

Upper Middle Rhine Valley World Heritage Site



State of Conservation Report
Upper Middle Rhine Valley World Heritage Site
(Germany, C 1066)

Impressum

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Fig. 1: View of Sooneck Castle, © GDKE, photo Ulrich Pfeuffer

Table of Content

1. Executive Summary of the report	6
2. Response to the Decision of the World Heritage Committee	8
Response to paragraphs 1 and 2 of the Decision	8
Response to paragraph 3 of the Decision	8
Response to paragraph 4 of the Decision	9
Response to paragraph 5 of the Decision	10
Response to paragraph 6 of the Decision	11
Response to paragraph 7 of the Decision	12
Response to paragraph 8 of the Decision	13
Response to paragraph 9 of the Decision	14
Response to paragraph 10 of the Decision	15
3. Other current conservation issues identified by the State(s) Party(ies) which may have an impact on the property's Outstanding Universal Value	15
a. Grade-separated intersection between the B42 national road and railway track no. 3507 at Rüdesheim	15
b. Expansion of the quartzite open pit mine at Trechtingshausen	16
c. Local bypass at Braubach	17
d. Koblenz cable car	17
e. Koblenz brewery quarter (Koblenzer Brauerei)	22
f. Moorings at Bad Salzig	23
g. Löhnberger Mill	24
4. In conformity with Paragraph 172 of the <i>Operational Guidelines</i>, describe any potential major restorations, alterations and/or new construction(s) intended within the property, the buffer zone(s) and/or corridors or other areas, where such developments may affect the Outstanding Universal Value of the property, including authenticity and integrity.	25
5. Public access to the state of conservation report	25
6. Signature of the Authority	25

1. Executive Summary of the report

- a. The process of revising the Management Plan has taken several years. Various plans and action programmes that were consolidated or newly developed as part of this process were presented during the Reactive Monitoring Mission. The concluding drafting stage following the Reactive Monitoring Mission will ensure that the recommendations of the World Heritage Committee and the Advisory Bodies will be appropriately considered in the final document.
- b. A regional impact assessment procedure was conducted based on comprehensive expert reports on the planned Middle Rhine crossing. It forms the basis for the subsequent planning approval procedure which encompasses the concrete planning of the structure, which will be closely coordinated with UNESCO.
- c. Since December 2020, loud freight trains have been barred from operating in Germany. A feasibility study for the construction of an alternative railway route to bypass the World Heritage site has been commissioned. The results are still outstanding.
- d. A Sensitivity Mapping for identifying wind energy exclusion zones has been developed in order to avoid negative effects of wind turbines on the Upper Middle Rhine Valley World Heritage site in Rhineland-Palatinate, including outside the buffer zone. In order to ensure that these exclusion zones will take legal effect, the outcomes have been included in the Fourth Amendment to the Regional Development Programme for the Federal State of Rhineland-Palatinate (LEP IV). In Hesse, the provisions of the Regional Plan for the Federal State of Hesse and the provisions of the Subregional Plan on Renewable Energies for South Hesse ensure that no wind turbines will be built outside the designated priority areas for wind energy use.
- e. In order to facilitate better coordination of the individual projects, the Site Management, together with a new steering committee, will coordinate the development process for the Loreley plateau together with the responsible stakeholders. With the mapping of attributes, the Cultural Landscape Compatibility Study and the Heritage Assets Map, suitable instruments have been developed to ensure that planning will be compatible with World Heritage status. A steering committee was also involved in the redesign of the plateau which has now been largely completed. An important design element will be the "Crystal Rock". A visualisation of the "Crystal Rock" using scaffolding has shown that no impact on the visual integrity of the Loreley plateau is to be expected.
- f. In coordination with the World Heritage Centre, the Reactive Monitoring Mission took place from 9 to 12 May 2022.
- g. The outcomes of the Heritage Impact Assessment for the grade-separated intersection in Rüdesheim, including the preferred option that results from this assessment, have been submitted to the Federal Ministry of Transport, which will have to give its approval before the process can continue.
- h. Currently, preliminary investigations in preparation of a planning approval procedure under mining law are being carried out in order to establish if and/or to what extent an expansion of the Sooneck quartzite open pit mine will be compatible with the Outstanding Universal Value of the World Heritage property. The World Heritage Centre will be informed of the results and further planning.
- i. Two planning options have been developed for a bypass of Braubach, which is heavily impacted by heavy goods vehicle traffic. However, neither of these options are compatible with the Outstanding Universal Value. The state is currently making preparations to commission a Heritage Impact Assessment.
- j. In order to address the need for an energy transformation in the transport sector, the City of Koblenz wants the cable car to continue operating on a permanent basis, as it offers a climate-neutral, accessible form of transport. The plan is to hold an architectural competition (consisting of a 'realisation part' and an 'ideas part') that will lay the foundations for permanent operation of the cable car that is compatible with World Heritage status.
- k. As the local planning authority, the City of Koblenz has decided to split the development plan for the site of the Koblenz brewery into a western and an eastern section. The eastern section will be designated as a residential area. This section of the development plan will be adopted and, thus, be legally binding shortly. As far as the western section with the tanks building (Tankhochhaus) is concerned, the currently existing plans are to undergo fundamental revision.
- l. The federal waterways and shipping administration authority plans to modernise the existing moorings at Bad Salzig. The involved stakeholders are currently scheduling meetings that serve to develop plans that are compatible with World Heritage status.
- m. The owner of the Löhnberger Mill in Lahnstein is developing plans for a future use of the mill and the surrounding premises. The involved stakeholders are currently scheduling meetings that serve to develop plans that are compatible with World Heritage status.



