

WORLD CANALS
CONFERENCE
2022
LEIPZIG



Stadt Leipzig

The connection to the seas – only a dream?

World Canals Conference 2022 in Leipzig

Date: 02.06.2022

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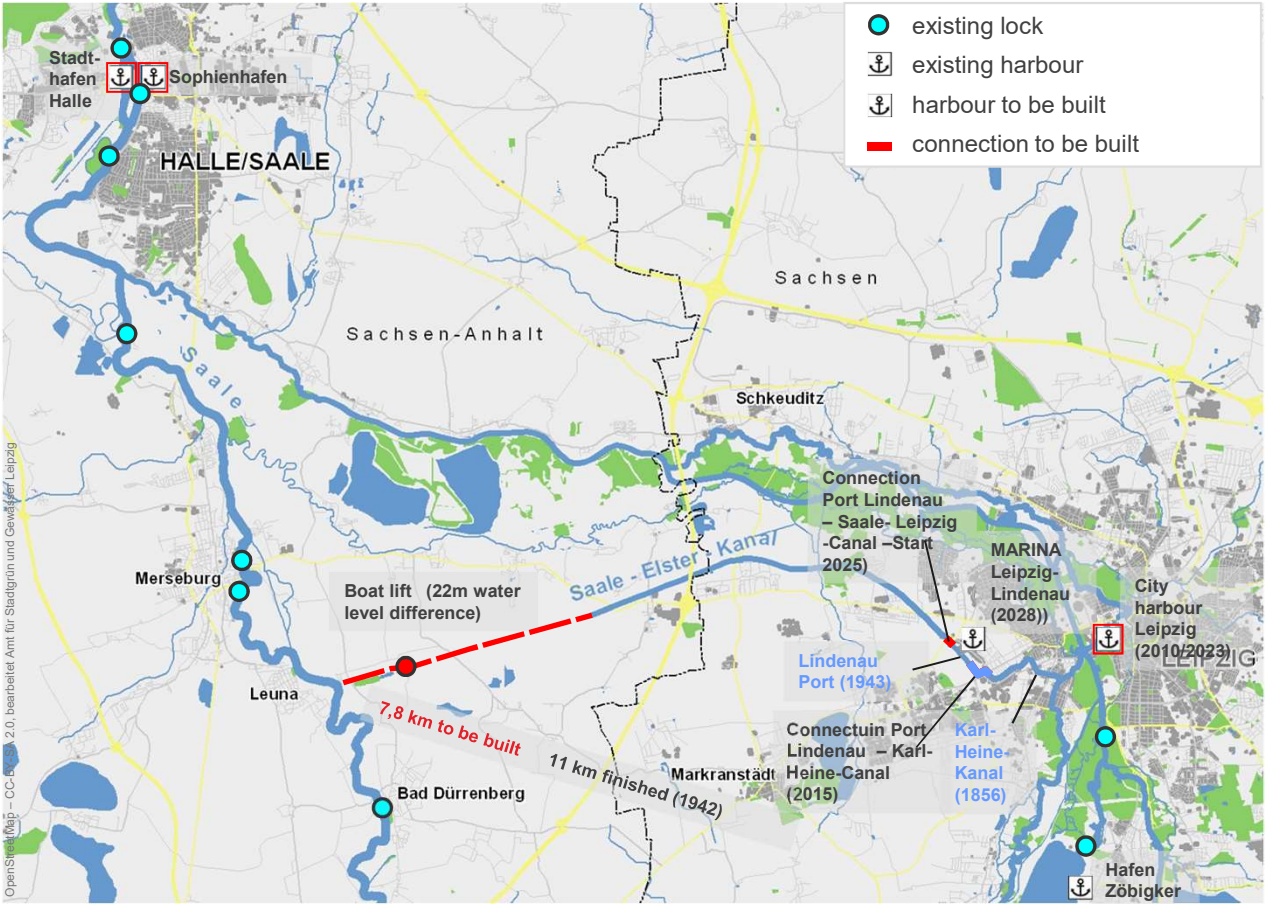
Points of Presentation

- I. History
- II. Facts
- III. Next steps



WATER NETWORK: Leipzig and it's surrounding – 21th century

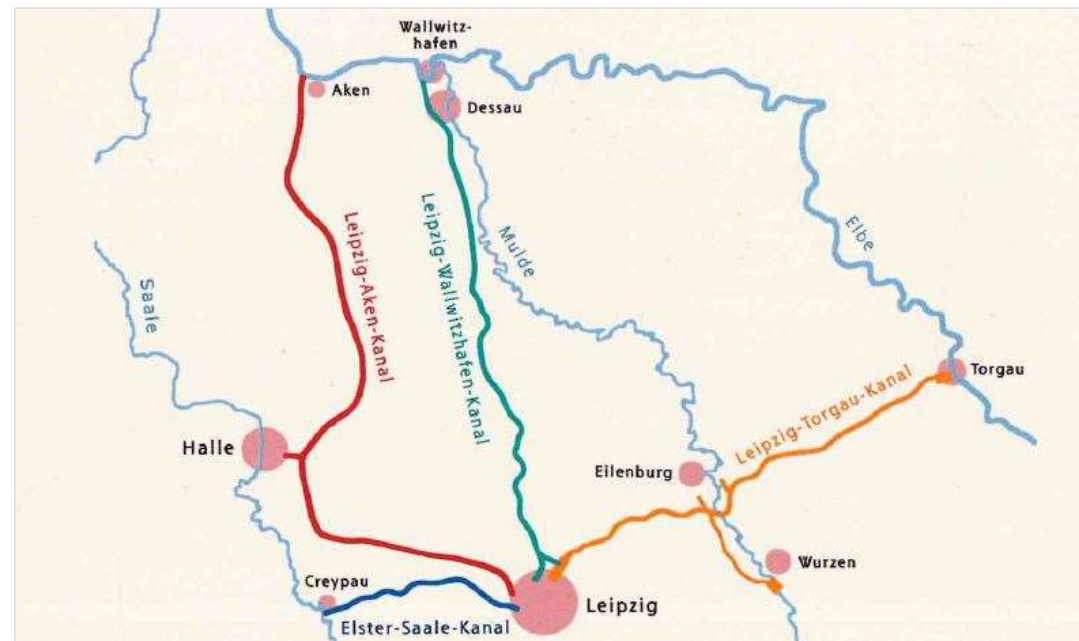
Parts of the course 2/infrastructure



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I. History – First steps

- 1165 Leipzig obtained town charter – first mention of the connection to the oceans
- 1165 – 1856 investigation of variants for the connection



Visions of Leipzig/12th to 20th century – connecting the city of Leipzig to the network of inland waterways

I. History - Construction of the Karl-Heine Canal

- 2,6 km out of a total of 24,8 km finished in 1893



Nonnen-Bridge at the end of the 19th century



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Karl-Heine Canal 1870



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Karl-Heine Canal 1870



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I. History – after reunification 1990

- 1993 - 1997: construction of the bike lane along the canal
- 1993 - today: rehabilitation/development of the canal and shore structures



Aerial View of the future water connections



I. Historie - Construction of the Saale –Leipzig -Canal 1933 - 1942



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I. Historical Images: Saale-Elster Canal



©Stadtgeschichtliches Museum Leipzig,
Bienitz, Elster-Saale-Kanal,
Fotografie von Johannes Widmann, 1948



©Stadtgeschichtliches Museum Leipzig,
Bienitz, Sicherheitstor Ost,
Fotografie von Johannes Widmann, 1948

