Turning "Virtual Fence" into Safety Net for Heijplaat
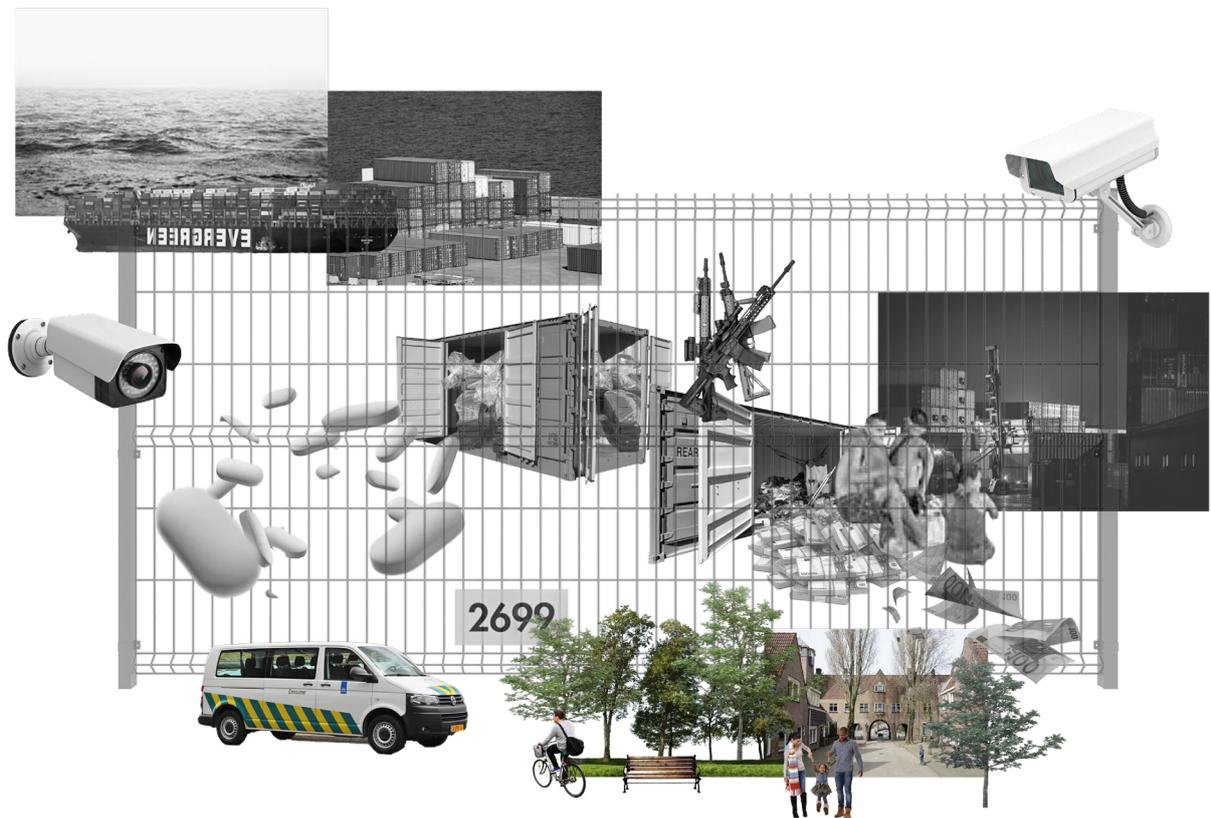
Narcotic flow in the Working Ports, an Elephant around the Port-Nested-Village

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Turning "Virtual Fence*" into Safety Net for Heijplaat:
Narcotic flow in the Working Ports, an Elephant around the Port-Nested-Village

* "Virtual Fence" is the project by the Port Authority under the program "Undermining Crimes."
This is elaborated further on page 15 and Appendix D.

Keywords

Working Port, Port-Nested-Village, Security vs. Safety, Narcotic Flow,
Externe Veiligheid, Natural Surveillance

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back-ground

after moving to the netherlands in 2023, i realized my emotional connection with water. 7 years in china in a city known as "the city of canals" and 9 years in hong kong, the main island surrounded by the sea, and now in the land lower than the sea level - water has been omnipresent in my daily life.

but it was only since i started at tu delft that water became an actual statement - having written a thesis paper on rooftops as terra incognita in the blurring of land and water binary, developed an academic project for resilient public buildings amongst sea level rise in harbour city and an island, and participating in a student pavilion design team that aims to deal with water reuse. i'm here to see what other light can shine on water, but i'm not drowning............

- Notes from Week 1

Introduction to Veldacademie Graduation Lab

The river Maas is inseparable from the development of the city of Rotterdam. The city sits on both banks of the Nieuwe Maas that flows through and continues far into the hinterland - the direct connection to the North Sea has been bringing historic, ecological, economic, and social values to the city. As much as this "lifeline of the city" binds the two chunks together, it separates them apart - Rotterdammers from above the river gave the nickname "Boerenzij (the rural side)" to people in Rotterdam South to indicate that the people there were not real city dwellers. (TENT Rotterdam 2021)

This graduation studio lays ground in Rotterdam South with a focus on human and social aspects of architecture. I believe that unlocking flows of, with, and around water in our (status quo) dry world can make a city like Rotterdam, particularly Rotterdam South, a testing ground for unique water-human-land integration.

middle ground

ROTTERDAM PORT-CITY

river as the lifeline of rotterdam

mostly aerial photos- the audience of the **port image** and the audience of the **physical port**?

PORT as
- brand
- landscape
- workplace
- network

port reflects

local and world economy

geopolitics

technological excellence

port influences

city identity

surrounding spaces

threshold between land and sea

similarity between water and port: continuously changing with inflow and outflow

land war between the sea and the city

undefined territory - wet? dry?

infrastructure of delta network: port

port is a world between the city and the sea

how to make use of the already attractive location?

port hardware and software - integrated? can they be separated?

development of the port westwards, away from the city *(Maasvlakte 2)*

distinctive/ conflicting spatial needs of ports and residentials

"getting lost"

perceiving a port as wilderness

we don't understand the port

port becomes a city with own rights, rules, protocols, system, language, mentality...

city-port antipode from difference in the language and system of thinking

not designed to incubate humans vs. designed not to incubate humans

why/when do we make it suitable for city dwellers?