Fig. 2: View to Stolzenfels Palace, © GDKE, photo Ulrich Pfeuffer

2. Response to the Decision of the World Heritage Committee

Response to paragraphs 1 and 2 of the Decision

*[The World Heritage Committee] Having examined Document WHC/21/44.COM/7B,
[The World Heritage Committee] Recalling Decision 43 COM 7B.83, adopted at its 43rd session (Baku, 2019),*

No response required for paragraphs 1 and 2 of the decision.

Response to paragraph 3 of the Decision

[The World Heritage Committee] Commends the State Party for its progress made to update the Management Plan of the property, as well as conducting a study that will facilitate impact assessments related to the Outstanding Universal Value (OUV) and attributes of the property, and requests the State Party to ensure that:

- *the Management Plan includes a thorough inventorying of the attributes of the property and its constituent parts, or makes provision for a short-term creation of such an inventory as baseline for impact assessments,*
- *the document includes a shared vision by stakeholders for the protection and management of the property,*
- *the Management Plan is adequately embedded in the national and federal legal system,*
- *the draft consolidated document is submitted to the World Heritage Centre, for review by the World Heritage Centre and the Advisory Bodies, in order to ensure that its recommendations and comments can be appropriately taken into account in the final document;*

The process of revising the Management Plan, which consolidates several comprehensive plans and action programmes and integrates the outcomes of various citizen participation processes, has taken several years. During this time, several instruments for the protection

and preservation of the Outstanding Universal Value of the Upper Middle Rhine Valley World Heritage site have been developed and tested. Among them are: Attribute Mapping, the Cultural Landscape Compatibility Study (→ Annex 1) developed for the Upper Middle Rhine Valley World Heritage site, Sensitivity Mapping to identify exclusion zones for wind turbines outside the buffer zone (→ Annex 2), as well as evaluated and revised structures for the protection and administration of the Upper Middle Rhine Valley World Heritage site, including conflict prevention management.