Westgate 1938, today demolished



Elster-Saale-Kanal, Westliches Sperrtor bei Günthersdorf, 1938, Foto-Knoll

Uses of the canal (Saale-Elster Canal) - 1953

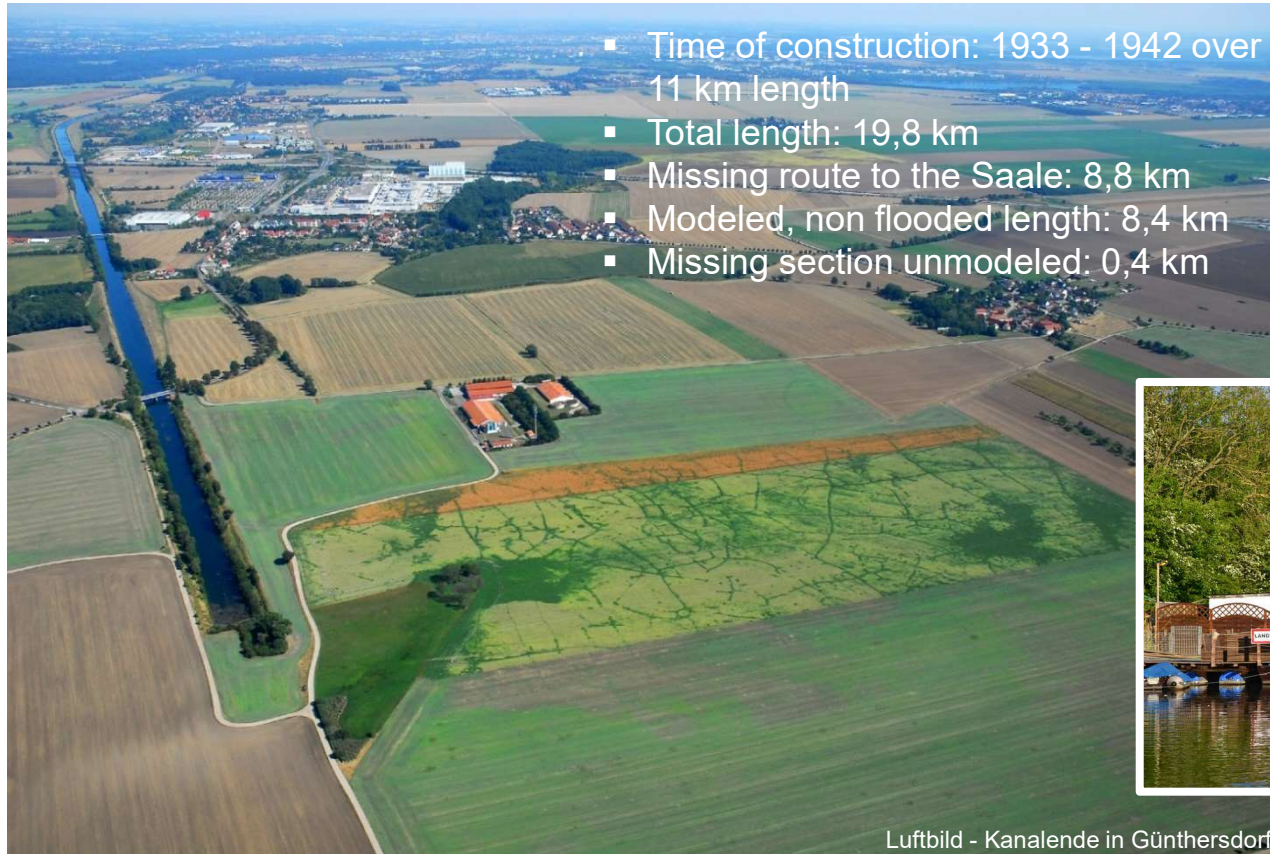


©Stadtgeschichtliches Museum, Leipzig,
Sicherheitstor Ost bei Burghausen,
Fotografie von Hans-Joachim Kern, 04.06.1953

The canal in the landscape - today



Future – a challenge with visions



The end of the Saale-Elster Canal today

- Vision: „From the Elster to the Alster“ (Carl Heine 1850)