"port as the balcony of the city" -- who is the port serving and what is it serving?

hardware/software tangible/intangible

ROTTERDAM PORT-PEOPLE

Merwe-Vierhaven

Vierhavensgebied

M4H + RDM
Rotterdam Makers District

Rijnhaven

Maas-Rijnhaven

Maashaven

RDM

Heijplaat

Waalhaven

Waal-Eemhaven

Eemhaven

Testing Ground for Water & Energy Technology

Efficient and Knowledge-Intensive Business

Breaking Barriers between City & Port

Floating Residentials & Working Communities

Sustainable Mobility Supporting Business & Living

ROTTERDAM STADSHAVEN (2011)
short (2015), medium (2025), long term (2040)

(Gemeente Rotterdam and Port of Rotterdam 2011)

Manifest Rotterdam Zuid (Mecanoo 2021)

Problem Field

Port, a space of flow. As one of the main infrastructures of the delta, the port is a special world between the land and the sea. It is where national and global economies meet and exchange cargos of commodities, bringing opportunities and innovations to the port-city. As a connecting port to the entire network in Europe and beyond, the port of Rotterdam successfully gained its name as "the biggest port in Europe" already in the 1950s. The port established not only a strong economy but also an identity, brand, and memory for the city. (Steenhuis et al. 2015)

Whereas the port was making the city in the past, today, the post-war city is (re-) making the port. Historically cut deep into the city fabric, the port of Rotterdam has been developing westwards to the North Sea since the 1960s (Appendix A), leaving the ports situated near the city (Stadshaven) to the discussion of "keep, get rid of, rebuild". For example, Maashaven and Rijnhaven have uncovered their potential to rebuild their ecosystem to reflect the urban priorities (i.e. residential and park). (Gemeente Rotterdam 2024, Appendix B) These "post-ports" directly connected to the urban core demonstrate the "renewal of port/city links" (Hoyle 1989, Appendix C), integrating port ground into the urban development.

Still, Rotterdam continues to employ the romanticized image this manmade landscape offers to the city. Simply searching for images of "Rotterdam port" on a search engine, one can notice that most of the images are taken from a bird's eye view. (Appendix D) The question then is, *how does this image make us oblivious of what port delivers to the people of Rotterdam, rather than to the city of Rotterdam?*

Urgency of the Issue

This calls for zooming into what water and the port can unintentionally bring to the people. The very reason for "gateway to/from Europe" - the geographic location, the economic efficiency, and the robust infrastructure, makes the port ground attractive to deviant and/or criminal activities. (Staring 2019) It is not surprising to find that the "working ports" closer to the city are targeted for these undermining crimes*, for one, drug smuggling - after clearance in Rotterdam, cargo can freely travel to other EU states. (Port of Rotterdam 2018) Such (global) narcotic inflow into these (local) working ports poses a special risk because the impact of the happening can span into the city and the wider (national and global) network. Therefore, it is worth to seize what the failure of the port security can inject into the port ground and beyond.

* Undermining crime refers to a crime that uses legitimate businesses and services for illegal activities. (Government of the Netherlands 2024)

1

2
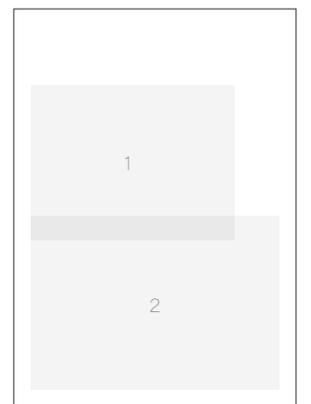
1   Brainstorming on Fascination of Delta Infrastructure: Port

2   Positioning the Fascination in the Context of Rotterdam: Study on Stadshaven Today

walkable, smaller familiar objects, less/slower vehicles

fast vehicle, noise nuisance from the industrial activities, scale of objects aiming at running trucks, anonymous objects
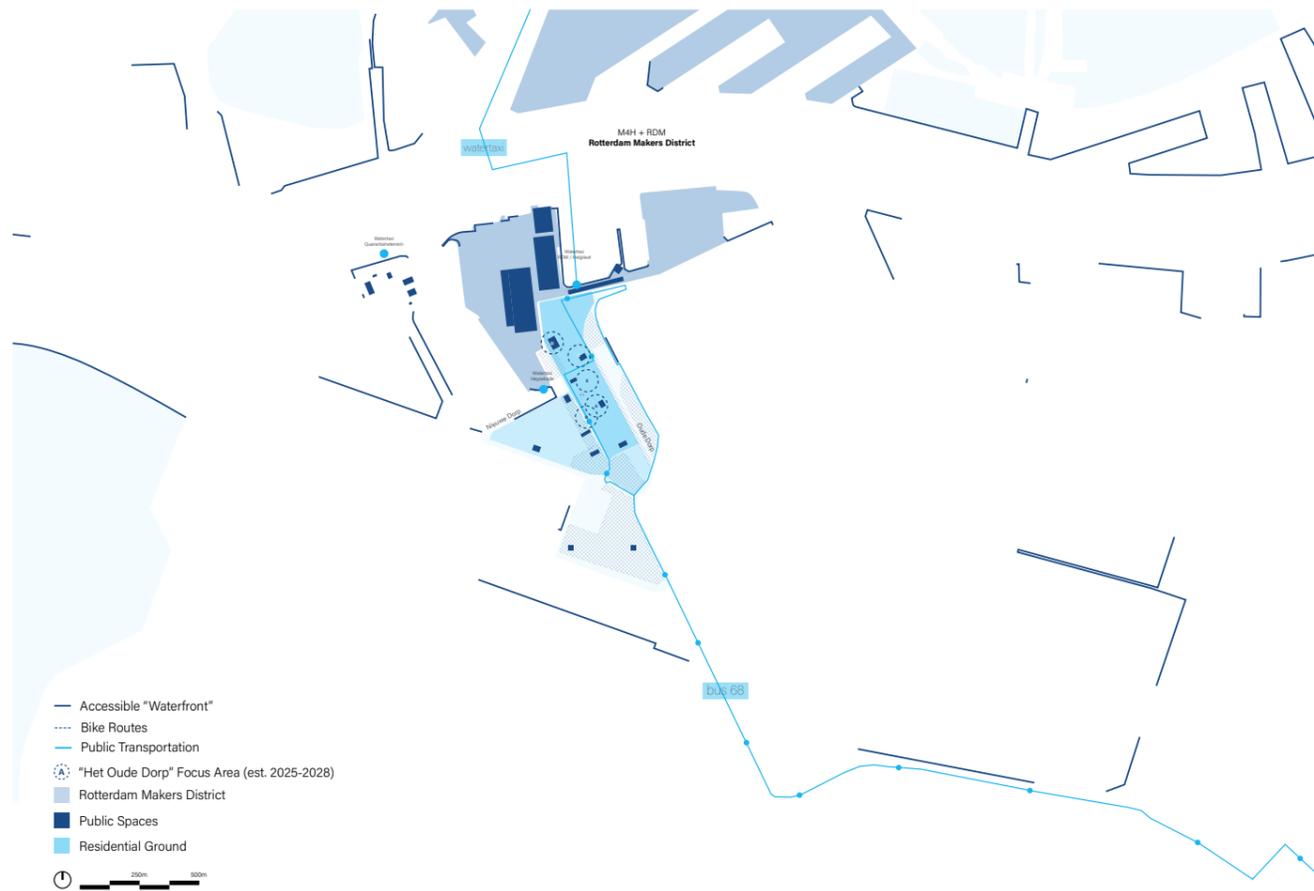
Industrial Entrance　　**to Heijplaat Village**

Water Body for Cargo Transport
Industrial Vehicular Network
All-weather Terminals
Built Structures
Industrial Ground

Waalhaven

Eemhaven

250m   500m

M4H + RDM
Rotterdam Makers District

Accessible "Waterfront"
Bike Routes
Public Transportation
"Het Oude Dorp" Focus Area (est. 2025-2028)
Rotterdam Makers District
Public Spaces
Residential Ground

bus 68

250m   500m

---

foreground

Location

Unlike the aforementioned post-ports that transformed into a waterfront with a strong motif to serve the residential districts nearby and across the river, Waalhaven and Eeemhaven remain as working ports*. Relatively detached from the urban core, they have continued to develop into the center of transshipment, logistics, and distribution services.