The instruments and strategies developed in the course of the revision process of the Management Plan were included in the Updates concerning the State of Conservation of the Upper Middle Rhine Valley which were submitted to the World Heritage Centre prior to the Reactive Monitoring Mission. The current status of the Management Plan as well as the newly developed instruments were presented to the representatives of the World Heritage Centre and ICOMOS International during the Reactive Monitoring Mission, which took place from 9 to 12 May 2022.

The upcoming final stage of the process will include an editorial revision and the implementation of the Management Plan. The new committees which will support the monitoring activities of the Site Management and the federal states of Hesse and Rhineland-Palatinate and advise them with regard to the compatibility of proposed measures with World Heritage status have been established or are currently scheduling their first sessions, after which they will meet on a regular basis.

As requested in Decision 44 COM 7B.155 of the World Heritage Committee, the revision of the Management Plan and the concluding drafting stage following the Reactive Monitoring Mission will ensure that the recommendations of the World Heritage Committee and the Advisory Bodies will be appropriately considered in the final document.

During this concluding drafting stage the further development of attribute mapping will be looked into.

The State Party plans to submit the Management Plan to the World Heritage Centre by the end of 2023.

In the next step, a process for continuous monitoring and evaluation of the state of conservation of the World Heritage site will be developed based on the instruments and strategies developed as part of the revision of the Management Plan.

Response to paragraph 4 of the Decision

[The World Heritage Committee] Notes the delay of the planning process for a permanent river crossing and reiterates its request to the State Party to involve the World Heritage Centre and the Advisory Bodies, at the earliest possible stage in the appraisal of options undertaken in a wide regional strategic context, but focusing on developing solutions for local needs, and before any decisions are taken;

An extended ferry service to improve the transportation infrastructure was tested between 2011 and 2016. Since 2016, the state government of Rhineland-Palatinate has been working towards the construction of a permanent Rhine crossing at Sankt Goar / Sankt Goarshausen. Especially in response to more frequent floods as a consequence of climate change, the objective is to have a connection between the two Rhine banks that is independent of water levels. This will not only help to connect the people living in the valley but will also foster economic development particularly on the right side of the river Rhine, counteracting the negative demographic developments in the region.

In order to assess whether the different crossing options are in accordance with the requirements of the regional planning policy, the implementation of a regional impact assessment procedure (Raumordnungsverfahren - ROV), as required under planning law, was agreed upon.

A complex clarification process considering sponsorship, funding of the necessary planning processes as well as the funding of investment

and maintenance costs for such a crossing took place between the federal state of Rhineland-Palatinate and the two affected districts.

In preparation of the regional impact assessment procedure (ROV), the required assessments and studies were conducted over a time period of 2.5 years. Among them were the following:

- *emission analyses (acoustic analysis, an air pollution report taking nitrogen input into account);*
- *environmental analyses (environmental impact assessment, compatibility assessment in line with the Habitats Directive and pursuant to Article 34, Paragraph 1 of the Federal Nature Conservation Act for the Natura 2000 area DE 5510-301 – Middle Rhine);*
- *a compatibility assessment in line with the Habitats Directive and pursuant to Article 34, Paragraph 1 of the Federal Nature Conservation Act for the Natura 2000 area DE 5711-301 – Rhine slopes between Lahnstein and Kaub;*
- *a compatibility assessment for bird sanctuaries in line with the Habitats Directive and pursuant to Article 34, Paragraph 1 of the Federal Nature Conservation Act for the Natura 2000 area DE 5711-401 – Middle Rhine Valley;*
- *a special faunistic study;*
- *a transport study on the Middle Rhine crossing to prepare the regional impact assessment procedure (ROV);*
- *an economic feasibility study on the Middle Rhine crossing which also examined the economic effects of the different crossing options on the regions on both sides of the river;*
- *an investigation titled "Improved Middle Rhine Crossings – Outline";*
- *a report assessing the visual impact of the Rhine crossing planned between Sankt Goar and Sankt Goarshausen;*

