

## **General Information**

In the past few months many people fleeing persecution have come to the Federal Republic of Germany. Like all other local authorities, the City of Ludwigshafen am Rhein must take in refugees and asylum seekers.

On the following pages those interested can get information on this topic. How many asylum seekers is Ludwigshafen taking in? Where will the people live in that case? These and other questions will be clarified here.

## **Asylum seekers**

Dealing with people who come to Ludwigshafen as asylum seekers and refugees is currently one of the largest challenges faced by the urban community. This is not just a matter of physically accommodating them but also concerns their integration into society.

## **Article 16 a German Constitution**

(1) Those who are politically persecuted are entitled to right of asylum.

In the past few months many people fleeing persecution have also come to the Federal Republic of Germany. Like all other local authorities the City of Ludwigshafen am Rhein must take in refugees and asylum seekers. Admission is based on an allocation scale established in the Rhineland-Palatinate. In 2014 around 440 people came to the city. By the end of 2015 the city expects to be allocated more than 1,000 asylum seekers by the state.

Housing facilities will be needed for these people. On the one hand, some townspeople make private accommodation available. However, the City Council will have to house the majority of the people. For this reason in many parts of the city new housing options are emerging for asylum seekers.

## **Dialogue, information and transparency**

Ludwigshafen City Council is holding widespread talks to ensure citizens are completely informed about where these new lodgings are emerging. There is a great spirit of cooperation in Ludwigshafen. The townspeople for instance accompany refugees when visiting the authorities or practice German with them. The churches and social groups in particular campaign strongly for them. In many parts of the city, municipal administrators have initiated round tables which organise help and support and create opportunities to meet.

Existing worries and fears that members of the public may have can also be addressed by high levels of information and transparency. There are contact people in the municipal administration who are available to deal with such concerns.

### **Asylum seekers in Ludwigshafen**

At the moment over 1,200 people are housed in municipal housing facilities and apartments rented by the City Council.

The number of people who are allocated to Ludwigshafen from the state's initial reception centre is steadily increasing. While in 2003 only 23 persons were allocated to the city, by 2013 that figure was already over 260 persons and in 2014 it had reached almost 440.

The majority come from Syria, Albania, Serbia, Macedonia but also from countries like Kosovo, Pakistan, Afghanistan as well as from other states.

### **Advisory services and assistance**

The special services for Migration and Integration from the social welfare organisations AWO, Caritas and Diakonie are responsible for a comprehensive advisory service and for arranging language courses, which take place primarily in the municipal adult education centres.

AWO Arbeiterwohlfahrt

Maxstraße 65

67059 Ludwigshafen

Telefon: 0621 51 80 15

Fax: 0621 5 29 21 56

Shpresa Cellmer

Telefon: 0621 5 29 20 47

E-Mail: cellmer@awo-lu.de

Maria Khanian Lish

Telefon: 0621 5 29 21 07

E-Mail: khanian@awo-lu.de

Ekaterine Degen

Telefon: 0621 51 17 06

E-Mail: degen@awo-lu.de

Seçkin Durusoy

Telefon: 0621 51 58 01

E-Mail: durusoy@awo-lu.de

Caritas Zentrum Ludwigshafen

Ludwigstraße 67-69  
67059 Ludwigshafen  
Telefon: 0621 59802-0  
Fax: 0621 5 98 02 22  
Stephanie Gutting  
Telefon: 0621 5 98 02 26  
E-Mail: [stephanie.gutting@caritas-speyer.de](mailto:stephanie.gutting@caritas-speyer.de)  
Margareta Topalovic  
Telefon: 0621 5 98 02 16  
E-Mail: [margareta.topalovic@caritas-speyer.de](mailto:margareta.topalovic@caritas-speyer.de)  
Jutta Hofmann  
Telefon: 0621 5 98 02 25  
E-Mail: [jutta.hofmann@caritas-speyer.de](mailto:jutta.hofmann@caritas-speyer.de)

Haus der Diakonie Ludwigshafen  
Falkenstraße 17-19  
67063 Ludwigshafen  
Telefon: 0621 5 20 44-0  
Fax: 0621 5 20 44 69  
Marit Unger-Fellmann  
Telefon: 0621 5 20 44 16  
E-Mail: [marit.unger-fellmann@diakonie-pfalz.de](mailto:marit.unger-fellmann@diakonie-pfalz.de)  
Claudia Hahn  
Telefon: 0621 5 20 44 61  
E-Mail: [claudia.hahn@diakonie-pfalz.de](mailto:claudia.hahn@diakonie-pfalz.de)

Café Asyl in Mundenheim  
Kirchplatz 3  
67065 Ludwigshafen  
Telefon: 0621 65 82 07 26  
E-Mail: [info@respekt-menschen.de](mailto:info@respekt-menschen.de)  
E-Mail: [uwe.lieser@evkirchepfalz.de](mailto:uwe.lieser@evkirchepfalz.de)  
opening hours: Tuesday 3.30 pm to 5.30 pm