This places the neighborhood of Heijplaat in a complex position. Heijplaat is a small village with around 1,800 residents (est. 2023), completely encircled by Waal-Eemhaven. It was originally established in the 1910s as a garden-village to inhabit the dockworkers of Rotterdam Dry Dock Company (RDM, at the northern tip of the port). Shortly after RDM went through bankruptcy in the 1980s, the village faced a risk of demolition in 1990 but survived with a community protest. (Gemeente Rotterdam 2024) Although the village itself has little to do with port activities anymore, it has rebranded as a "Cool Village in the Harbour**".

Complexity

Administratively speaking, the village falls under the jurisdiction of the municipality of Rotterdam, while all the matters of the port are handled by the Rotterdam Port Authority***. Although 70% of its share belongs to the municipality, it is not responsible for urban development. The port has become its own "city" with its actors, planning guidelines, legal regimes, and governance frameworks. Although the port ground and the village ground are physically adjoining, the mapping of the port functions and the residential functions on the same base map disclose distinctive spatial dynamics - different scales of structure, mobility system, and configuration of the fabric. More importantly, the interrelationship between the common element of water and the actors of each is activated differently. Whereas the port utilizes the water "body" for the transport of economies, residents have limited accessibility to the waterfront, shown by fragmented water "lines" detached from the residentials. As such, the industrial port and the residential community on the antipode but one physically embracing another makes it difficult to integrate nor separate goals and priorities in this area.

Indeed, the vague boundary on the map can be highly deceptive, especially in the case of Heijplaat. Because of its specificities, it requires a new classification - it is not directly comparable to other garden villages in Rotterdam (e.g. Vreewijk) or other port-villages of Rotterdam Kleine Kernen (e.g. Pernis, Rozenburg, Hoek van Holland). As a "port-nested-village", it demands more nuanced and specialized discussion about what - whether "safe" or "unsafe", can trespass over the insignificant separation barriers from the port ground to the village ground.

Problematization

From this, one could easily conclude that this port-nested-village may be vulnerable to unsafe inflow from the port. However, the Wijkprofiel index**** shows that Heijplaat has been objectively and subjectively a "very safe milieu" since 2022. (Appendix E) This is surprising, considering the occasional but constant reports on illegal drug smuggling/trafficking caught on the empty cargo lots of Waal-Eemhaven. The breakage of "security" in the port does not seem to affect the sense of "safety" in the village.

* Waal-Eemhaven plots are still operating as "working ports", except for the former RDM plot that now hosts several educational institutions, which is a part of the Rotterdam Makers District.

** The Wijkakkoord (Neighborhood Agreement) between the Heijplaat neighborhood and the municipality of Rotterdam states the slogan of "Stoer Dorp in de Haven".

*** Formerly a department in Rotterdam Municipality, it became a semi-private operation in 2004 with operational freedom.

**** Measured by the municipality on the domains of the physical environment, safety, and social capacity.

4

5
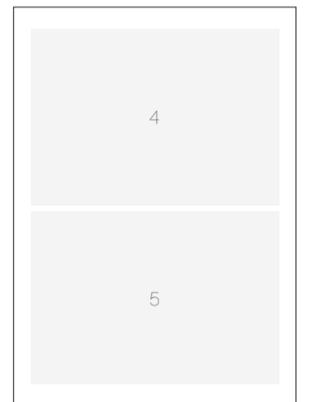
4   Mapping of Port Functions and Interrelationship with Water

5   Mapping of Residential Functions and Interrelationship with Water

VEILIGHEIDSINDEX

Diefstal Geweld Inbraak Vandalisme Overlast

FYSIEKE INDEX

Voorzieningen Milieu

SOCIALE INDEX

Zelfredzaamheid Samenredzaamheid Participatie Binding

Wonen Openbare ruimte

Algemeen

Subjectief

Objectief

ONVEILIG

VEILIG

| theft | violence | burglary | vandalism | nuisance |

BINNEN OF BUITEN VEILIGE GROND?

VEILIGHEIDSINDEX

Diefstal Geweld Inbraak Vandalisme Overlast

FYSIEKE INDEX

Voorzieningen Milieu

SOCIALE INDEX

Zelfredzaamheid Samenredzaamheid Participatie Binding

Wonen Openbare ruimte

?

Algemeen

Subjectief

Objectief

| theft? | violence? | burglary? | vandalism? | nuisance? |

village ground

public (rdm)

port ground
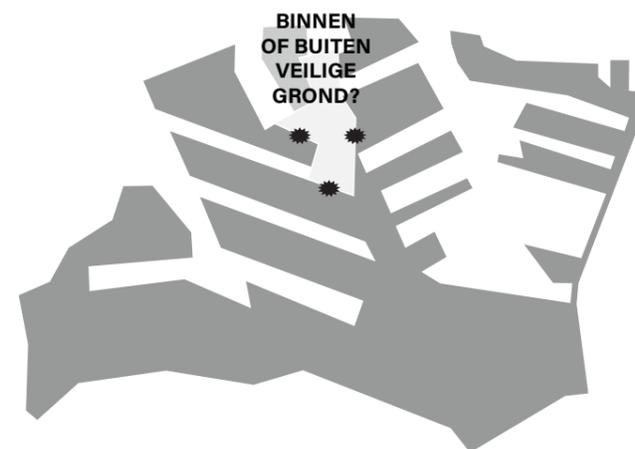
6   'Pacman' diagrams from the Wijkprofiel of Heijplaat (2024) by Gemeente Rotterdam.