- *a report evaluating the visual impact of the Rhine bridge planned between Wellmich and Fellen regarding the integrity of the Upper Middle Rhine Valley World Heritage site;*
- *an expert urban development report on the Middle Rhine crossing;*

After submission of the application for the regional impact assessment procedure (ROV), the Ministry of the Interior and Sports in Rhineland-Palatinate commissioned the planning approval authority, Structural and Approval Directorate North (SGD Nord), to carry out the regional impact assessment procedure (ROV). Subsequently, SGD Nord initiated the participation process for the regional impact assessment procedure (ROV). Here, in accordance with the procedure, municipalities, public agencies (Träger öffentlicher Belange - TöB), other departments and recognised nature conservation associations and societies (a total of 75 stakeholders) were asked for statements.

After analysis of the contributions of the public agencies and revision of a number of expert reports, the public participation process was initiated. This process provided not only the inhabitants of the Middle Rhine Valley but also all other interested parties with an opportunity to comment and provide their opinions on the different crossing options.

The plans and investigations regarding the Middle Rhine crossing were presented as part of the Reactive Monitoring Mission conducted by UNESCO and ICOMOS International from 9 to 12 May 2022. Meanwhile, the statements from the public participation process have also been analysed, and currently the decision that concludes the regional impact assessment procedure (ROV), is being drawn up.

Subsequently and based on this decision, a planning approval procedure (Planfeststellungsverfahren) which involves the concrete planning of the structure, which will be closely coordinated with UNESCO and ICOMOS, could lead to the planning approval for the project.

Response to paragraph 5 of the Decision

[The World Heritage Committee] Also notes the State Party's efforts to reduce rail related noise pollution, especially from freight trains and encourages the State Party to continue to find long-term solutions for diverting these trains from the property;

In order to reduce noise pollution in the Upper Middle Rhine Valley World Heritage site, Deutsche Bahn (German railway company) has implemented a number of noise control measures over the past few years. High and low noise barriers, rail dampers and rail greasing equipment already contribute to minimising noise pollution at many locations. For the coming years, the railway company is also planning comprehensive noise control measures as part of the noise abatement programme for the Middle Rhine Valley. These measures will be closely coordinated with the Site Management, the monuments protection authorities and state conservation offices, the World Heritage Office for Rhineland-Palatinate, the SGD Nord and the Monitoring Group of ICOMOS Germany. In addition, since the adoption of the railway timetable on 13 December 2020, noisy freight train carriages have been banned from operating on the German railway network in accordance with Article 3 of the Railway Noise Mitigation Act (Schienenlärmschutzgesetz). In conjunction with the measures stated above, this is already contributing to improved noise control in the Upper Middle Rhine Valley World Heritage site.

Furthermore, an alternative new railway section has been considered in the plans of the 2030 Federal Transportation Infrastructure Plan as a 'potential need'. In order for this railway section to be designated a 'priority need' for more specific planning, the Federal Ministry of Transport commissioned a comprehensive feasibility study in 2020. The results of the feasibility study were not yet available when this State of Conservation Report was submitted. The stakeholders responsible for the World Heritage site will continue their efforts to reduce rail

related noise pollution in the Upper Middle Rhine Valley World Heritage site and to integrate noise mitigation measures which are compatible with World Heritage status.

Response to paragraph 6 of the Decision

[The World Heritage Committee] Notes with concern that a wind farm in Boppard-Weiler and two turbines near Wiebelsheim, in the setting of the property, were granted approval, despite the findings of the line of sight study of the project, which considered them incompatible with the OUV of the property; and, in order to avoid adverse impact from these projects to the OUV of the property, urges the State Party to:

- Find legally grounded solutions that will allow the refusal of applications for wind energy projects which would potentially have a negative impact on the OUV of the property and its attributes,
- Declare a temporary moratorium on wind energy developments in the buffer zone and setting of the property,
- Develop a strategic spatial framework for wind energy developments that is based on a sensitivity mapping for the property, its attributes, its buffer zone and its wider setting, related to the OUV of the property (including potential visual impacts), and which can form the basis of wind energy development siting in the future,
- Ensure that the developed spatial framework is assessed through a Strategic Environmental Assessment that provides means for looking at cumulative impacts and enables to address them at the earliest stage of decision making,
- Ensure that the above documents are submitted to the World Heritage Centre for review by the Centre and the Advisory Bodies;