Café Welcome in Oggersheim  
Im Adolph-Kolping-Haus  
Mannheimer Straße 19  
67071 Ludwigshafen  
Telefon: 0621 67 89 99 und 0621 67 58 65  
opening hours: Wednesday 4.30 pm to 6 pm

Café Willkommen in West  
im Bürgertreff West  
Valentin-Bauer-Straße 18  
67059 Ludwigshafen  
opening hours: every other Thursday from 4.30 pm to 6 pm

Café Freundschaft in der Pfingstweide  
Opening on 3 November 2015.  
Prot. Gemeindezentrum Pfingstweide  
Brüsseler Ring 59  
67069 Ludwigshafen  
Telefon: 0621 6 68 49 33  
opening hours: at the first Tuesday of each month from 4 pm to 6 pm

Projekt Inprocedere  
Haus der Diakonie  
Falkenstraße 19  
67063 Ludwigshafen  
Telefon: 0621 5 20 44-0  
Fax: 0621 5 20 44 69  
Andreas Vögele  
Telefon: 0621 5 20 44 64  
E-Mail: andreas.voegele@diakonie-pfalz.de  
Veronika Frietsch-Musulin  
Telefon: 0621 5 20 44 63  
E-Mail: veronika.frietsch-musulin@diakonie-pfalz.de

CJD Anerkennungsberatung  
Counselling for the recognition of foreign exams  
Ludwigstraße 44  
67059 Ludwigshafen  
Telefon: 0621 5 91 32 90  
E-Mail: cjd.ludwigshafen@cjd.de  
[www.cjd-ludwigshafen.de](http://www.cjd-ludwigshafen.de)

IHK Welcome Center  
Ludwigsplatz 2-4  
67059 Ludwigshafen  
Telefon: 0621 5 90 40  
E-Mail: [info@pfalz.ihk24.de](mailto:info@pfalz.ihk24.de)

Jeder Mensch hat Potenzial BA

Arbeitsagentur

Employment agency

Berlinerstraße 23 A

67059 Ludwigshafen

Telefon: 0800 4 55 55 00

telephone lines open: Monday to Friday 8 am to 6 pm

opening hours: Monday to Friday 8 am to 12 am

Tuesday 1.30 pm to 4 pm

Thursday 1.30 pm to 6 pm

Internationaler Frauentreff

International women's club

Westendstraße 7

67059 Ludwigshafen

Rosanna Cavallaro

Telefon: 0621 504-2576

E-Mail: [rosanna.cavallaro@ludwigshafen.de](mailto:rosanna.cavallaro@ludwigshafen.de)

opening hours: Monday to Friday 9 am to 12 am

Monday to Thursday 2 pm to 5 pm

Soziale Stadt

Soziale Stadt Oggersheim West

Comeniusstraße 10

67065 Ludwigshafen

Reimar Seid

Telefon: 0621 6 71 97 94

E-Mail: [reimar.seid@ludwigshafen.de](mailto:reimar.seid@ludwigshafen.de)

Soziale Stadt Bürgertreff West

Valentin-Bauer-Straße 18

67059 Ludwigshafen

Martin Armingeon

Telefon: 0621 5 29 92 96

E-Mail: [martin.armingeon@ludwigshafen.de](mailto:martin.armingeon@ludwigshafen.de)

Kinderbetreuung im Heinrich Pesch Haus

Child care at Henrich Pesch Haus

Frankenthalerstraße 229

67059 Ludwigshafen

Telefon: 0621 5 99 92 21

E-Mail: [schmitz-huebsch@hph.kirche.org](mailto:schmitz-huebsch@hph.kirche.org)

opening hours: Tuesday 9 am to 11 am

Thursday 4 pm to 6 pm

### **Language courses**

Asylum seekers who are interested in attending language courses have the opportunity to do so. Grading tests are carried out in advance to determine the level of proficiency in the language.

Volkshochschule

Adult education centre

Bürgerhof

67059 Ludwigshafen

Telefon: 0621 504-2632

[www.vhs-lu.de](http://www.vhs-lu.de)

Counselling takes place in room 7:

Monday: 9 am to 12.45 am (in German, Hungarian, Romanian, English, French) and 2 pm to 4.15 pm (in German, Arabic, Greek, French, English)

Tuesday: 9 am to 12.45 am (in German, Farsi, Greek, French, English) and 2 pm to 4.15 pm (in German, Farsi, Arabic, English)

Thursday: 9 am to 12.45 am (in German, Farsi, Lithuanian, Russian, English) and 2 pm to 5 pm (in English, Turkish, Russian, Lithuanian)

Caritas language courses

Ludwigstraße 67-69

67059 Ludwigshafen

Stephanie Gutting

Telefon: 0621 5 98 02 26

[www.caritas-zentrum-ludwigshafen.de](http://www.caritas-zentrum-ludwigshafen.de)

### **Health**

Of course asylum seekers may obtain medical assistance when they are ill. The City Council assumes the costs of this. In addition, there is a voluntary initiative in Ludwigshafen to help people in need quickly and unbureaucratically. A centre for the treatment of psychological trauma is located in the city.