7   *"One step inside the boundary, is it safe? One step outside the boundary, is it unsafe?"*
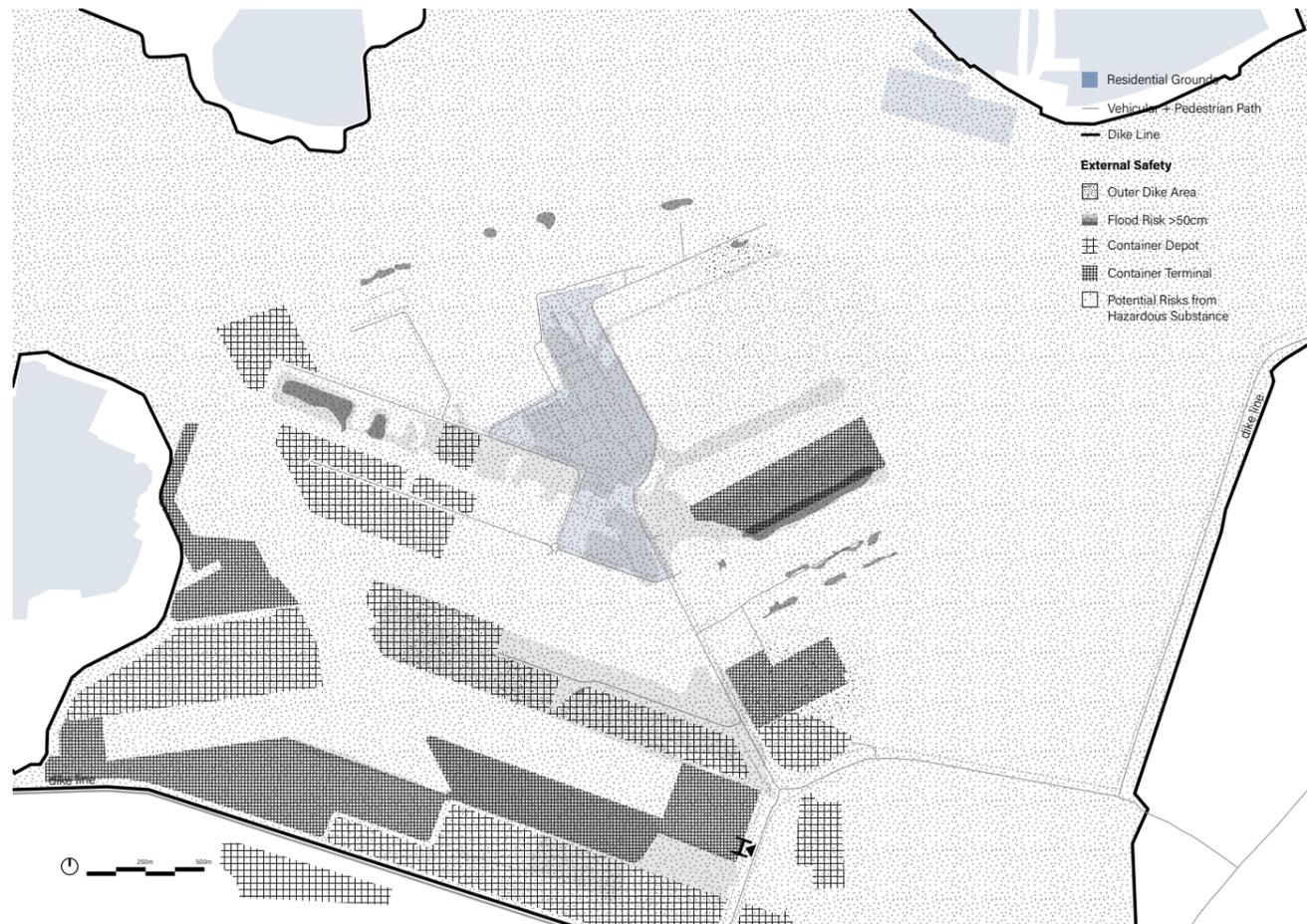
problem statement

Societal Relevance

The prevalent utopian stigmatization that the ground before the fence is safe and the ground over the fence is unsafe is questionable, especially when the village and the port share the boundary without a clear threshold. This thinking is "unsafe" because the port can quickly turn its position from a "special world between the land and the sea" to where the undermining world comes in contact with the legitimate world - approached by criminals, residents and employees of the port companies confront the risks of participating in the drug smuggling chain (Appendix F) by sharing information and access to the industrial ground. (Staring 2023, Appendix G) Even if such networked crimes do not pose an immediate threat to the village, the abstract line between security on the port ground and safety on the village ground is why we need a different type of transformation here.

Positioning

What makes the port cordial to all kinds of unsafe inflow must be more than its strategic location, but also in the difference in the language of the stakeholders - the presence, absence, and misuse of certain notions.

For one, the distinguished notions of external safety and internal safety (Clingendael 2016, Illustration 6) are not reflected in the municipality's neighborhood safety index*. External safety concerns with transnational and cross-border crimes and the five criteria of the neighborhood safety index by far do not reflect this. The import and export of narcotics do not respect the borders on the map and it's usually only tackled as a national security problem. (van der Laan et al. 2016). This way of measuring safety might well reflect the other neighborhoods in the city, but the specificities of Heijplaat must seek the right method for measuring and mapping the external safety risks.

The second problem is that the security measures are limited to the institutional level. Already in 1930, Douane (Customs) concluded that it was not feasible to control all ships in the Rotterdam harbour on illegal drugs with mechanical surveillance and law enforcement. (Snelders 2021) Still, the municipality proposes camera surveillance as the ultimate solution, if all other options are found ineffective in Heijplaat. (Gemeente Rotterdam 2023) Reporting suspicion of undermining crimes is done through a digital platform, which is restricted to after-actions. (Appendix H) As a semi-private operation, the Port Authority also launched the program "Undermining Crimes" to fight against hard violations of the port security through the project "virtual fence". (Port of Rotterdam 2024, Appendix I) However, this project doesn't go beyond law enforcement for tighter surveillance and raising awareness**. A limited collaborative effort between governmental bodies and private companies in locating surveillance cameras on private premises resulted in a failure to meet the goal in 2023. (Port of Rotterdam 2023) If institutional strategies*** cannot tackle the issue of narcotic flow, *can architecture take a part?*

So how can we take action to safety-fy the working port of Waal-Eeemhaven and the port-nested-village of Heijplaat as a whole?