In order to avoid negative effects of wind turbines on the Upper Middle Rhine Valley World Heritage site, the engineering office 'michael kloos planning and heritage consultancy' was commissioned with an expert report in accordance with Decision 44 COM 7B.155. The objective of this expert report was to identify

exclusion zones for wind turbines which are of significant importance for preserving the visual integrity of the Upper Middle Rhine Valley World Heritage site also beyond the buffer zone. The report is based on the instrument of Attribute Mapping developed as part of the Management Plan which cartographically depicts the site's attributes. By determining viewpoints, radii of visibility and landscape sensitivity, conflict potentials caused by the dominance of wind turbines could thus be identified. According to the report's methodology, the concluding examination with regard to landscape sensitivity ultimately leads to the definition of wind energy exclusion zones. At the same time, Sensitivity Mapping also makes it possible to identify areas in close proximity to the World Heritage site where wind energy developments have no impact on the World Heritage site, and in which renewable energies can contribute to climate protection.

During the Reactive Monitoring Mission, the methodology of Sensitivity Mapping, the resulting exclusion zones outside the buffer zone and the legal instruments of protection were presented to the representatives of the World Heritage Centre and ICOMOS International. A summary of the fundamental aspects of Sensitivity Mapping can be found in the → Annex 2.

In order to make the wind energy exclusion zones identified in the report legally effective, the outcomes of the expert report have been included in the Fourth Amendment to the Regional Development Programme for the federal state of Rhineland-Palatinate (Landesentwicklungsprogramm IV - LEP IV).

The Cabinet of Ministers' first debate concerning the Fourth Amendment to the Regional Development Programme (LEP IV) in April 2022 has produced 'regional planning objectives in the process of being established' which must be considered when approving wind turbines. This will enable the state's supreme planning authority to prohibit any wind energy developments in the additional exclusion zones located outside the buffer zone that might have a negative impact on the Outstanding Universal Value of the Upper

Middle Rhine Valley World Heritage site. With the adoption of the Fourth Amendment to the Regional Development Programme (LEP IV), which is scheduled for January 2023, the additional exclusion zones outside the buffer zone will become legally binding with the result that the identified sensitive areas will be protected by prohibiting their use for wind turbines, as it would threaten the Outstanding Universal Value.

In Hesse, the provisions of the Regional Plan for the Federal State of Hesse (2018) and the provisions of the Subregional Plan on Renewable Energies for South Hesse (2021) ensure that no wind turbines will be built outside the priority areas for wind energy use, while, at the same time, a total of 1.9% of the state's surface area is reserved for the expansion of wind energy, in order to advance a climate-neutral supply of energy. This ensures that the Outstanding Universal Value of the Upper Middle Rhine Valley World Heritage site will not be impaired by wind turbine developments, neither in terms of its substance nor in terms of its environment.

With the expert report identifying wind energy exclusion zones in Rhineland-Palatinate and the Regional Planning requirements of the Federal State of Hesse, the two federal states have achieved the common goal of protecting the Upper Middle Rhine Valley World Heritage site by means of two different regional planning instruments.

Based on the newly developed Sensitivity Mapping tool, there are currently a number of wind turbines in a few of the future exclusion zones located outside the buffer zone.

The wind energy developments located outside the buffer zone in Boppard-Weiler and Wiebelsheim were evaluated upon submission of the expert report. Regarding the two wind turbines already approved near Wiebelsheim, the expert report concludes that the wind turbines are located outside of the future exclusion zones that will be categorised according to the height of the wind turbines.