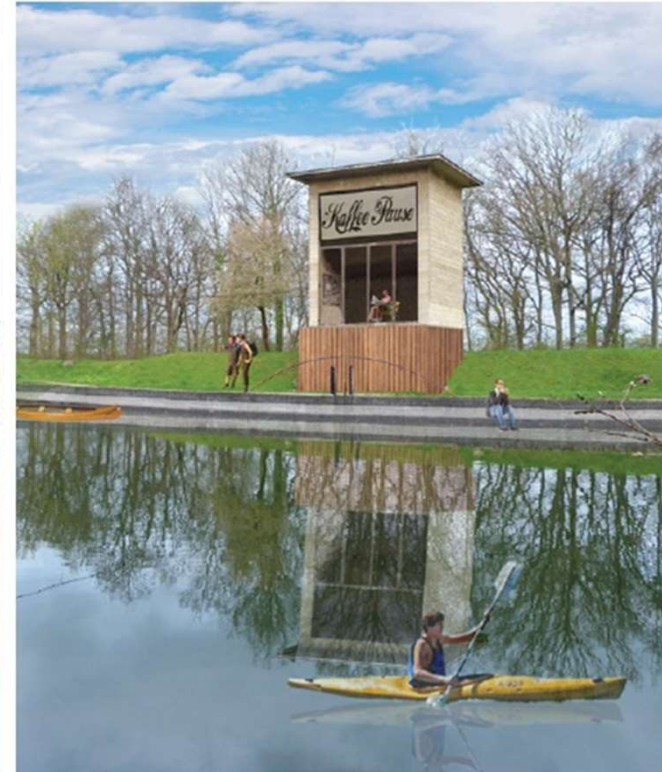


Student works I



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Student works II

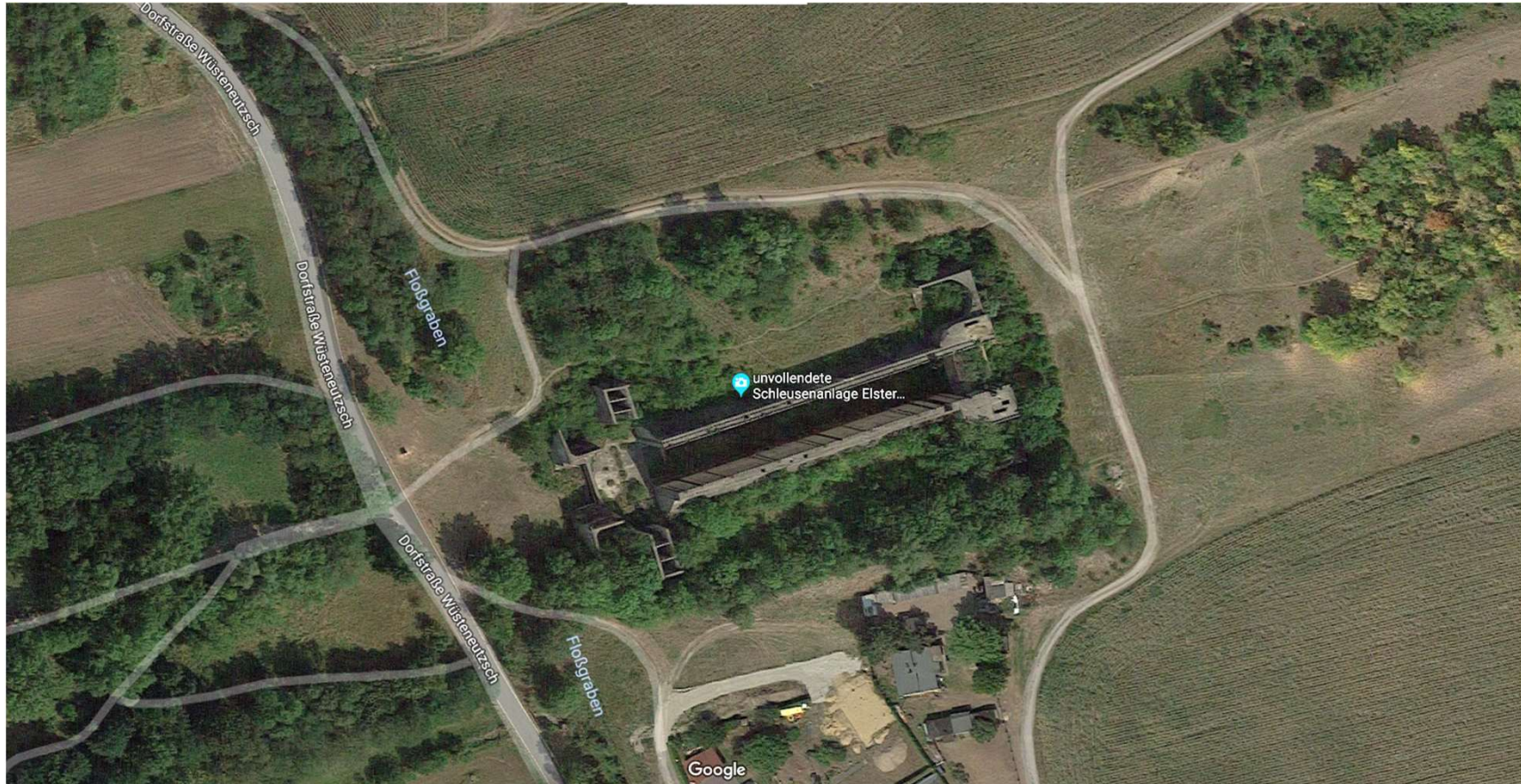


Anpassung an das „Leipziger Neuseenland“

I. Historie - Flight of locks Wüsteneutzsch 1937 - 1943



Future – Replacement of the lock ruin Wüsteneutzsch



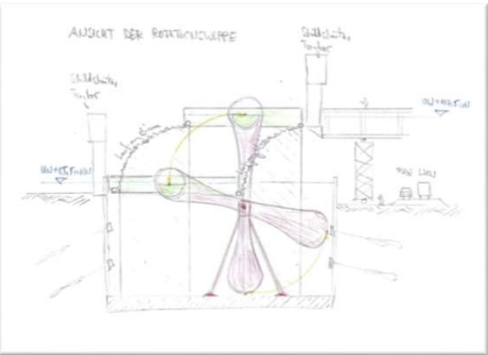
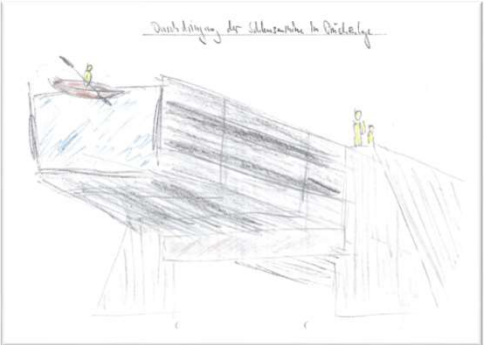
Student works



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Results of the student competition for the lock ruin Wüsteneutzsch

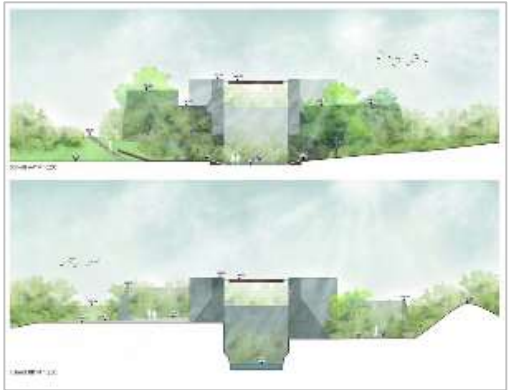
Hydraulic engineering



Landscape architecture



Landscape architecture

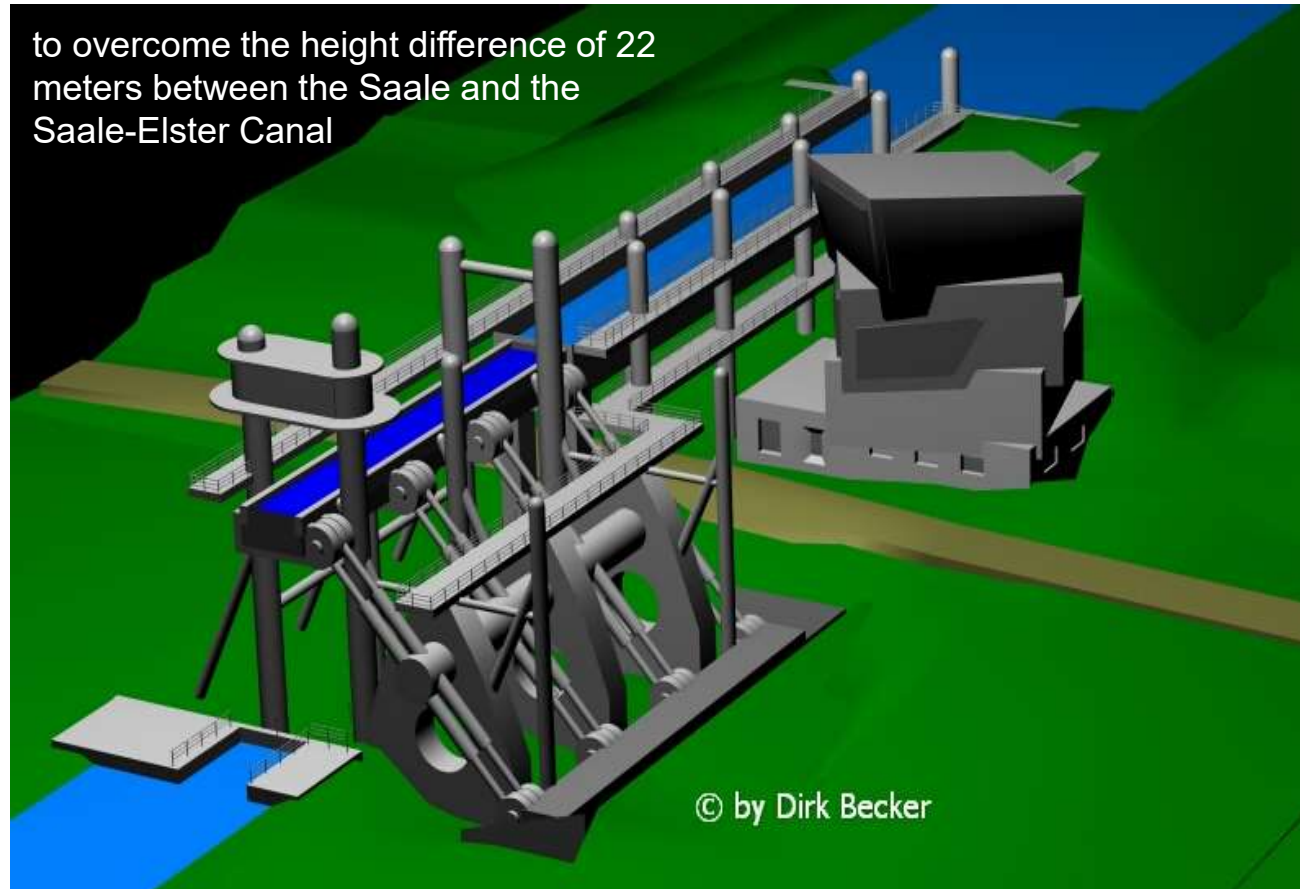


Future – model of a ship lift – Falkirk Wheel in Schottland



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Future – Vision of a ship lift

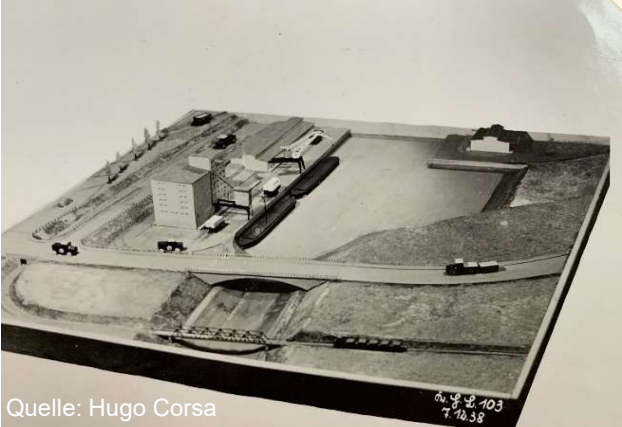


I. History – Construction of the Port Lindenau 1937 - 1943



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Construction of the Port Lindenau – Storage buildings



Impressions of the storage house - today



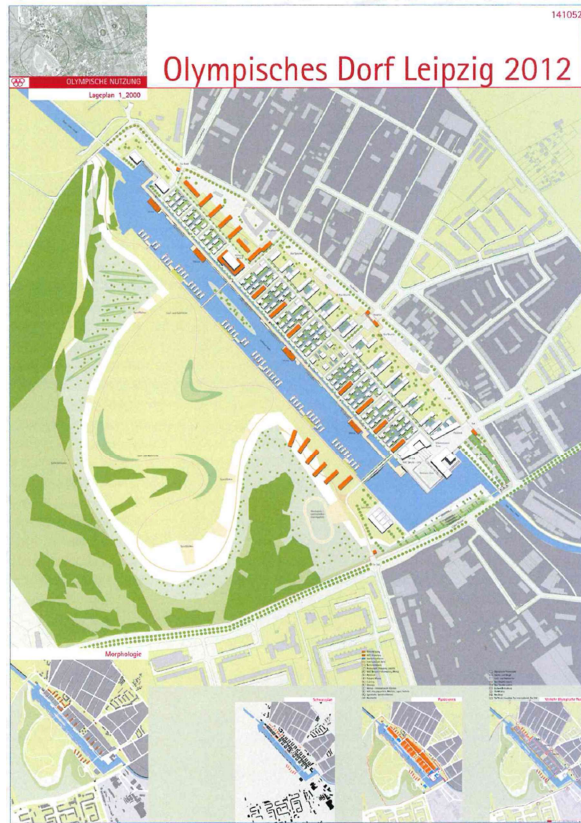
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View to the Saale-Leipzig Canal and the Bridge Lyoner Straße