"Street docs"

consultation-hours every Wednesday:

dental examination, Dessauerstraße 43, 1 pm to 3 pm

medical examination, Dessauerstraße 43, 1 pm to 2.15 pm

medical examination, Bayreutherstraße 89, 2.30 pm to 3.15 pm

medical examination, Kropsburgstraße 13, 3.30 pm to 4.15 pm

Psychosoziales Zentrum Pfalz

Centre for the treatment of psychological trauma

Wredestraße 17

67059 Ludwigshafen am Rhein

0621 49 07 77 10

E-Mail: psz-pfalz@diakonie-pfalz.de

### **Information for asylum seekers**

Whoever comes to Ludwigshafen as a refugee or asylum applicant usually has a long and difficult journey behind them.

Following their time in the initial state reception centre, the asylum seekers allocated to Ludwigshafen are brought here by bus. To start with here they receive a small parcel containing necessary items like a towels and food stamps. They receive a document from the aliens' registration office with which they can "identify" themselves and which states which accommodation they have been assigned.

### **Locations of the accommodation**

Due to the increasing numbers of asylum seekers to be accommodated Ludwigshafen City Council must create more housing facilities.

A few years ago, there were essentially two locations where housing was available and these were larger accommodation facilities in Rhinegönheim (Rampenweg) and a further one in Oppau (on Edigheimer Straße). Since the end of 2013 asylum seekers have also been accommodated in municipal housing in the homeless referral centres.

Accommodating asylum seekers poses an increasing challenge for the city of Ludwigshafen. In April 2004 the City Council resolved to construct accommodation using a modular design in Oggersheim (Mannheimer Straße). A year later it voted for the construction of ten two-storey accommodation facilities each catering for 50 persons which were to be ready for occupancy during 2016. The entire city was searched for suitable council-owned sites for these buildings. They will be located in Mundenheim, West, Oggersheim and Edigheim.

A further possibility became available to the City on Mundenheimer Wattstraße. There - subject to the appropriate resolution by the City Council - a Pfalzwerke site could be purchased. Three buildings are to be converted to living accommodation and two additional buildings newly

constructed. One of the buildings, a former warehouse, has already been converted and is conceived as an emergency shelter which will be occupied when all proper accommodation is already completely full. At the end of July 2015, the first people moved into this emergency shelter.

Moreover, an additional emergency shelter is planned as an interim solution in the Messplatz in Mitte. This should be able to accommodate about 200 people.



### **No chance for boredom**

Go for walks, observe animals and plants, relax and unwind, run, cycle, or with over a thousand clubs in the city, why not take advantage of one of their offers? There are many ways to enjoy your free time in Ludwigshafen. From the carnival parade to the park festival and the city festival, up to the Christmas market and the many free major events in public spaces throughout the whole year - all these mark distinctive highlights in the social life of the city.

Popular destinations for day trippers are the Grüne Süden, the nature reserve of Maudacher Bruch with over 30 kilometres of extensive signposted walking trails, the Ebert Park and the Municipal Park from which a boardwalk directly along the Rhine goes as far as the inner city. There, numerous restaurants, bistros and ice cream parlours invite you to make a stop, there are cultural facilities to visit and the Rhine-Galerie and the other retail shops will encourage you to go on a shopping spree.

For swimming there's the outdoor pool at Willersinweiher, in the Begüntenweiher or at the Große Bliès. Children have great fun here at the pools. There are also over 200 playgrounds and football pitches all over the city for them to play in. All of these destinations can be reached easily and safely via an extensive network of cycle paths totalling around 150 km in length. The signposted route of the Rhine cycle path runs from south to north along the Rhine. The green route goes from Rhinegönheim through the Maudacher Bruch over the Oggersheimer ponds as far as the green north side. And for those who would like to explore more local areas, the Palatinate Forest (Pfälzer Wald) and the Odenwald can be reached by train or car in no time. Alternatively you can visit the Imperial Cathedrals in Worms, Speyer and Mainz.

From the Frankenthaler Canal in the north, via the Willersinngbiet, the Ebert Park and the Municipal Park, the Maudacher Bruch as far as the wildlife park Rhinegönheim and the riverside forest the

Rehbachtal in the south of the city - there are over 1,000 hectares of green areas and parks, some with trees which are much older than 100 years. These partially protected areas are home to many animals and rare plants. In addition there are numerous smaller neighbourhood parks and allotments, the main cemetery is over 150 years old and there are eight district cemeteries - all of them are oases of calm.