* Wijkprofiel of Heijplaat (2024) / Gemeente Rotterdam

** Five actions being taken by the Port of Rotterdam (2023)
- Imposing additional security requirements
- Installing smart cameras
- Facilitating consultations between companies
- 'Know your customer' project
- Financial investment against PIN code fraud

*** Relevant institutions include the HARC (Hit And Run Cargo) team, Customs, Seaport Police, and individual companies.
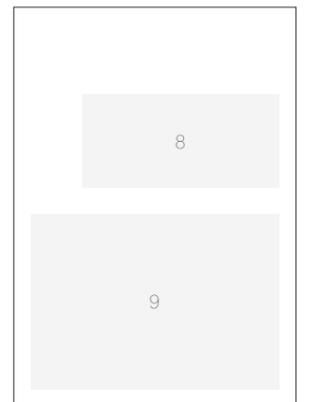
8   Category of Internal Safety and External Safety (van der Laan 2016)

9   Attempt to Map External Safety Risks from the Port to the Port-Nested-Village

theoretical
framework
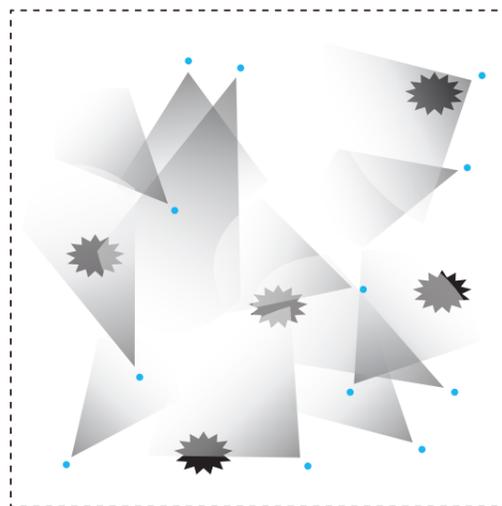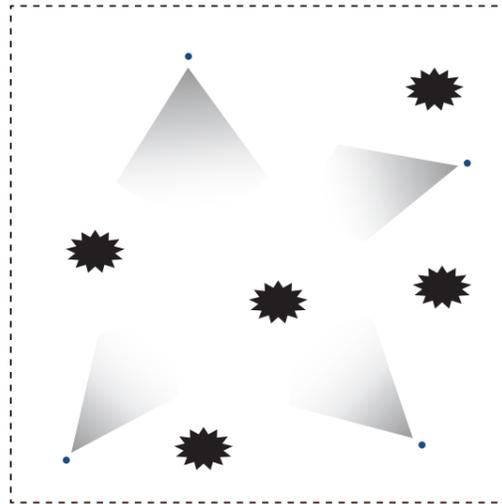
Departure Point

Moving on from the preliminary research, further research will react upon two existing theories to explore the physical & social and environment & behavior in the context of a sense of safety. First, the Defensible Space Theory by Oscar Newman (Newman 1972) dwells on the psychology of human being protective to the territorized domains. Second, The Eyes on the Street Concept by Jane Jacobs (Jacobs 1961) starts from the human actions of informal observation in domains that draw them naturally. **B**oth discuss the notion of natural surveillance, while the former focuses on the physical intervention that creates territorial boundaries, the latter takes a humanistic approach. The careful combination of the two can hint what spatial qualities can turn "virtual fence" to a safety net. At the same time, both are intended for urban environments, thus are not directly applicable to the port environment. As a matter of fact, port is not designed to incubate humans and, also, is designed not to incubate humans. That being said, the lessons from the two theories must be geared to bridge the gap between these theories and the language (spatial, social, environmental, political, etc.) specific to the port and port-nested-village.

Scope of the Research

In order to produce architectural/urban intervention as the final outcome of the project, the research will emphasize the elements that are tangible or have spatial qualities; that excludes in-depth study on (narcotic) criminology and law and regulations related to it. The hyper-complexity of the port system and the little-known organized crime might raise a difficulty in the research process, yet, this is expected to be mitigated by collaborating with relevant organizations. Lastly, if any, confidential information collected during the research should not be directly published to prevent the misuse of the information. As it progresses, the project will inform itself the further appropriate actions under the supervision.
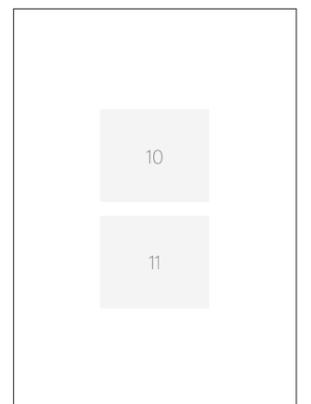
10 Conceptual Diagram of Mechanical Surveillance: Fixed Location and Range

11 Conceptual Diagram of Human Surveillance: Unpredictable Patterns

research question

Can architectural/urban intervention activate spatial qualities that create a safety net for the port-nested-village against oblivious external safety risks?

	ARCHITECTURAL EXPLORATION	SOCIAL REFLECTION	TECHNOLOGICAL IMAGINATION	
RESEARCH MENTOR	**A1** How have conflicting needs or wants of village and port spatialized in planning on the interface since the 1990s?	**S1** Through what method can we reduce the external safety strategies to the local level instead of the institutional, national, or international level?	**T1** How does the current port innovation facilitate and/or prevent external safety risks including drug smuggling?	P1 - P2 RESEARCH PHASE
COMBINATION	**A2** What are the existing tangible/intangible elements that create a sense of safety in the living environment and security in the working environment?	**S2** What are the prominent spatial politics that challenge the port-nested-village to establish the separation from the port?	**T2** Is there a tangible/intangible border more effective than the current separation barrier in protecting the port-nested-village from external safety risks?	ONGOING
ARCHITECTURE MENTOR	**A3** What kind of spatial structure can cope with the contrasting scales of the port and the village?	**S3** How can we develop a common language between the port and the village that translates industrial security into social safety?	**T3** What kind of structural flexibility and scalability can integrate a public space into an industrial-scale port to create overall natural surveillance?	P3 - P4 DESIGN PHASE

Initial Hypothesis

The main research question was framed under the hypothesis that due to the specificities of the port-nested-village, Heijplaat cannot be completely free from unsafe inflow from the port, for one, the illegal narcotic import: there is an oblivious belief of "safety" in the village. Sub-questions are defined in three pillars of architectural exploration, social reflection, and technological (digital to building technology) imagination. Each set of three sub-questions corresponds to the project phase for different purposes.

Sub-questions

Sub-questions on the first row (A1, S1, T1) will validate or correct the current hypothesis. Therefore, these are the priorities in the research phase at the beginning of P2.

A1: How have conflicting needs or wants of village and port spatialized in planning on the interface since the 1990s?

S1: Through what method can we reduce the external safety strategies to the local level instead of the institutional, national, or international level?

T1: How does the current port innovation facilitate and/or prevent external safety risks including drug smuggling?

Sub-questions on the second row (A2, S2, T2) will run parallel with the ones on the first row (A1, S1, T1), as the preparatory steps before the design phase.

A2: What are the existing tangible/intangible elements that create a sense of safety in the living environment and security in the working environment?

S2: What are the prominent spatial politics that challenge the port-nested-village to establish the separation from the port?

T2: Is there a tangible/intangible border more effective than the current separation barrier in protecting the port-nested-village from external safety risks?

Sub-questions on the third row (A3, S3, T3) shall not be definitive at this point, as they will evolve into design questions tackle clear (refined) design goal.

A3: What kind of spatial structure can cope with the contrasting scales of the port and the village?

S3: How can we develop a common language between the port and the village that translates industrial security into social safety?

T3: What kind of structural flexibility and scalability can integrate a public space into an industrial-scale port to create overall natural surveillance?