Quelle: Torsten Bossert

I. History : Ideas for the development of the Port Lindenau



2004



2008

Masterplan Lindenauer Hafen, ASTOC, Büro für urbane Projekte, Häfner & Jiménez, Grundwald & Partner

Living by water in a new urban quarter along course 2



I. History - Construction of the water connection between Karl-Heine Canal and Port Lindenau 2013 - 2015



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Connection of the Karl-Heine Canal to the harbour „Lindenauer Hafen“



- Length: 665 m
- Wide: 10 - 12 m
- landing stage for canoes and motor boats

Connection of the Karl-Heine Canal to the harbour „Lindenauer Hafen“ – The first bite of the digger (09/2012)



Construction site at 16.08.2014 – View to the west



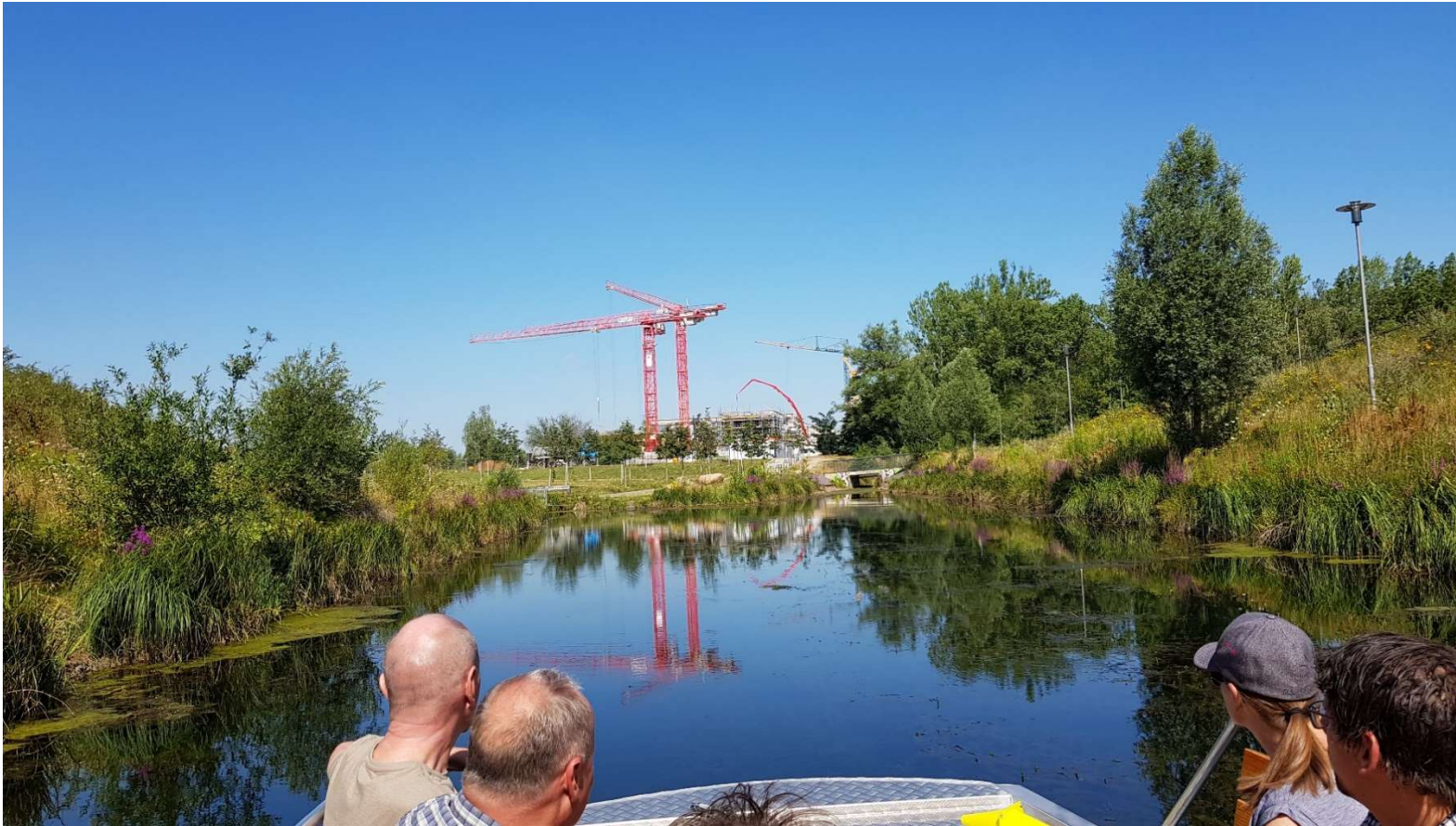
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Completed connection from the Karl-Heine Canal to the Port Lindenau



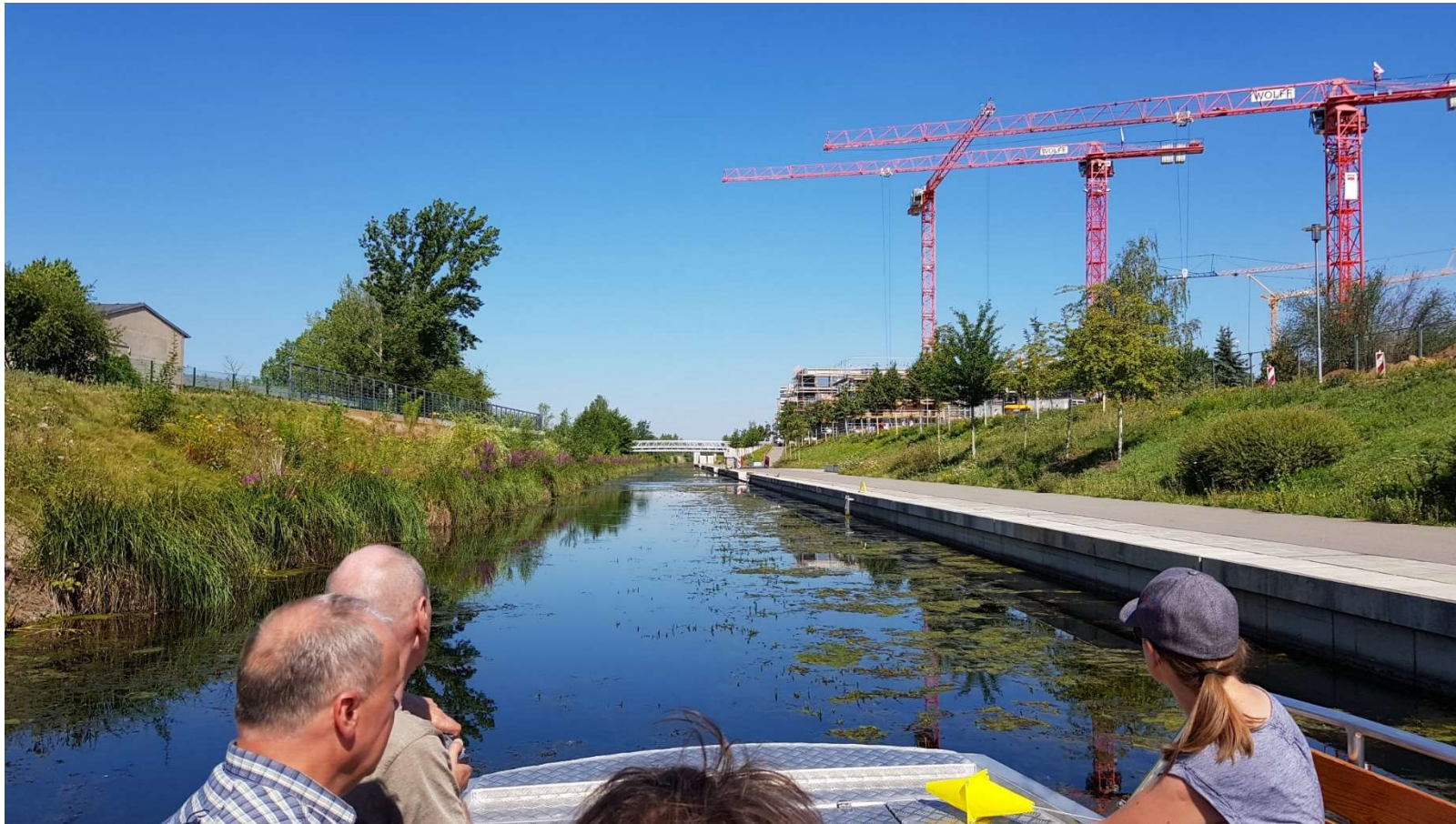
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Impressions of the construction of the new residential quarter



