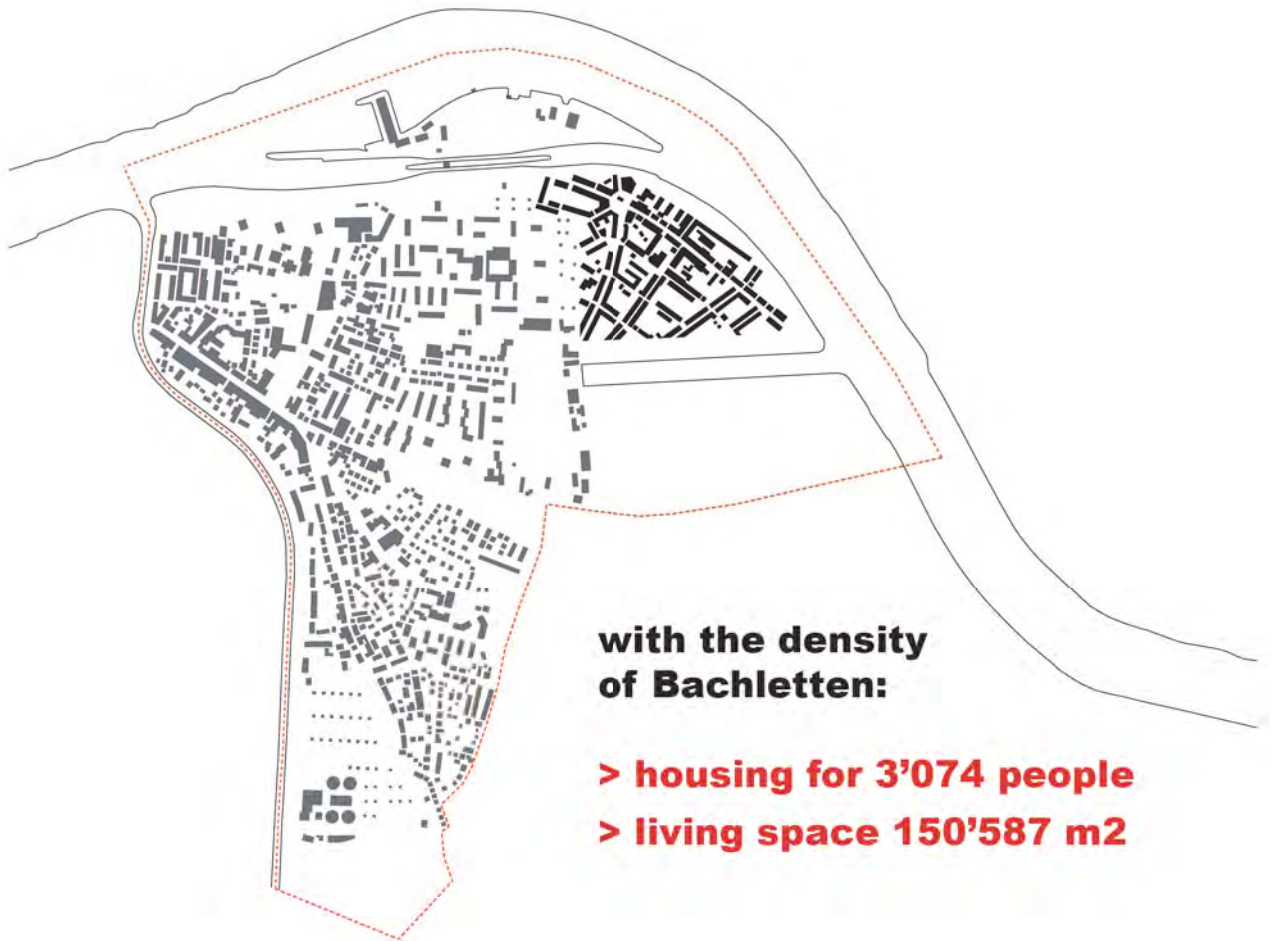
**with the density  
of Birsfelden:**

- > housing for 1'472 people**
- > living space 51'529 m<sup>2</sup>**



**with the density  
of Hirzbrunnen:**

- > housing for 2'715 people**
- > living space 103'147 m<sup>2</sup>**





# NEW URBAN DISTRICT

PROMENADE

CITY CENTER

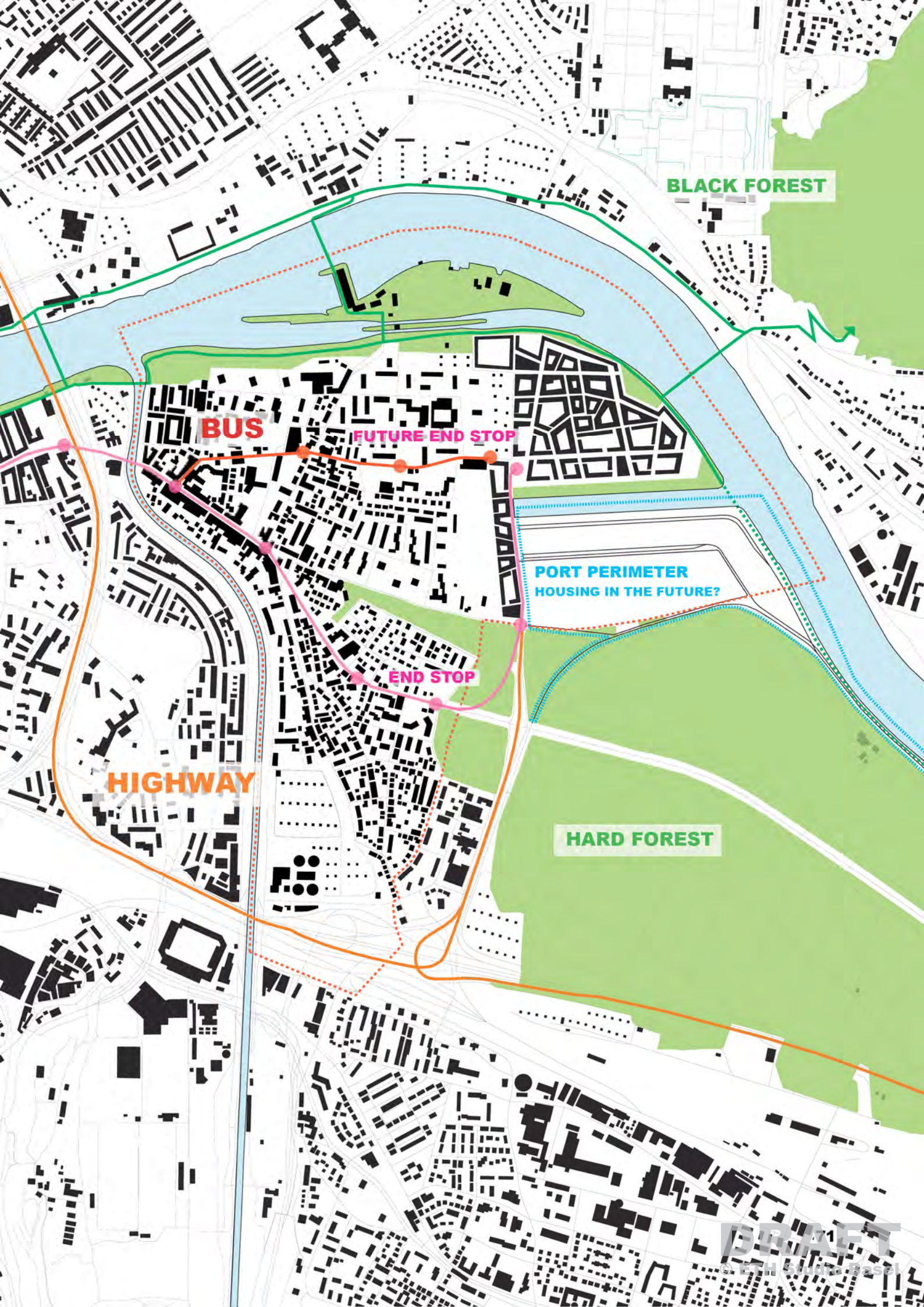
AESCHENPLATZ

TRAM

## INTERVENTIONS:

- RELOCATION OF THE PORT PERIMETER
- DEVELOPMENT OF A NEW DISTRICT ON THE WATERFRONT WITH HOUSING FOR 4'000 PEOPLE
- DEVELOPMENT OF THE COMMERCIAL AREA WITH SHOPPING OFFICES AND PARKING
- EXTENSION OF THE TRAMLINE TO CONNECT THE NEW DISTRICT
- EXTENSION OF THE PROMENADE ALONG THE RHINE
- CONSTRUCTION OF A BRIDGE OVER THE RHINE CONNECTING THE OTHER RIVERSIDE AND THE BLACK FOREST