12 Main Research Question and Sub-questions Categorized under Three Pillars and Three Timeframe

How is it safe "here" and unsafe "there?"

methodology

research   design

initial question

research through **literature**   Q   research through **analysis**   Q   research through **interaction**   Q

architectural question — design through **workshop**

social question — design through **???**

+ technical question? — design through **???**

new pillar at TU Delft

P1 - P2 - P3 - P4 - P5

PLAYING UNSAFE

ONVEILIG

VEILIG

Research by Questioning

The research found the right direction with a spark of (almost) instinctive question upon observing the illogical distinctionn between security in the port and safety in the village despite the geographical adjacency - "how is it safe here and unsafe there?" This has led to subsequent questions. Research through literature, analysis, or interaction answered some of the questions in the course of 9 weeks preparing for the Research Plan. At other times, they generated further questions. The main and sub-questions are formulated from the unanswered questions at the end of P1. Again, these questions will find their way under the umbrella of three categories:

Research through literature including but not limited to:

1) Historical research (e.g. newspaper, planning report)
2) Literature review (e.g. research papers introducing relevant notions and topics)
3) Collection of data from online sources (e.g. Heijplaat local blog, Port Authority, Government of Netherlands, companies located at Waal-Eemhaven)
4) Case studies of architecture/urban projects

Research through analysis including but not limited to:

1) (Comparative) mapping series in city-scale and village-scale
2) Port and village objects diagrammed into a categorized catalog
3) Chronological cartography of social findings
4) Collages and sketches for collaboration/workshop

Research through interaction including but not limited to:

1) On-site observation and documentation (e.g. photo reportage)
2) On-field participation in port-related events*
3) Interviews with residents, city experts, and port companies employees
4) Collaboration/workshop with residents, neighborhood council, and third-party organization FORT-PORT**

Personal Motivation

Among the three, research through interaction demands the most emphasis. One says the world is changing not by information, but by knowledge, which stems from interaction. The "Playing Unsafe" chart*** will visualize the vertical integration and horizontal expansion of the knowledge throughout the project. Just like one conversation at the site pushed me to get out of my comfort zone, research through interaction, the core of Veldacademie Graduation Lab, will bring me to the "unsafe" world.

* On-field participation so far Public lecture by Redesigning Deltas group (week 1.2), workshop with municipality of Rotterdam (week 1.4), symposium by PortCityFutures group (week 1.4), volunteering at Harbour Run Rotterdam (week 1.5), symposium at Tallinn Architecture Biennale (week 1.6), and attending PhD Defence on water-sensitive design (week 1.9)

** Possible research-design collaboration with FORT-PORT is under discussion.

*** Assessment of "safe" or "unsafe" will be done at least two weeks afterward and will continue to be adjusted throughout the process.

13

14

15

13 Initial Intuitive Question

14 Back-and-Forth Questioning and Answering through Three Types of Research Methods

15 "Playing Unsafe" Chart Sample: Questions and Research in the Level of Safe/Unsafe

research
questions -
methodology

**RESEARCH
QUESTIONS**

**DESIGN
QUESTIONS**

ARCHITECTURAL EXPLORATION

historical newspaper
at the city archive

A1 How have conflicting needs or wants of
village and port spatialized in planning
on the interface since the 1990s?

chronological
cartography of
"tension" over time

site observation and
photo reportage

interview with city
planning experts
from the municipality

A2 What are the existing tangible/
intangible elements that create a sense
of safety in the living environment and
security in the working environment?

literature review on
the notion of "safety"
and "security"

catalogue of
spatial elements
categorized in scales

interview with
residents and port
companies employees

A3 What kind of spatial structure can cope
with the contrasting scales of the port
and the village?

SOCIAL REFLECTION

S1 Through what method can we reduce
the external safety strategies to the
local level instead of the institutional,
national, or international level?

government website
and academic papers
on external safety

three types of
mapping test

research-design
collaboration

FORT-PORT, Focusing On the Right
Things in the Port of Rotterdam

preliminary design
sketch and model

S2 What are the prominent spatial politics
that challenge the port-nested-village to
establish the separation from the port?

interview with
Rotterdam residents
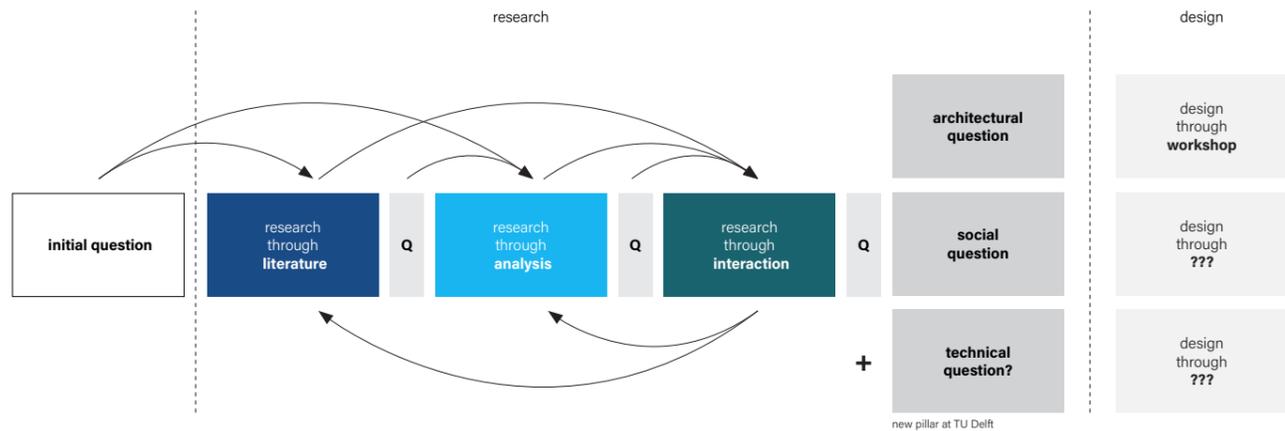and Port Authority

comparative study
of other "port-
nested-village" cases

S3 How can we develop a common
language between the port and
the village that translates industrial
security into social safety?

diagram of current
innovation in relation
to external safety

TECHNOLOGICAL IMAGINATION

collaboration with
neighborhood
council

T1 How does the current port innovation
facilitate and/or prevent external safety
risks including drug smuggling?

study of current
port innovation on
port authority/port
companies websites

design workshop
with residents

T2 Is there a tangible/intangible border more
effective than the current separation
barrier in protectecting the port-nested-
village from external safety risks?