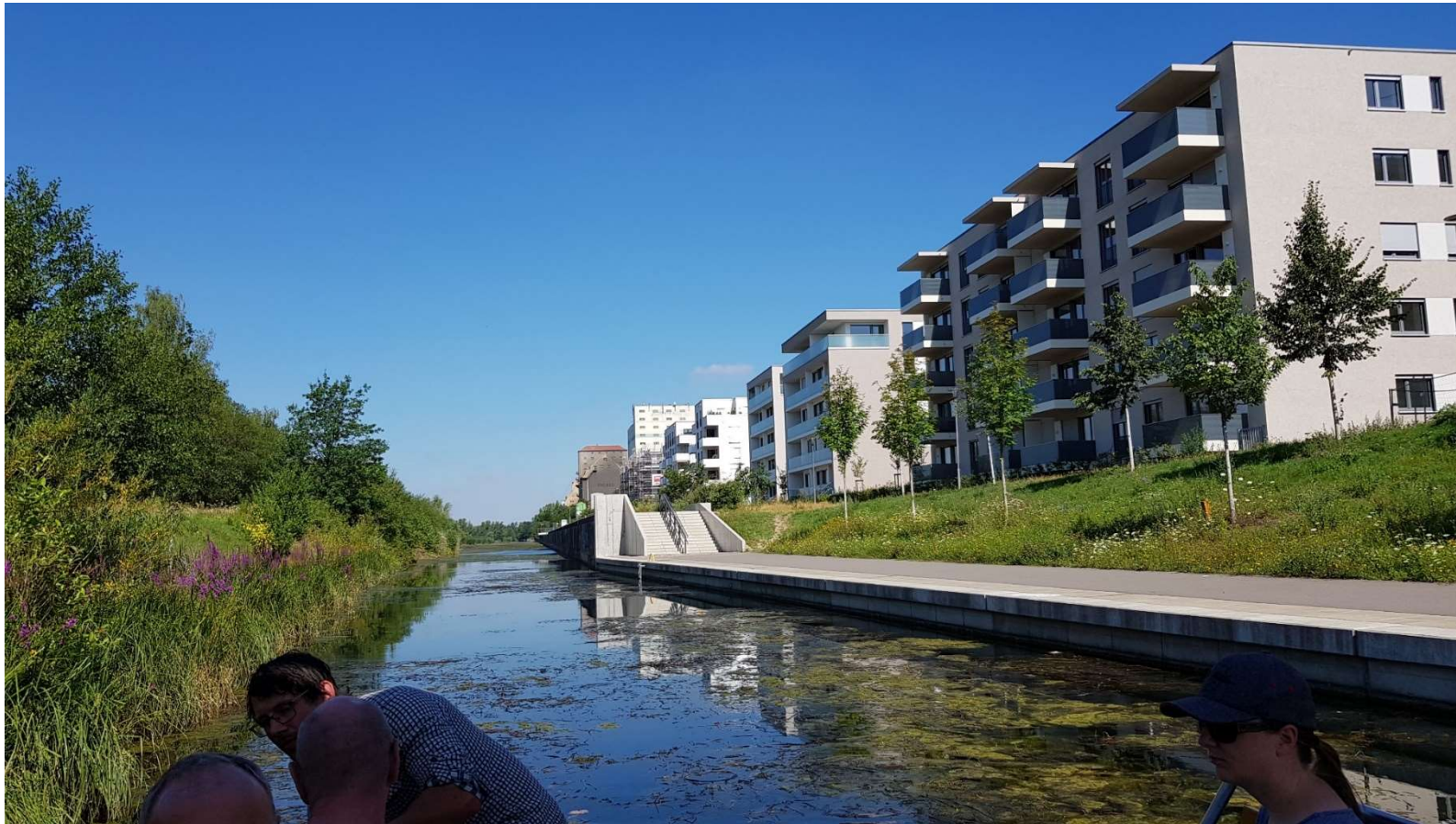
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The new residential area is growing



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... and the first residents moved in ...



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Living in the new city Quarter today (spring 2021)



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Luisenbrücke in the 1990s



Luisenbrücke, Ende Karl-Heine-Kanal, 2010, Wulf Hevers

Luisenbrücke – Bridges two bike lanes and a canal (2014)



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Construction site at 16.08.2014 – View to the east



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Completed bridge „Luisenbrücke“ (2015)



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Water connection Karl-Heine Canal – Port Lindenau - Opening 2015

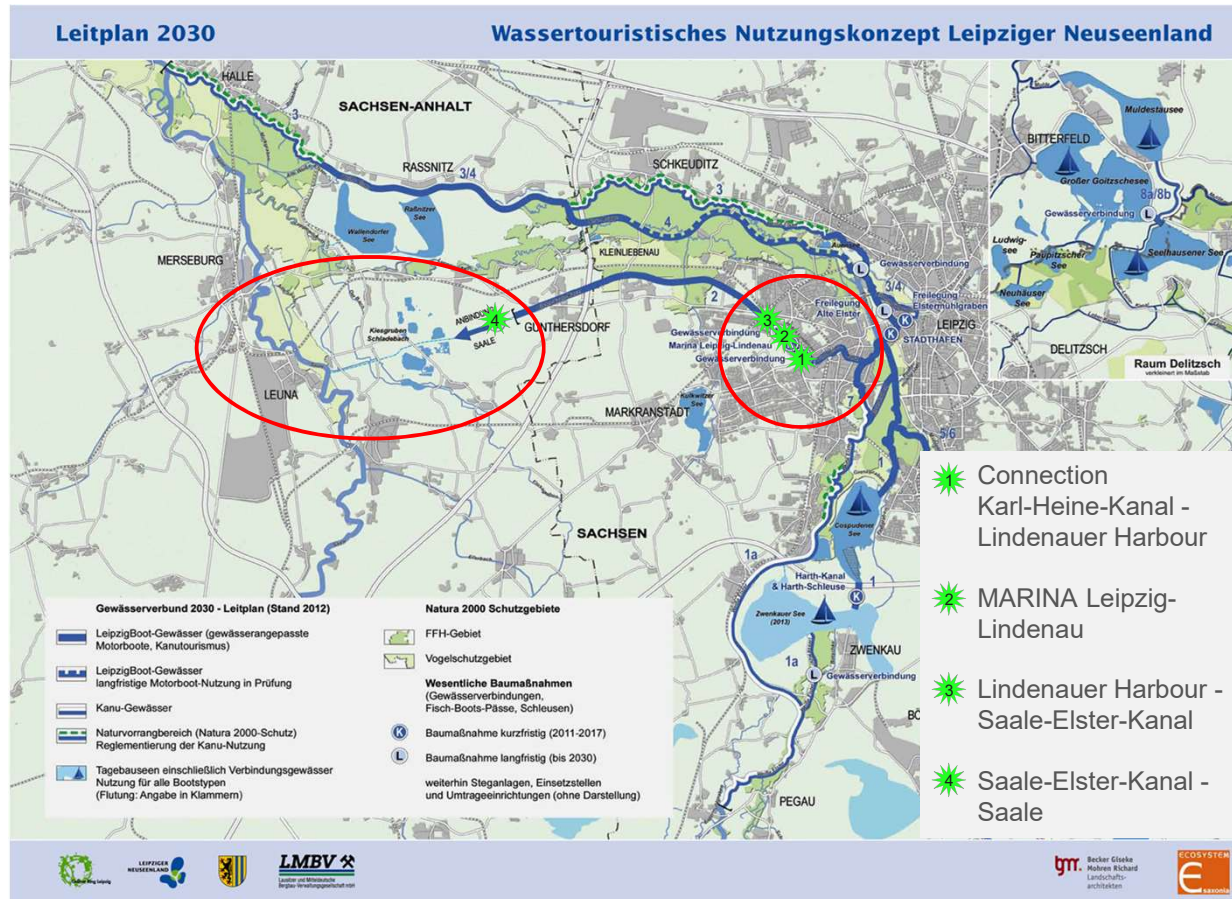


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II: Facts

- Length: 19,8 km Port Lindenau – River Saale
- 11 km are already flooded, 7,8 are not finished yet
- This unfinished part lies only on the Saxony-Anhalt side
- Owner Port Lindenau: City of Leipzig
- Owner of Saale-Leipzig-Kanal: Federal Republic of Germany
- The Course of the canal extends over 4 municipalities and 2 states
- The Canal has no importance for cargo shipping
- The importance for the regional development has not yet been recognised
- The federal government is responsible for maintaining the canal
- The costs of completion are estimated at 200 Mio Euro
- There is still no decision on the fate of the canal to date
- We are now building a bicycle lane as the first measure for the valorization