### **International festivals, theatres and museums**

Culture in Ludwigshafen wants to reach out and have something for everyone - and word soon gets around. People from the city, the region and the wider surrounding areas are all welcome guests in Ludwigshafen.

Many private initiatives, the city's cultural institutions, the Deutsche Staatsphilharmonie Rheinland-Pfalz and BASF put on an outstanding range of offerings for all age groups. Ludwigshafen's new cultural self-awareness is reflected in the fact that the city was the first in the metropolitan region to support Mannheim's application for the title European Capital of Culture.

The Wilhelm-Hack Museum and the theatre in Pfalzbau which shows Ludwigshafen's pageants count among the top destinations. The Ernst-Bloch-Zentrum connects the legacy of the world famous philosopher Ernst Bloch to future and current issues. Highlights in the events calendar include the Ludwigshafen Summer of Culture and the International Street Festival. The Festival of German Film on the Parkinsel attracts more than 10,000 visitors annually. In addition, the City Library is especially important - with around 400,000 visitors per year it is the city's most frequently used cultural facility.

The city awards two prestigious cultural prizes - the Ernst Bloch Prize and the William Dieterle Film Prize.

### **Sport**

Whether you like to engage in sports alone, in a fitness centre or in a sports club, Ludwigshafen has something for you. Ludwigshafen especially supports those who practice recreational sports or high-performance sports in a club.

About 50,000 inhabitants of Ludwigshafen are members of one of the city's 150 sports clubs. They train partly in their own, and partly in sports grounds owned by the City Council.

Ludwigshafen alone has more than 60 sports centres and gymnasiums. Clubs have taken over the sponsorship of the district sports facilities.

### **Life by the Rhine**

Ludwigshafen am Rhein has a lot to offer: The young city is one of three major cities in the metropolitan area of Rhine-Neckar and the economic powerhouse in Rhineland-Palatinate.

Ludwigshafen is a city with a high recreational value: Numerous green areas traverse the urban region. The Municipal Park and the city centre with its shops, cafés and restaurants are located directly on the Rhine and invite you to go for a stroll.

Ludwigshafen's strength lies in its combination of modern urbanity and long-established structures.

Attractive residential areas provide scope for different requirements and ideas about living. In Ludwigshafen you can live close to the centre directly on the Rhine, in city districts that are structured more like villages, in family friendly new housing developments or in older apartments refurbished to improve their energy efficiency.

The diverse cultural scene with the theatre in Pfalzbau, the Wilhelm-Hack-Museum or the Festival of German Film as well as the committed and active sports clubs make Ludwigshafen a liveable city. Both top class and recreational athletes line up in and for Ludwigshafen.

Ludwigshafen is an international city. International companies - above all in the chemical industry - have their headquarters here. The city is an economic powerhouse and a significant place of employment for the whole region. It is home to people from over 140 nations.

### **History of the city**

The area of the Ludwigshafen of today was formed by the Rhine. Its countless meanders created a wide meadow which was fertile but was frequently flooded, boggy and remained unsuitable for settling until well into the modern era.



A few insular elevations in the meadow and the fluvial terrace at its edge were home to smaller groups of people in early historical times. After millennia of long and obviously continuous development, the Anterior Palatinate was depopulated and laid waste (from about 50 B.C.) apparently in connection with the Roman wars of conquest in Gaul - a fate that the strategically

important area opposite the mouth of the Neckar was to suffer repeatedly throughout history. The Romans founded a fort near Rhinegönheim to control the borders, the Roman road from Mainz to Strasbourg traverses today's urban district.



The turmoil of mass migrations lead to renewed devastation and transfer of populations. The earliest mentions of the current districts, which are probably originally Frankish settlements of the 6th century are to be found in various monastic registers of estate, the majority in the famous Lorsch Codex, in documents of the years between 760 and 830: "Otdinheim" (Edigheim), "Frisenheim" (Friesenheim), Hemingesheim" (Hemshof), "Agridesheim" (Oggersheim), "Ophowa" (Oppau), "Mudahen" (Maudach), "Mundinheim" (Mundenheim), "Geginheim" (Rhinegönheim), "Ruochoheim" (Ruchheim).

Oggersheim, for a long time the domain of the Count of Leiningen, was first mentioned as a city in 1317 and after its transition to the Electoral Palatinate received many privileges from the Electors Palatine. Its development, like the fate of the entire current metropolitan region was decisively influenced by the construction of strongholds at Frankenthal and Mannheim. During the Thirty Years War (1618-1648) the military installations drew troops in to the country. The surrounding villages were almost completely depopulated and laid waste. In the middle of the war the House of Hirschhorner died out, Mundenheim and Maudach fell to the bishop of Speyer, who replaced Lutheranism in these villages with Catholicism again. A short phase of recovery followed a further period of destruction in the Palatinate War of Succession (1688 to 1697).