case studies of
architecture/urban
project in crime-
susceptible region

mapping of
identifiable
vulnerable spots

"in-context" collage at
identified locations

T3 What kind of structural flexibility and
scalability can integrate a public space
into an industrial-scale port to create
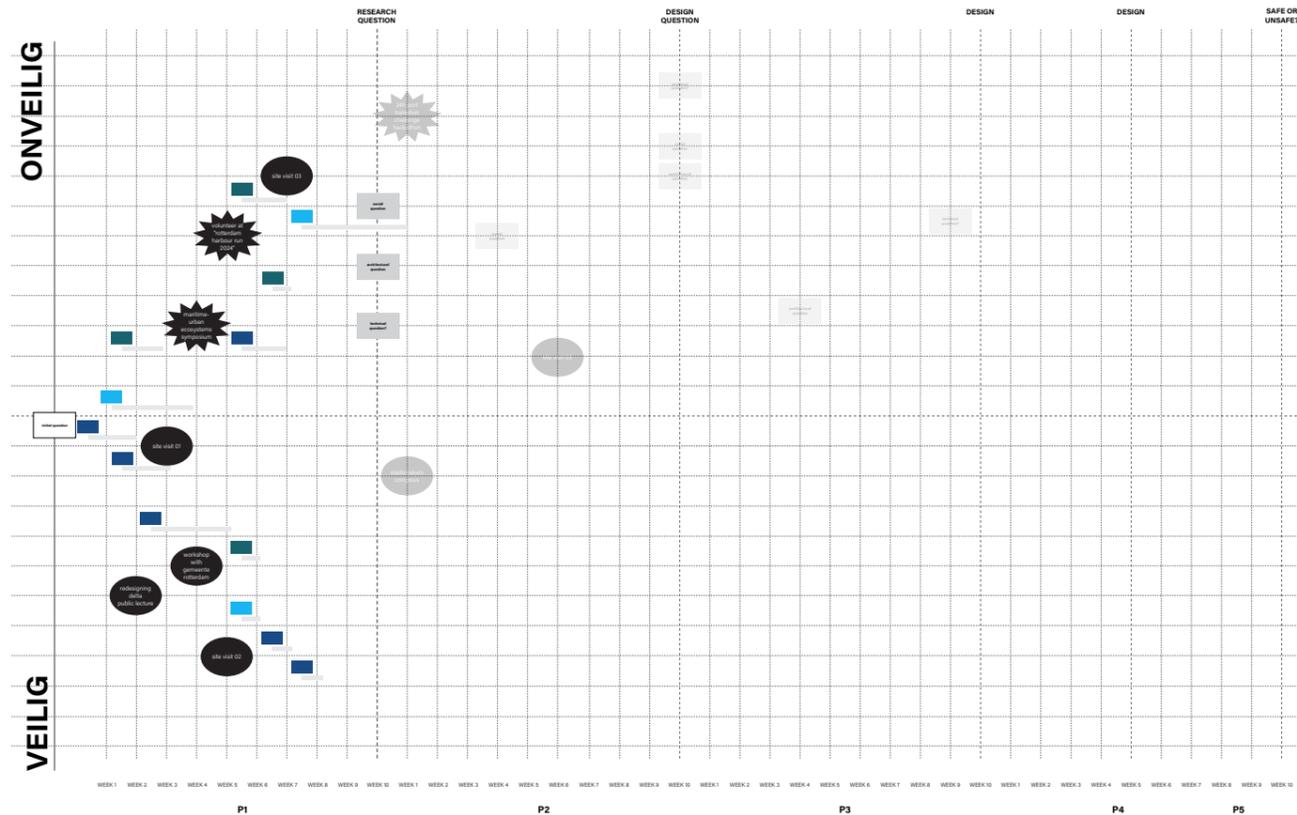overall natural surveillance?

research
through
literature

research
through
analysis

research
through
interaction

preliminary design goal

Research by Designing

The research outcome is anticipated to trigger the urgency of understanding and mapping external safety risks encompassing but not exclusive to the possible impact of the narcotic inflow, in port and port-nested-village. Waal-Eemhaven and Heijplaat require a more focused strategy because of two specificities - "working ports" with empty cargo lots, making it an easy target for illegal drug smuggling, and "port-nested-village" surrounded by ports, sharing the only access road.

With the research outcome, the project aims to establish a safety net to the external safety risks for the port ground and the village ground as a whole. This could be an open space and a public building that draws people in for their social needs, who unconsciously become "human resources" for natural surveillance. It would make the inward-looking village community that wins the sense of safety by turning back to the port to face towards the port.

Points of Interest

To achieve this, two architectural elements will be initially explored. As mentioned earlier, the port ground and the village ground speak different "languages" - a twofold approach of enhancing the contrasting languages and exercising the common language will be taken.

One, the interplay of scales. Three-dimensional structures act as the indicator of territory - the residents feel "out of place" when confronted with massive buildings and objects (e.g. containers and cranes) on the port ground. Could we play with the scale so that the port ground and the village ground are seamless?

Two, the common language of water and people. Though different in pattern and density, both grounds host movements of water and people. The chosen area is located outside the dike line (Illustration 9), so in this sense, water, as much as the other external safety risks, can be considered as a cross-border element. Turning the table around, could we have water on our side and use it as a spatial structure?

16

16 Translation of Observation to Design Ideas

Appendice

Appendix A

Rotterdam's Port Development in History (Port of Rotterdam 2017)

Appendix B

Ongoing Masterplanning Published by the Municipality: Maashaven into Nelson Mandelapark (Gemeente Rottedam 2024)

Ongoing Masterplanning Published by the Municipality: Rijnhaven into Land/Floating Park and Social/Private Housing (Gemeente Rotterdam 2024)

Appendix C

STAGE	SYMBOL ○ city ● port	PERIOD	CHARACTERISTICS
I Primitive port / city		Ancient / medieval to 19th century	Close spatial and functional association between city and port
II Expanding port / city		19th-early 20th century	Rapid commercial / industrial growth forces port to develop beyond city confines , with linear quays and break-bulk industries
III Modern industrial port / city		mid-20th century	Industrial growth (especially oil refining) and introduction of containers / ro-ro require separation / space.
IV Retreat from the waterfront		1960 s-1980 s	Changes in maritime technology induce growth of separate maritime industrial development areas
V Redevelopment of the waterfront		1970 s-1990 s	Large-scale modern port consumes large areas of land / water space, urban renewal of original core

Evolution of the Port-City Interface (Hoyle 1989)

Appendix D

Screenshot of the image search result of "Rotterdam port" on Google search engine

Appendix E

2014   2016   2018

2020   2022   2024

Wijkprofiel (neighborhood profile) 'Pacman' diagram for Heijplaat, measured bi-annually by the municipality (Gemeente Rotterdam 2024)

Appendix F

Container ship moored at the EuroMax shipping terminal in the Port of Rotterdam - Credit: Foto-VDW / DepositPhotos - License: DepositPhotos