III. Next steps to finish course 2



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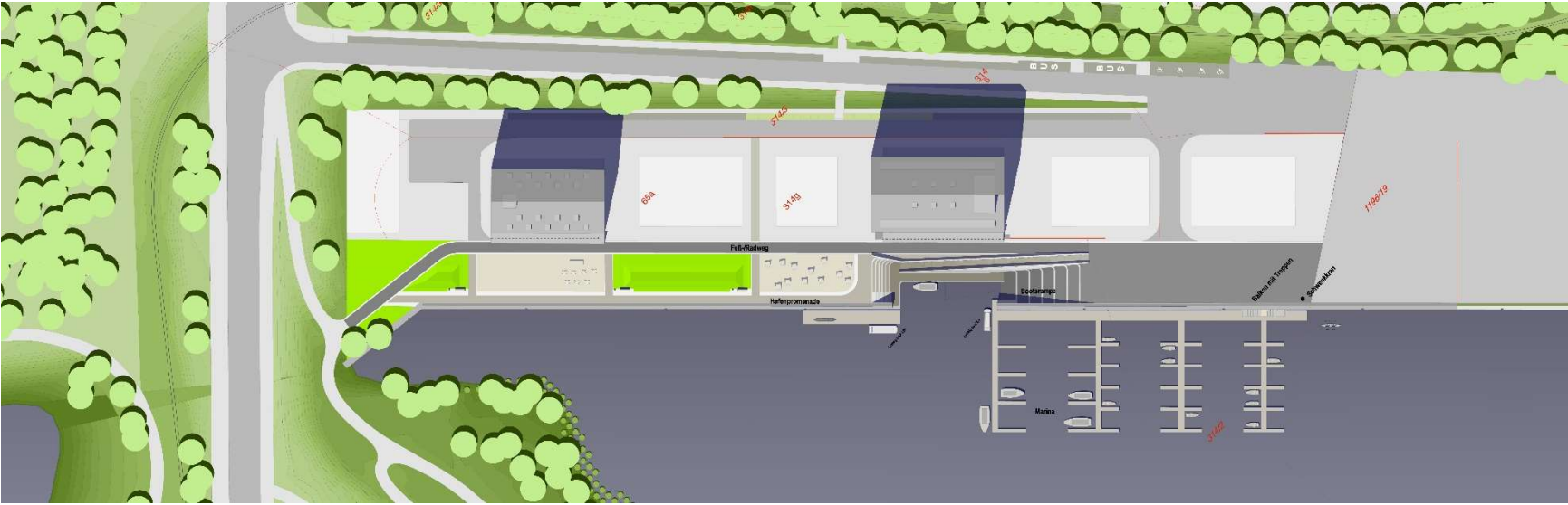
III. Next Steps

- Completion of the city harbour



Stadthafen Leipzig – Visualization execution planning 2021

Reuse of the old storage buildings Port Lindenau



Quelle: häfner jiménez betcke jarosch landschaftsarchitektur gmbh

III. Next steps

- Port Lindenau – MARINA Leipzig-Lindenau



Impression of the MARINA Leipzig-Lindenau



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MARINA Leipzig-Lindenau – Finishing of the attic



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III. Next steps

- Decision on location for MARINA Leipzig-Lindenau



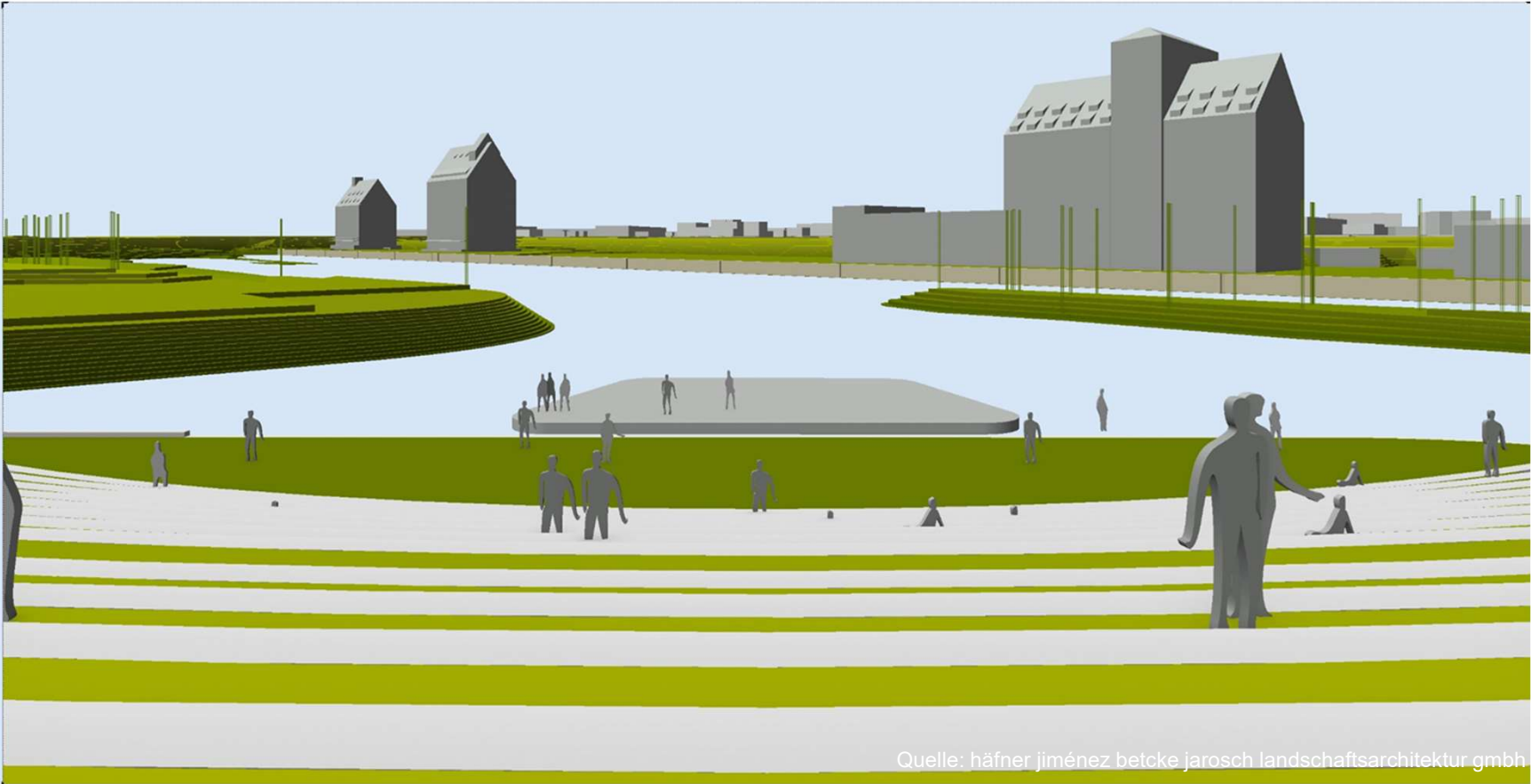
Quelle: häfner jiménez betcke jarosch landschaftsarchitektur gmbh