At the beginning of the 18th century the "Ludwigshafener Süden" also became the property of the Electors Palatine and with the remaining future urban district formed the "Oberschultheißerei Oggersheim". Only Ruchheim was a small aristocracy owing fealty directly to the Emperor and not part of the Electoral Palatinate. The relocation of the court of the Electoral Palatinate to Mannheim in 1720 made the future urban area the hinterland of a brilliant residence, particularly under the reign of the Elector Palatine Carl Theodor (1742-77/99). A large castle was built for the Electress in Oggenheim, to which a church of pilgrimage was annexed, as in general the now catholic electoral house promoted the settlement of Catholics. Also many members of the nobility built country residences and model estates for themselves in the region of the "Oberschultheißerei". Admittedly,

the steep increase in the population during the 18th century led to the growth of a class without possessions, for whom agriculture and the "petrified" seigniorial property relationships did not offer any future. Their dissatisfaction broke out in unrest in the years before the French Revolution

### **Founding of the city - an interplay of politics, technology, trade and industry**



Subsequent decades created the prerequisites for the development of the city of Ludwigshafen, which from a political, technical and industrial point of view is in fact totally the result of the modern era.

The left bank of the Rhine was separated from the right by the breakup of the Electoral Palatinate, the Rhine became the western border, first of France and then after 1816 of the Bavarian Palatinate. Today it separates the Rhineland Palatinate from Baden-Württemberg. Without this elementary political fact Mannheim would never have been cut off from its outlying estate the "Rheinschanze" (the "Rhine redoubt") left of the Rhine, from which Ludwigshafen developed and the Bavarian state would not have developed the ambition to found a fortress to defend Mannheim ("Trutz-Mannheim"). It is highly likely that no independent municipality would have emerged.

It would also have been impossible of course without the technical master stroke of Johann Gottfried Tulla who had begun correcting the course of the Rhine in 1817. By accelerating the current velocity of the Rhine the ground-water table sank considerably and only thus was it even possible to build a city on the former swampy, pestilential lowlands area, cut through by the many meanderings of the river. The old villages and towns where today's Ludwigshafen stands, mostly go back to the Frankish land seizure, all originated on the tread of the Rhine and on more or less safe elevations in the wetland. True, additional efforts were necessary in order to situate the new settlements directly on the Rhine. The entire city centre is on a kind of plateau of raised streets where the inner courtyards are often still on the old Rhine valley level, which is why countless houses in the city have one storey more "towards the back." The Ludwigstraße, one of the city's main streets, used to be a Rhine dam. As admirable as this whole development may well have been for the 19th century, it has brought a string of problems with it for the 20th. The drop in the water-table led to the drying up of wetlands that should have been preserved, and with the perceptible change of climate in recent decades the

industrial areas of Mannheim-Ludwigshafen, situated in the deepest part of the Rhine valley, have become one of the areas most at risk of flooding in the whole of southern Germany.

If politics and technology created the prerequisites for the creation of a new city, trade and industry were the causes of its foundation. Ludwigshafen is not an old city that became large due to industry, on the contrary, previously there wasn't any city there at all, and without trade and industry it wouldn't have emerged either. In 1820 the "Rheinschanze", which during French rule had come into the possession of various private individuals, passed over to the Speyer trading house Scharpff (later Scharpff-Lichtenberger) who for the next 23 years had an exclusive right to load goods on the bank, primarily the local produce of the Palatinate, namely tobacco and wine. The landing stage was of interest for the trading house in so far as the subsequent bend in the river towards Speyer had such a strong gradient that it was passable only with difficulty for the massive Rhine ships. For this reason, the great navigation of the Rhine remained limited to the stretch from the mouth up as far as Mannheim-Ludwigshafen until the First World War. This constituted a locational advantage for the Rheinschanze that should not be underestimated. The goods transshipment centre was increasingly developed and the Bavarian state also gained a certain interest. A customs office was erected in 1833 which declared it a free port. By that time, a further favourable change had already taken place. In 1824 the dam near the Rheinschanze was broken during one of the repeated floodings of the Rhine and a pothole resulted - according to legend with the active assistance of the people from Mannheim, who in this way hoped to avert damage from their side of the Rhine. This pothole was developed into the only port along the Rhine border of the Bavarian Palatinate that was safe in winter. Subsequently it succeeded in drawing a large portion of the conveyancing business that had previously been transacted away over the state border on the Baden side of Mannheim. A further locational advantage ensued when in the 1840's a railway line running through the Palatinate was planned. Its destination point was not Speyer, the seat of government, but Rheinschanze, the new commercial centre, which with the new means of transport, became connected to the coal mines of the Saarland and further on to Paris and as far as the Atlantic.