CRIME   BUSINESS   DRUG TRAFFICKING   COCAINE   PORT OF ROTTERDAM   AIVD   » MORE TAGS
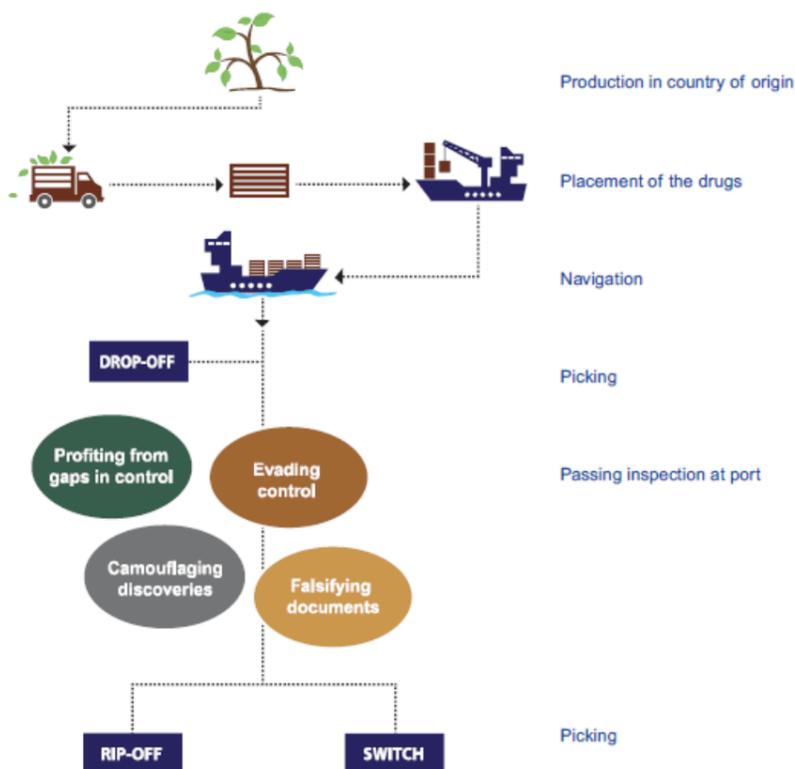
SHARE THIS:

WEDNESDAY, 22 MARCH 2023 - 09:45

Thousands of Rotterdam port workers to be screened for links to drug crime

Companies in the port of Rotterdam will team up with intelligence service AIVD to screen thousands of employees and drivers for criminal offenses linked to drug crime. It involves employees in positions interesting for drug traffickers, like planners at terminals and truck drivers, Trouw reports.

Some port companies already use a standard certificate of good conduct to screen employees. In the new screening, the screening authority, Justis, will look specifically for cases relevant to drugs and drug smuggling. Employees will have to reapply for this special certificate of good conduct periodically. This form of screening by the AIVD is also used for Schiphol employees.

Risks Posed to the Port Employees to Participate in the Drug Crime Chain (NL Times 2023)

Appendix G

Drug Smuggling Process from Country of Origin to Delivery (Staring 2023)

Appendix H

Reading Time: 2 min

Security desk

For a question, compliment or suggestion regarding safety and public order in the municipality of Rotterdam, please contact the safety desk.

At the safety desk, you can report, among other things:

- nuisance from an event
- nuisance from a catering establishment
- an inaudible siren
- safety at a soccer match
- nuisance from loitering youths
- signs of neighbourhood safety
- suspected subversive crime
- nuisance from demonstrations
- drug nuisance
- nuisance from crime

How can you report?

You can fill out and submit your report digitally. You cannot visit the Security desk.

Please fill in one question or remark per form. In order to give the best possible answer, we ask you to include the following information:

- full description of your report or complaint
- location and/or nuisance address
- correct contact details of yourself
- any names/contact details of persons you have already spoken to about the problem
- how long the problem has been going on.

You have made a report

Your report will be stored at the Rotterdam Safety Desk. You will receive an automatic confirmation of receipt. This confirmation of receipt contains a case number. You can use this case number to request information about your report. To do so, go to My Desk or call telephone number 14 010.

Reports you make via telephone number 14 010, or other channels are confirmed as quickly as possible.

The staff of the Rotterdam Safety Desk will ensure that your response goes to the right person and department. You will receive a telephone or written response within 28 days. If it is not possible to respond within 28 days, you will be notified in time. The Safety Counter then has 6 weeks to respond.

Privacy

Your information will only be used to properly handle your report.

Screenshots of "Veiligheidsloket (Security desk)" Page on Gemeente Rotterdam Website (Gemeente Rotterdam 2024)

Appendix I

A safe haven: who does what?

As the largest port in Europe, Rotterdam is one of the most important gateways for goods to Europe. As a result, the port is also a major attraction for organised drug crime. The seaport police, customs, the municipality of Rotterdam, the Port of Rotterdam Authority, the HARC team and companies active in the port form a united front against drug crime and develop joint initiatives for this purpose. Such as exchanging information (knowledge platforms), hanging cameras in the port (Virtual fence), securing terminal areas, educating and encouraging the integrity of employees (Programme Integrity of the Port) and making logistics chains digitally resilient (FERM and the Trust Chain).

POLICE
The Seaport Police are responsible for nautical surveillance, environmental enforcement, combating crime and border control. They provide support and investigate incidents.

CUSTOMS
Customs supervises the import and export and the transport of goods. To this end, this service carries out a large number of controlling, signalling and investigation tasks. Controls are carried out on the basis of risk profiles.

PORT AUTHORITY OF ROTTERDAM
The Port of Rotterdam Authority is developing a leading, safe, efficient and sustainable port and industrial area.
The Harbour Master Division is part of the Port Authority and is responsible for the safe and smooth handling of shipping, port security and nautical supervision.

HARC TEAM
The Hit And Run Cargo (HARC) team is a collaboration between customs, FIOD, seaport police and the Public Prosecution Service in Rotterdam. The HARC team is involved in the investigation and prosecution of major investigations into drug crime in and around the port of Rotterdam.

HAVENTERMINALS
The terminals provide for unloading, loading and storage of goods. Responsible for securing their premises. Have an important role in raising awareness and acting with integrity by employees.

BASIS
Enterprising and efficient organization.

MATERIAL THEME	KPI	GOAL 2023	REALIZATION 2023	REALIZATION 2022	REALIZATION 2021	CONTRIBUTION TO SDG
Undermining crime	Increasing awareness / Progress on 'Virtual Fence' project	Green	Orange	-	-	3 GOOD HEALTH AND WELLBEING / 8 DECENT WORK AND ECONOMIC GROWTH

THE IMPACT OF THE PORT OF ROTTERDAM	SELECTION OF RELEVANT CAPITALS	MAJOR RISKS
KT - Undermining, mixing of the underworld and upper world (often drug-related), is increasingly a problem for the port of Rotterdam. It disrupts logistical efficiency and causes a feeling of insecurity among residents and employees in the port. LT- Long-term problems surrounding undermining crime can lead to a decline in support for the port and damage our reputation. This translates into a worse business climate.	- Our people - Finances - Infrastructure	T10 - Terrorist attack in the port T13 - Undermining crime in the port

image credits

All the illustrations in this Research Plan are done by the author.

Images in the Appendices section are from the following sources:

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