Current ideas I



Quelle: häfner jiménez betcke jarosch landschaftsarchitektur gmbh

Current ideas II



Quelle: häfner jiménez betcke jarosch landschaftsarchitektur gmbh

Connection of the Port Lindenau to the city and to the Saale-Elster Canal

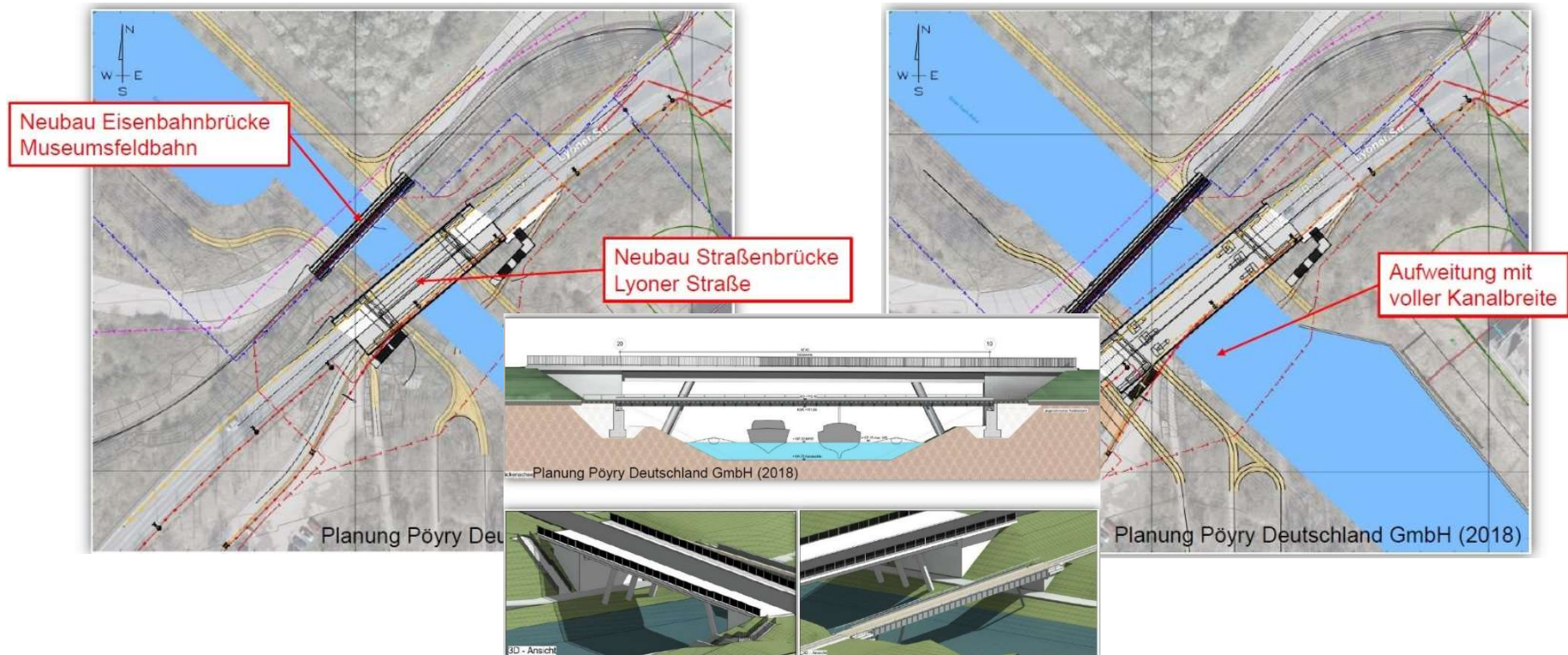


- Two connections:
 - Phase 1:
665 m, completed **2015**
from the Karl-Heine-
Canal to the port
Lindenau
 - Phase 2:
75 m water connection
to build, 2 bridges
(**Planning prepared**)

Feasibility study: Connection of the Port Lindenau to the Saale-Elster Canal

■ Variante 1: without canal widening

■ Variante 2: with canal widening



Feasibility study: Visualization connection of the Port Lindenau to the Saale-Elster Canal

- Visualisierung (Blickrichtung Nordwest)



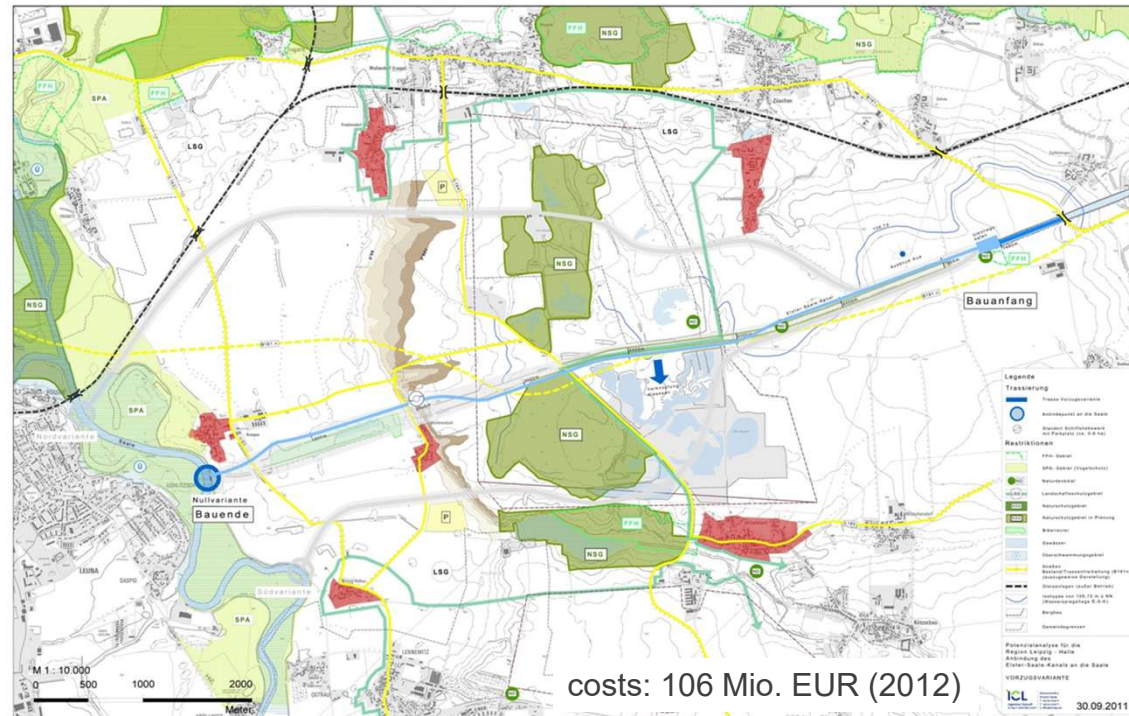
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2011/2012: „Tourism potential analysis and consideration of the Rough variants of the routes of the Elster-Saale project Canal to the Saale [...]"



Analysis of potential for the region Leipzig-Halle – Connection Elster-Saale Canal to the river Saale

- The canal is not only a connecting waterway, rather it is the triggering element and catalyst for regional development of the area between Leipzig and Halle.



Analysis of potential for the region Leipzig-Halle – Statements

- The canal connecting between the two tourist regions “Leipziger Neuseenland” and “Saale-Unstrut-Triasland” **multiplies the potential for tourism** in Saxony and Saxony-Anhalt. It is **an essential condition** for the development of a tourist destination in central Germany with a focus on water tourism.



Valorization of the Saale-Elster Canal – basic understanding

- The canal in itself is **not a direct reason for visiting**, but the experiences that must be developed in connection with the canal!



