Basel, Switzerland

**Name of Port:** Hafen-Stadt, Switzerland  
**Type:** Riverport  
**Function:** cargo and shipping.  
**Scale of regeneration:** Trinational City harbour (Germany, Switzerland and Franc)  
**Main project:** Harbour-city masterplan  
**Stage:** Planning (2013)

![Figure 1: Port of Basel](source: Port of Switzerland (2019))

**History of the Port**  
The Kleinhüningen district developed from a fishing village into an industrial and residential space where the port was key to the development of the city. The coordinated development between the port (the most important in Switzerland) and the city has generated significant economic development. In the early 1900s, the port of St. Johan was constructed, and this was a catalyst for the development of more infrastructure in and around the port. For instance, in 1926 the Maritime Station opened and in 1946, a second port basin was inaugurated. Continued industrial and transport expansion occurred and pharmaceutical and chemical industries begin to cluster in this area. During the early 2000s, a new period of transformation began, with the
development of the Novartis Campus, later extended and linked to a walk on the Rhine. However, the real regeneration process began in 2006, when a coordinated planning process began between the port and the city, to enhance and develop the port-city interface.

**Public Policy and Governance**

The project of Hafen-Stadt Basel started from a local and multinational challenge based on the Rhine River. The cities of Weil am Rhein in Germany, Huningue in France and Basel in Switzerland form a single territorial area that all benefit from the growth of industry on the Rhine river. 3Land was a development project for a tri-national inter-city regeneration. This project facilitates joint planning and development goals for the area. A key aim of the plan is the sustainable development of the River Rhine area.

The project envisages port reorganization to optimise incoming and outgoing trade and integrate each city through different transport modes. There is a focus on ensuring pedestrians and cyclists will be able to move along the river through new bridges creating connections and enabling cultural exchange between the cities. Further, the project aims to re-integrate the port and the city, creating spaces for leisure, and regenerating industrial parts to create liveable spaces attractive to research and development companies.

The project explicitly includes citizen engagement in the development processes. A participation process was launched in January 2012 in collaboration with the Kleinbasel District Secretariat and with local associations (lower NQV Kleinbasel, Village Club Pro Club Kleinhüningen Neubasel, Wohngenossenschaft Klybeck). Through it, the desires and needs of residents were communicated to the administration, and a representative group formed. This group has about 25 members, representing a range of stakeholders. Through regular meetings with the administration, requests and concerns about port and city development are handled. The group develops in-depth proposals on various topics such as urban planning, neighbourhood development, sustainability and transport. Although the proposals of the monitoring group are not binding, the administration is obliged to examine and evaluate them and provide responses. The key partners in this project are Swiss Rhine Ports District Secretariat Kleinbasel, IBA Basel 2020, Haur-Rhin Department, The Communauté de Communes des Trois Frontières, Huningue City, Weil am Rhein City and Canton of Basel. This project was partially funded by the European Union with the balance funded publicly.
Impact
Statistical analysis using Eurostat datasets demonstrate a positive upwards trend for population growth between 2012 and 2018 in the functional urban area (Figure 1), after a significant drop in population in 2011. The same pattern can be observed for the metropolitan area (Figure 2).

Figure 1

Figure 2
EUROSTAT data illustrates a positive upward trajectory of employment between 2008 and 2013. This could be based on the workforce required for the regeneration project and also the resulting new employment created by the regeneration project. However Basel already has pharmaceutical and chemical industrial clusters so we cannot conclusively link port regeneration and workforce growth.

**Implementation**

Implementation steps are depicted in Table 1.

Table 1: Implementation steps

<table>
<thead>
<tr>
<th>Year</th>
<th>Activity</th>
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<tbody>
<tr>
<td>2012</td>
<td>Signing of the 3Land design contract and joint planning of a tri-national vision connected by the Rhine.</td>
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<td>2012-2013</td>
<td>Start of temporary use of the ExEsso sector and the waterfront.</td>
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<tr>
<td>2013-2015</td>
<td>Development and approval of the Kleinhüningen-Klybeck development plan and the tri-national general plan.</td>
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<tr>
<td>Year Range</td>
<td>Project Description</td>
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<td>-------------</td>
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<tr>
<td>2015-2016</td>
<td>Train Terminal Construction: first construction project on the Klybeckquai and start of a gradual transformation of the area.</td>
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<tr>
<td>2016-2018</td>
<td>Construction of container terminals and port Basin 3</td>
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<tr>
<td>2016-2020</td>
<td>Transfer of recycling logistics from Westquai to the northern port of Weil am Rhein and silos logistics at Ostquai, followed by the conversion of existing port facilities.</td>
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<td>2018</td>
<td>Commissioning of the “Basel Nord” trimodal container terminal (container terminal, port Basin 3, new port station); Pedestrian bridge in Weil am Rhein</td>
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<td>2020 (proposed)</td>
<td>Opening of bridge over the Rhine; Relocation / Klybeck railway harbour/yard optimization.</td>
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<td>2025 (proposed)</td>
<td>Gradual development and opening of the old barrel of the Rhine.</td>
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**Catalysts/Drivers of change**

The key catalyst for regeneration was the recognition of the economic, social and cultural value of the three sites between the bridges of Dreirosen and Palmrain along the River Rhine. This combined with EU funding enabled the 3land project to support regional economic development, sustainable economic opportunities and develop a cultural exchange.

**Key achievements**

- Reduction of energy consumption and promotion of eco-efficiency;
- Successful inter-governmental coordination

**References**