### **Rising up at American speed**



In 1843 the distribution of the inheritance of the House of Lichtenberger made it possible for the

Bavarian state to seize the initiative. For some time the fact that one firm held the Rheinschanze had been a thorn in its side. It acquired the whole place and sold it on again immediately in smaller lots to various large commercial firms - with the exception of the port which remained state-owned. In that same year, King Ludwig I allowed the settlement call itself "Ludwigshafen" in his honour. A new community, indeed, a new city should arise, and the King did everything in his power to ensure that his aesthetic demands would be satisfied. For this reason he reserved the right to personally examine every single construction plan. This happened as well for a few years, then Ludwig allowed sample plans to be developed in a mostly late classical style, out of which developers could choose what was of interest to them. The city's later architectural development was admittedly no longer determined by such considerations - with deplorable consequences.

In the revolutionary year 1849 the Prussian occupied Ludwigshafen was set alight by the republican city of Mannheim, this was certainly done not only on "ideological" grounds but also with the aim of dealing the commercial rival a devastating blow. However, should certain intentions have existed, they thoroughly missed their mark, as the Bavarian state paid extraordinarily high sums in compensation for the destruction. This meant that the place could be rebuilt again within two years - and rebuilt even bigger than before. However, the settlement at the time should still be regarded as being exceptionally primitive. Strangers described it as a "magnificent wasteland", "so young that it still doesn't have a cemetery" and with "half a dozen palatial buildings, which seem to lack nothing but inhabitants", as a "city, which charges a plaster tax although it doesn't have any road paving yet and whose market place was so furrowed with water holes a few years ago that it was said proverbially that a horse could drown there." Not until December 1852, nine years after its naming, did Ludwigshafen become an independent municipality. Even from the beginning, the council of this small new community called itself a "City Council". This was quite in character for the settlement which in no way displayed any small town characteristics, but which sprang up with "palatial buildings" on the proverbial green meadows in the middle of the country. Ludwigshafen's rapid growth made it possible in 1859 to apply successfully to the King to bestow a municipal charter. Three years previously the young settlement which was still lacking so much, had received gas lighting for the first time - a clear sign of its modernity! Due to the favourable transport and communications situation the first newspaper was established in Ludwigshafen even before the foundation of the municipality and in the following years the city developed as the press centre of the Palatinate. During the Weimar period no less than four large daily newspapers appeared and besides liberal ones there were also catholic, social democratic and communist papers. Ludwigshafen had started out as a trading centre and in the first 20 years of its existence the city's principal character also remained that of a trading centre. However, even before the foundation of the municipality, the first industrial enterprise moved there in 1851 with the arrival of the chemical plant Giulni. In 1865 BASF began production in Ludwigshafen. It quickly developed into one of the largest industrial operations of the city and subsequently into a major global enterprise that achieved enormous success with aniline dyes, and the synthesis of indigo and nitrogen. By 1892 there were already 16 chemical and 14 metal working companies in Ludwigshafen, although as a rule the former were considerably larger and more productive. Ludwigshafen had become the "chemistry city".

Along with its favourable location, this was above all the result of the efforts of the city fathers like the Bavarian government to make the new city a success by drawing business - and with that people and tax income - to the place. And naturally, such branches of industry which for various reasons people in other places didn't want - like for instance the chemical industry - let themselves be relatively easily moved there. Workers for the new businesses were fairly easy to find in the surrounding areas. The Palatinate was subject to gavelkind, it was densely populated, it was rural in character and there were hardly any other industrial centres. In addition the years between 1840 and 1850 were plagued by bad harvests so that the pressure of finding alternative occupations weighed all the heavier on farmers and day labourers. All this contributed to Ludwigshafen becoming a success.

This was clearly shown in the figures: Between 1870 and 1900 the number of inhabitants of the city doubled in each decade. In 1914 it was 94,000, six years later, decelerated by the First World War, it reached the 100,000 limit - a development which was regarded not completely unjustly by contemporaries as "American". In fact, it was the only successful founding of a city in Southern Germany, and with Wilhelmshaven the only successful city founding of those decades in the German Empire. By 1892/1899 the two parent communities of the city, the villages of Friesenheim and Mundenheim, were already incorporated, and in 1938 with the inclusion of other outlying districts, greater Ludwigshafen with 144,000 inhabitants came into being. In 1850 there were six "factories", in 1914 there were 117, employing 21,000 workers (around 8,000 of these were with BASF).