Lock ruin Wüsteneutzsch

Concept for the valorisation of the Saale-Elster Canal in 2017

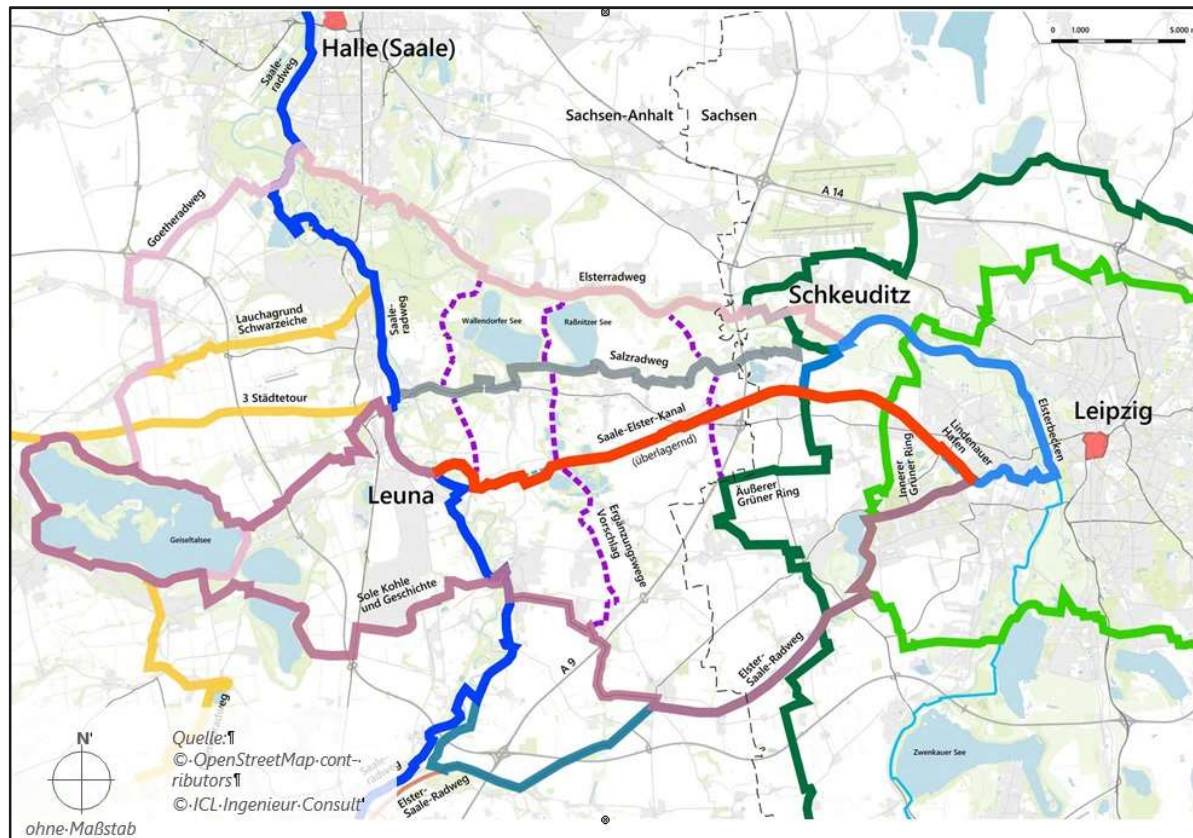
- Current situation: About 12 km long canal that ends in "nowhere". What potentials are associated with this and what can/must be done to increase potential? - Build a bike path!



Facts:

- Total distance planned bicycle route: 19,7 km
- of which are in free state of Saxony: 7,7 km
- of which are in Saxony-Anhalt: 12 km
- 12 locations for rest areas

Reasons for a cycle path along the Saale-Elster Canal: the „Missing Link“ in the cycling network



Selection of possible new tours from Leipzig/ Lindenauer Hafen:

- 25 km or 50 km (return) to Bad Dürrenberg
- 66 km circular route in combination with the Elster-Saale cycle route (south wing)
- 83 km circular route in combination with the Elster cycle route (north wing)
- 116 km or 103 km "Geiseltalsee-Runde" north or south

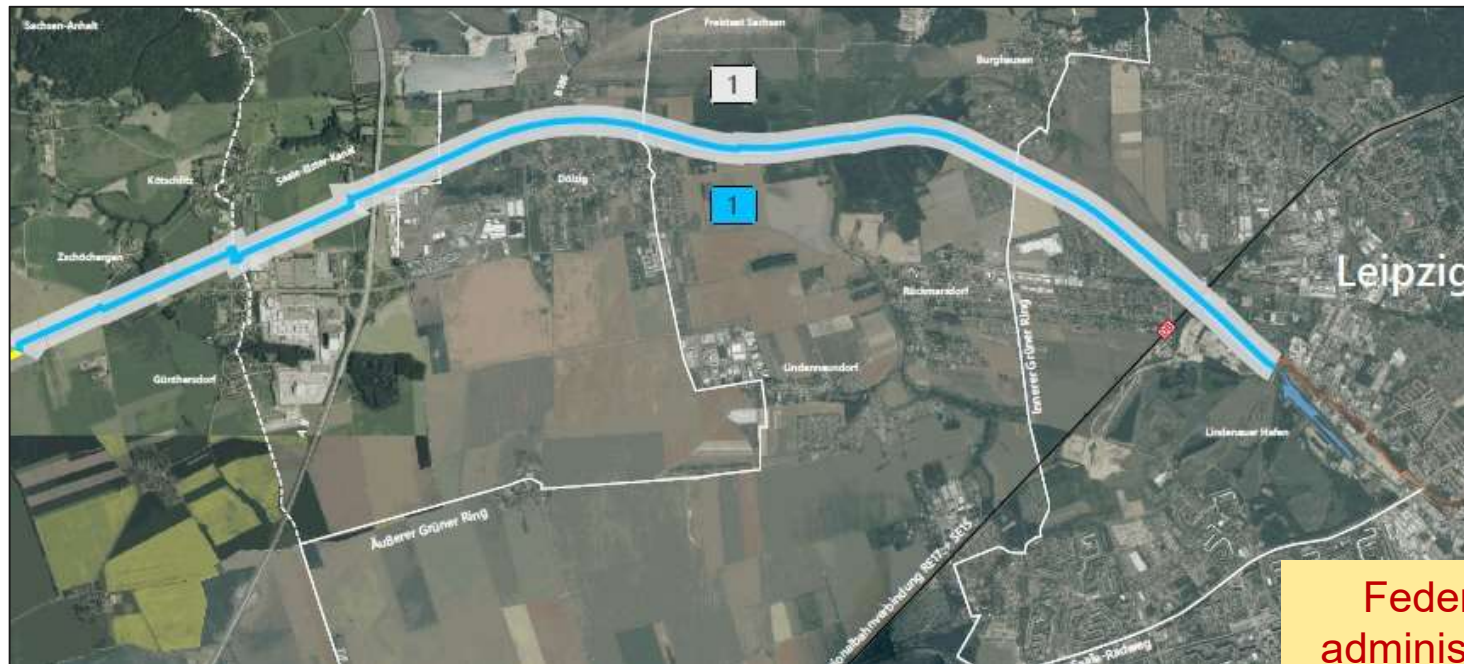
Implementation sections: Saale-Elster Canal Cycle Path



3 sections:

- 1 Port Lindenau – end of the canal: 11.400 m
- 2 end of the canal – lock ruin Wüsteneutzsch: 6.300 m
- 3 Wüsteneutzsch – estuary into the Saale: 2.000 m

Current focus: Section 1



**Federal waterways
administration supports
section 1 with 90 %**

- length: 11,4 km, of that 7,7 km in Sachsen, 3,7 km in Sachsen-Anhalt
 - city of Leipzig: 4,4 km
 - city of Schkeuditz: 3,3 km
 - city of Leuna: 3,7 km

Vision of the region:





City of Leipzig

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Vergleichsprojekte in Mitteldeutschland (2012)

Wasserbauprojekte

Überleiter 11 Ilse-See – Sedlitzer See ¹	ca. 35 - 40 Mio. Euro
Überleiter 12 Senftenberger – Geierswalder See ²	ca. 35 - 40 Mio. Euro

Hochbauten

Deutsche Nationalbibliothek (4. Erweiterung)	ca. 59 Mio. Euro
Umbau nova eventis	ca. 170 Mio. Euro
Höfe am Brühl	ca. 200 Mio. Euro

Infrastrukturprojekte

Umbau Riebeckplatz Halle	ca. 35 Mio. Euro
City-Tunnel-Leipzig	ca. 960 Mio. Euro
Flughafen Halle-Leipzig (1. Stufe 2003)	ca. 1.000 Mio. Euro
BAB A 38 Leipzig-Göttingen	ca. 1.000 Mio. Euro

¹ Länge 1,2 km, Unterquerung B 169 und 2 Eisenbahnstrecken, Umverlegung Wasserlauf und Betriebsstraße, Fußgängerbrücke

² Länge 1 km, Unterquerung B 96 und Schwarze Elster, Schleusenanlage

III: Pictures and Impressions on course 2



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The largest weir in Leipzig – Palmgartenwehr



III. Pictures/Impressions: Start City Harbour – River Saale



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Passage through the city



Situation before 1990



Situation today



View of old industrial buildings



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