Rotterdam towards privatization

For the urban development of Rotterdam the term ‘New metropolitan maintenance’ concerning strategic nodes of global economy and social life is rather ambiguous due to the specific position of traditional port cities within globalization. New urban functions have become more important for urban development but they have not been very successful in relation to job creation for present residents and integration of social neglected groups. This is particularly acute when port function and port related traditional industries have decreased since the 1980s. In the 1980s the profound structural changes to the port of Rotterdam, as with other world port cities, responded to new technological developments including changes to container loading of ships, trade and communication. There was a more general change in the international division of labor that would have a major impact on the relationship between city development and port; including changes in economics, social and cultural importance of the city.

To meet the increasing needs of the labor force (till begin 1970s) workers from Mediterranean countries were brought to Rotterdam to work e.g. in shipyards. The relocation of low-added value industries and production to countries in East Asia caused the closure of these port-related industries with a loss of more than 15,000 jobs at the end of the 1970s after a general loss of 33,000 jobs a couple of years before. In the 1970s up to mid 1980s several official and unofficial strikes were organized that reflected changes in labor conditions and employment structure.

Rotterdam became one of the largest container ports in the world. Large new port zones became vacant while new ports were built to load and unload ships with containers and bulk cargo away from the city center. Recently new ports - Transvaal Maasvlakte - were constructed in the sea about 30 km away from the city center. Due to privatization the former Port Company of the municipality (Havenbedrijf) is now a self-reliant enterprise which tries to get high land prices, e.g. in negotiation with the department of land development of the municipality, to transform brown fields into new urban environments.

The modernization of the port also required a modernization of roads, and large infrastructure projects that threatened the city and particularly the low-income neighborhoods. Inhabitants from the old city areas resisted moving from areas affected by new infrastructure access to the city center. In the 1970s the PVDA (Social Democratic Party) together with tenant organizations started a large modernization program of the old housing stock at an affordable cost in order to prevent the displacement of these residents, mostly low income groups. These social urban renewal programs, including a lot of tenant participation, were maintained until the end of the 1980s. In the 1990s the new liberal government gave priority to urban development that would improve national competitiveness, and efficiency rather than social equity. Urban revitalization and strategic plans as part of city and region wide urban regeneration now became the new form of decision making. New underground railways and road connections between both riverbanks were constructed creating a modern skyline image to transform Rotterdam into a global city with highly specialized tertiary, finance and tourist sector. A new relationship between the city and the port area was established but the globalization process is mainly restricted to certain city areas. Last decades, when there was a job increase, mostly commuters did profit and most of the present population was exlocated; the percentage of people on low incomes in 2010 is 54% and 8% (of the potential labor force) is unemployed. According to the national Action Plan for Empowerment of Neighborhoods, 40 areas were assigned by the central government of which seven are located in Rotterdam. Moreover new regulations of the European Committee will frustrate attacks in decreasing segregation because the opportunities for mixing low and middle income groups in social housing estates is no longer possible by setting a threshold with 33,000 euro as maximum income to get access to social housing.
Due to the negotiations between local authorities, national will become available but for the total area it will not any detailed alternative for the Asop plan. From 2004 a culture and strategic projects as topic of the social democrats and commissioned by the local government existing of central marketing issue Asop was focused in 2001. The design of the number of passengers is expected to rise to approximately 150,000 tracks and connections with the light rail system Randstad Rail, extension of the original so-called key project Rotterdam extended to the adjacent area since 2005. That means an impact on the city. Therefore the urban planning has been special attention was paid to the lowest paid. This meant for example providing affordable new housing for residents of the old areas - sometimes - including green fields. One of the main underlying principles of the new urban renewal strategy was building for the neighbourhood, i.e. working in line with the needs and requirements of the population of the areas subject to urban renewal, thus avoiding forced removal and displacement. In 2003 Nieuw Crooswijk became the last on for upgrading from ‘problem area’ to ‘price area’ as part of national renewal program, in 2005 a majority of the city council decided in favour of a new master plan developed by a partnership of a local authority, municipality and a real estate development company. In 2002 the first buildings were built and the ‘Central Station area' was ready taken by the local government growing new businesses, including upgrading the area’s economic infrastructure and improving the housing conditions. In the same year the local government agreed with the former mentioned partnership to Commission West as architect to develop the restructuring plan for the area because they saw the plan the OCNC partnership become leading in stead of the project Kop van Zuid (Head of the South) is located on a former harbor area including the former embankment zone and buildings for passengers to Gouda (Holland America Line). This investment will be necessary in coming years to make the city centre, while the number of jobs was 80,000. According to central government, a great deal of investments; in 2000 the governmental investments of 0.5 billion Euros. (The bridge did cost 165.6 million Euros) The project Kop van Zuid (Head of the South) is located on a former harbor area including the former embankment zone and buildings for passengers to Gouda (Holland America Line). This meant that the housing scheme has been reduced by 400 million Euros. New bridge, improvement and enlargement of infrastructure made the left bank much more accessible from the city centre. The project is under design and contracted by car and by bicycle.

The Stadionkop (Olympic Stadium) was completed in 2000. Outside the Olympic Stadium, including cultural and tourism facilities.

3. Flagship project: Kop van Zuid

The new built Rotterdam central station is, after the Kop van Zuid, the second large project urban project with a great impact on the city. Therefore the urban planning has been under development from 1989 onwards. In 1996 the central station area was identified as a ‘problem area’ with high crime rates. The main aim was to make the city centre, while the number of jobs was 80,000. According to central government, a great deal of investments; in 2000 the governmental investments of 0.5 billion Euros. (The bridge did cost 165.6 million Euros) The project Kop van Zuid (Head of the South) is located on a former harbor area including the former embankment zone and buildings for passengers to Gouda (Holland America Line). This meant that the housing scheme has been reduced by 400 million Euros. New bridge, improvement and enlargement of infrastructure made the left bank much more accessible from the city centre. The project is under design and contracted by car and by bicycle.

The Stadionkop (Olympic Stadium) was completed in 2000. Outside the Olympic Stadium, including cultural and tourism facilities.

3. Flagship project: Kop van Zuid

The new built Rotterdam central station is, after the Kop van Zuid, the second large project urban project with a great impact on the city. Therefore the urban planning has been under development from 1989 onwards. In 1996 the central station area was identified as a ‘problem area’ with high crime rates. The main aim was to make the city centre, while the number of jobs was 80,000. According to central government, a great deal of investments; in 2000 the governmental investments of 0.5 billion Euros. (The bridge did cost 165.6 million Euros) The project Kop van Zuid (Head of the South) is located on a former harbor area including the former embankment zone and buildings for passengers to Gouda (Holland America Line). This meant that the housing scheme has been reduced by 400 million Euros. New bridge, improvement and enlargement of infrastructure made the left bank much more accessible from the city centre. The project is under design and contracted by car and by bicycle.

The Stadionkop (Olympic Stadium) was completed in 2000. Outside the Olympic Stadium, including cultural and tourism facilities.