**BLACK FOREST**

**BUS**

**FUTURE END STOP**

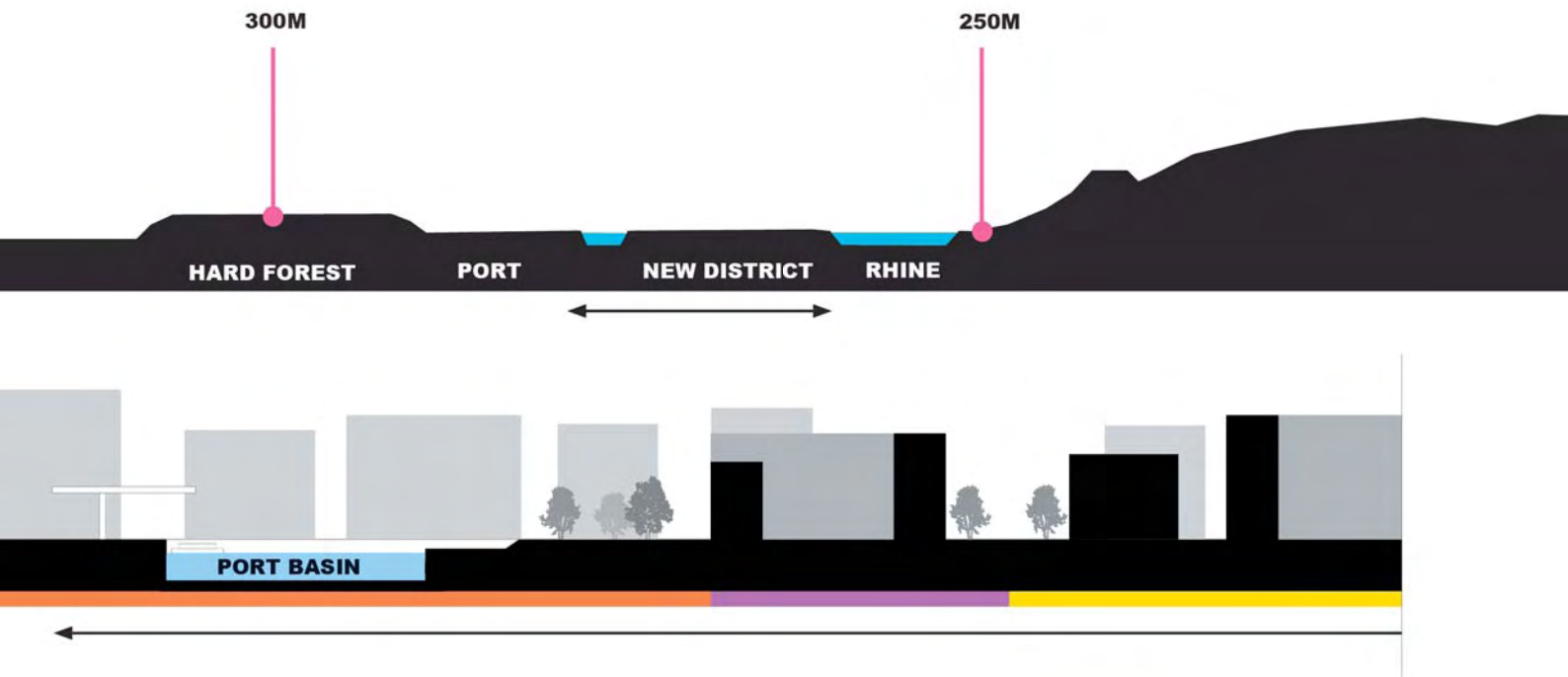
**PORT PERIMETER  
HOUSING IN THE FUTURE?**

**END STOP**

**HIGHWAY**

**HARD FOREST**





Reverence: port Honfeur and housing Borneo, Amsterdam

### PARK - BORDER ZONE

This park and the port basin set up a strip of about 100m which divides port on one side and housing on the other.

If the port gets dislocated sometime, more housing could get developed around the port basin with apartments overlooking the water.