Municipal revenues developed accordingly: In 1852 Ludwigshafen's ordinary income amounted to 1,474 Marks, in 1900 it was 1.4 million, in 1913 it was 4.1 million and in 1950 it reached 22.7 million Marks. Today Ludwigshafen is one of Germany's cities with the highest added value, i.e. with the highest economic clout. However, income tax yields and the buying power per inhabitant are still only average. This discrepancy reveals something of the basic defects which were inherent in the development of the city and which still exist, despite all its successes.

### **Environment and living**



It is true that the first enterprises that moved to Ludwigshafen, maintained a certain distance from residential areas for health reasons. However, as initially nobody had reckoned with the city's rapid expansion these "distances" soon proved to be completely inadequate. Within a few years all the large enterprises were surrounded and framed by new districts. A terrible mélange of industry and residential areas arose and due to the large scale expansion of the port facilities, the city has been practically cut off from the Rhine since the end of the 19th century.

As a consequence from the beginning there were serious environmental problems. For example, when there were plans to erect a hospital in the city centre around 1860, the responsible authorities were reluctant to allow it as the chosen location was too badly affected by the emissions of the neighbouring chemical factories - a clear judgement on the air quality in Ludwigshafen in that era. BASF too were fully aware that the workers' housing that was built near the factory after 1870 did not have the best environmental conditions and therefore began constructing new living quarters in the rural area of Limburgerhof after the turn of the century on the tram line south of the city. "The entire city was noise and smoke, dirt and stink", wrote one contemporary. As late as the 1950's, in the districts near the BASF sulphuric acid plant women's nylon tights used to fall down their legs when the factory "let off steam". The "environmental awareness" levels of the time are revealed in the fact that the company set up a kind of "nylon tights exchange centre" to redress the damages. The landscape around Ludwigshafen was unimaginably ugly for a long time. The philosopher Ernst Bloch who was born and raised in the city described it thus: "And around Ludwigshafen the misty plains with marshy hollows and ponds, a kind of prairie that doesn't know any little farmsteads and idylls, to which factory walls and smokestacks are considerably suited. The telephone pole sings to it." As unjust as this evaluation might be with reference to the then still fairly rural small towns and villages around Ludwigshafen, it was certainly accurate with regard to the "atmosphere" of the inner city.



By the end of the 19th century, attempts were already being made to remedy the situation by making the place greener with trees and small parks and after 1900 attractive green zones were created with the Municipal Park and in 1925 with the Ebert Park. In 1892 the firm Giulini relocated its production site outside the city centre out to the southern border of Mundenheim, and the abandonment in the 1960's of the old railway terminus whose tracks had separated the north of the city centre from the south sparked off another surge in relocations. New parks and residential quarters were erected on the former factory sites. In the late 60's and 70's the City Council, BASF and other companies embarked on a large scale improvement of the quality of the environment. A purification plant was constructed and run jointly by the City Council and BASF, air pollution was decisively curbed, the still existing wetlands like for instance the Maudacher Bruch on the edge of the city were put under conservation and noise control measures were expedited. Today, the overused description of Ludwigshafen as "an industrial city in a green area" is completely apt and describes a much improved environmental setup achieved through collaborative efforts.

Alongside the issue of the quality of the environment, the housing situation was also a major problem in the city's development. The influx of people for the new industries had been tremendous and in the years of the city's most rapid growth, the majority of workers wanted to live near where they worked, and preferably be able to walk there. In 1875, the Ludwigshafen newspaper "Pfälzischer Kurier" described the situation in the northern working class part of the city, Hemshof, as

follows: "The lustrous gold tone of a ball gown like the simple blue of the smock, the bright magical colour of summer clothes and all the glory of colour enchanting the senses which the refinement of fashion demands and discovers, they shine out like a miracle out of the coal fumes of the Hemshofer factories. This is an industrial city par excellence, a piece of America, the colourful city, the chromopolis of Germany. Only a few decades ago there were three isolated farms here, today an entire city with around 12,000 inhabitants spreads out. Every year around 200 new housing developments are erected here". The quality of these new developments left a lot to be desired. Until the introduction of the Bavarian building laws in the Palatinate in 1901, the very liberal - to put it positively - laws of the Code Napoléon were valid. These offered the authorities only a very limited ability to prevent building excesses which they moreover only very reluctantly availed of. Then between 1868 and 1892 building contractors acted as mayors, and their interest in limiting their professional activities was naturally not highly developed.