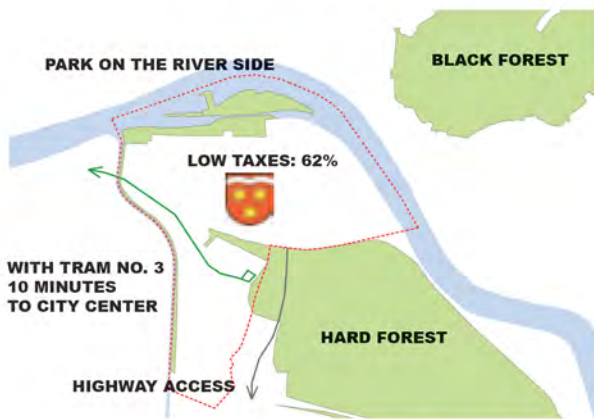
### COMMERCIAL AREA

Also the commercial area works as a border between the existing housing zone and the port area. Its situated close to the highway access, we propose usages which will be used by the commuters coming to Birsfelden to take the tram to the city center, this way new jobs are provided (while losing the ones from the industry).



500M

**BLACK FOREST**



Reverence: Hafen City, Hamburg

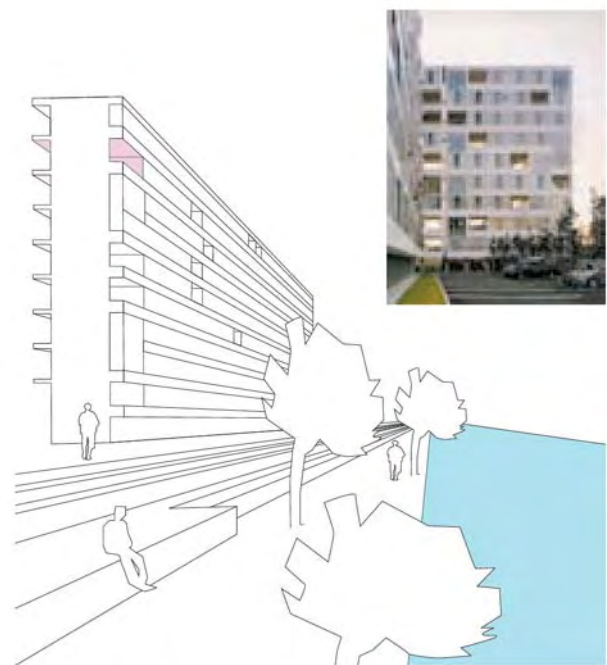
**URBAN HOUSING IN THE COUNTRY**

Birsfelden is with Allschwil the most urban municipality of Basel Land. Birsfelden is oriented on Basel and separated from the other municipalities of Basel Land.

We would like to bring the good tax payers to Birsfelden which would like to live more urban, but remove to the country because of low taxes.

Birsfeldens advantages:

- close to recreation areas, the city center and good access to the highway
- beautifully situated along the rhine
- low taxes



Reverence: Gifu Ditagata, Kazuyo Sejima & Associates

**LUXURY APARTMENTS ALONG THE RHINE**

big exclusive apartments directly along the rhine, overlooking the water and the black forest.









## **SOURCES**

### **INTERNET**

[www.birsfelden.ch](http://www.birsfelden.ch)  
[www.statistik.bl.ch](http://www.statistik.bl.ch)  
[www.bl.ch](http://www.bl.ch)  
[www.bs.ch](http://www.bs.ch)  
[www.baz.ch](http://www.baz.ch)  
[www.wikipedia.ch](http://www.wikipedia.ch)  
[www.portofbasel.ch](http://www.portofbasel.ch)  
[www.ebg.ch](http://www.ebg.ch)  
[www.valeant.ch](http://www.valeant.ch)  
[www.spaeter.ch](http://www.spaeter.ch)  
[www.vopak.ch](http://www.vopak.ch)

...

### **BOOKS/MAGAZINES**

GEO,  
Magazine, 11. November 2003

100 Jahre moderne Rheinschiffahrt bis Basel,  
Basel, 2004

Heimatkunde Birsfelden,  
Liestal 1976

Birsfelder Heimatkunde von 1863,  
April 2000

### **INTERVIEWS**

Mr. Hadorn, Rheinschiffahrtsgesellschaft Basel  
Mr. Schacher, Ortsplanung Municipality of Birsfelden  
Mrs. Bisang, Abteilungsleiterin Ortsplanung Kanton Basel Land  
Mr. Vogt, CEO Birsterminal AG  
Mrs. Boon, Vopak AG

### **PICTURES**

pictures are from ETH Studio Basel if not mentioned  
aerial views: [www.baz.ch](http://www.baz.ch)