It is true that the city centre had Ludwig I's desired checkerboard design for the streets based on Munich's example and that for the surrounding areas there was initially a strict ban on construction. However in view of the rapid growth of the city the end of these restrictions was in sight and so a consortium of speculators from Mannheim bought real estate within the BASF factory's "atmosphere". As the construction ban in that area was duly lifted in 1873 a building boom began immediately: tenements and urban canyons (i.e. streets surrounded by high buildings) resulted. "Home comforts" accordingly were few, four families for every two rooms on a floor with one toilet on the landing were not uncommon. In 1937 Ludwigshafen was the most densely populated city in Germany with 50 inhabitants per hectare (Berlin had 48). Hemshof, in the northern part of the city, with its particularly poor building structure, which had largely escaped damage during the Second World War, became one of the largest urban renewal areas of the Federal Republic since the '60's. The appearance of the place began to change in the outlying districts as well. Alongside the farmsteads and the remains of 18th century aristocratic culture in the shape of country houses or the church of pilgrimage in Oggersheim small labourers' cottages appeared. By the end of the 19th century the majority of the population in most of the communities were working in industry and no longer in agriculture. Workers with small farms, commuters to Ludwigshafen set the scene, whereas in Oppau which bordered the city to the north, BASF constructed a nitrogen plant in 1910. This raised the village to the level of a city and brought wealth to the place but then was almost

completely destroyed in the catastrophic explosion of 1921. However, its reconstruction created modern and attractive housing that had scarcely existed there previously.

In the city itself, the construction of housing for BASF employees introduced in 1872 helped to alleviate the accommodation plight. Here for the first time social aspects were also taken into consideration in the provision of facilities and the overall residential environment. The City Council meanwhile took a back seat in this sphere although it should not be forgotten that it was acting in a way that was typical of the times and that it bore an enormous burden in providing water, gas, schools, roads, tramlines and everything else that the rapidly expanding population needed by way of public infrastructure. Not until 1913, when a building co-operative began constructing houses in a small part of what is today's Gartenstadt, did the municipal authorities proceed to take support measures by letting the co-operative have real estate on favourable terms and on long-term leases. The collapse of residential construction during the First World War, the housing crisis at the end of the war, and the severe curtailing of private building activity due to rent controls along with the increased awareness of a community's social obligations – all these factors combined and led to a stronger municipal involvement which now together with BASF became active in non-profit house building. The new generously sized housing facilities of the 1920's which resulted had large green inner yards and offered the inhabitants quite a high degree of comfortable living. Again after the Second World War which left Ludwigshafen's inner city area destroyed by up to 80 per cent (admittedly the total level of destruction was markedly less), the municipal housing association and that of BASF vigorously took over the reconstruction. At the end of the 1960's the two entities cooperated in the construction of the new district Pfingstweide, which with its 25,000 housing units, represented a rather more off-putting example of the urban planning ideas of that decade. Today, about a third of the city's rental housing portfolio belongs to both housing associations.

### **Social hierarchy and commuters**



Alongside traders, engineers, chemists and artisans, the young Ludwigshafen also drew many poor people who found work in the factories as unskilled labourers. The resulting social structures are reflected in a tripartite division of the cityscape. The southern part of Ludwigshafen which was generously developed after the turn of century was an area for the "higher classes"; business people,

retailers and skilled workers lived in the city centre; whereas in Hemshof, in the north of the city, unskilled workers and their families made up 50 per cent of the population. On the other hand, the BASF company housing, or "colony" as it was known, had its own hierarchy: there was practically no middle class to counter a considerable elite (the scientific personnel), but there was however a large number of skilled and unskilled labour. Here, where the classes collided with each other, the living areas of the higher levels were separated from those of the "others" by a head-high wall containing just a few openings. Indeed, the very rich, with few exceptions, didn't live in the city at all. One of the BASF founders, Friedrich Engelhorn, lived in a large villa in Mannheim and was brought "over the bridge by coach" every day. This gap between those who earn a considerable fortune in Ludwigshafen but don't live there and those who work in less elevated positions and do live there, has increased in the present day. Since the 1960's, "one" - with the precondition that one belongs to the upper personnel levels - didn't live in Ludwigshafen or Mannheim at all any more but in one of the peripheral communities in the Rhine Valley, on the mountain or wine routes - or at any rate out in the country. That is also certainly the decisive explanation for the disparity between Ludwigshafen's economic power on the one hand and its personal income tax capacity on the other.

The many inbound commuters avail of the municipal infrastructure, the schools, medical and cultural facilities - without contributing to their upkeep. On the other hand, measured against the size of the city, the size of the middle-classes that are interested in the common good, is too small.

This development could naturally only have come to pass to such an extent due to the mass motorisation of the years after 1955/60. The provision of space for traffic and parking became *the* problem of urban development since the Second World War. One must bear in mind that in 1922, Ludwigshafen, with a population of over 100,000 had only 105 cars. In 1938 the number stood at 3,100, in 1959 it was 12,800 and by 1970 it had risen to 42,000. By the middle of the 1990's this figure had doubled again. In order to take control of this unstoppable "avalanche" advancing on the city, the construction of flyovers began in the '50's which shifted the transit traffic away from the city's streets. The price however is the unattractive constriction of the entire city centre caused by these structures.

By Dr. Stefan Mörz, Head of Ludwigshafen City Archives