The three wind turbines in Boppard-Weiler that were approved by the Rhein-Hunsrück district

administration after a higher court ruling have a total height of 199.5 metres each. All turbines lie below the height limit at which, according to the expert report, they are considered incompatible with the Outstanding Universal Value.

Based on the Sensitivity Mapping, the identified exclusion zones categorised according to the height of the wind turbines and the planned establishment of the exclusion zones in the Regional Development Programme (LEP IV), an extension of the operating life for these wind turbines will be possible only up to height limits that will apply to these future exclusion zones or be excluded entirely, depending on an assessment of additional aspects (such as monuments protection and nature conservation issues) in the approval process.

Since wind farms are projects with reversible impacts, the wind turbines currently located in the exclusion zones do not constitute irreversible damage to the Outstanding Universal Value of the Upper Middle Rhine Valley World Heritage site. Any currently existing visual impairment can be removed by dismantling the turbines once their operating permit expires.

Response to paragraph 7 of the Decision

[The World Heritage Committee] Further notes that a number of projects are planned or proposed for approval, which have the potential to impact on its OUV, therefore, also requests the State Party to keep the World Heritage Centre and the Advisory Bodies informed of all major project design options planned for implementation within the property, its buffer zone and its wider setting in line with Paragraph 172 of the Operational Guidelines, and ensure that impact assessments are carried out for these and that irreversible decisions are not taken before the relevant documentation has been reviewed by the World Heritage Centre and the Advisory Bodies;

All projects planned or submitted for approval that could potentially affect the Outstanding Universal Value of the Upper Middle Rhine Valley World Heritage site, are explained under → 3. Other current conservation issues

identified by the State(s) Party(ies) which may have an impact on the property's Outstanding Universal Value. The projects and plans were presented to the representatives of the World Heritage Centre and ICOMOS International as part of the Reactive Monitoring Mission conducted from 9 to 12 May 2022.

Response to paragraph 8 of the Decision

[The World Heritage Committee] Welcomes the cancellation of the hotel project on the Loreley plateau, and further requests the State Party to develop an appropriate spatial framework for the future use of the Loreley plateau, based on a thorough assessment of the relevant attributes that convey OUV and supporting their critical contribution to it, and test this spatial framework through an independent Visual Impact Assessment and Heritage Impact Assessment (HIA) before the framework is given legal status and any new proposals are developed following on from the framework;

In 2014, a Europe-wide architectural competition for the design of a culture and landscape park on the Loreley plateau was launched. Its aim was to make the Loreley plateau, a site that is integral to the Upper Middle Rhine Valley, more accessible and enhance the overall experience for visitors. To safeguard the interests of the World Heritage site in the competition and in the planning process, the ICOMOS Germany Monitoring Group was involved in the coordination of the competition from the start. Representatives of ICOMOS Germany were also involved in the steering committee and as members of the jury. One of the requirements defined by ICOMOS was that new, modern buildings must not be visible from any location in the valley and that their visibility from other peaks be kept to a minimum. As recommended by ICOMOS Germany, a viewshed analysis for the Loreley was commissioned by the municipality of Loreley in preparation of the competition. The outcomes of this viewshed analysis were incorporated into the competition's call for entries and considered in the evaluation of the designs. The redesign of the Loreley

plateau, which is currently being implemented and has been largely completed, is based on the winning design of the competition and is being overseen by the steering committee. Based on the 2014 viewshed analysis, a supplementary visibility analysis was carried out in 2017 in order to determine in which areas on the Loreley plateau the five crystals that were originally part of the winning design of the competition would not be visible from specified locations in the valley. Four of the five originally planned crystals have been replaced, both in the concept and in the implementation, by natural stone steles that present interesting information to the visitors. The fifth crystal rock, which is now being implemented, is an important element of the design concept and will be placed on top of the Hall of Myths, which itself conveys the history and myth of the Loreley.

The visualisation of the planned Crystal Rock using a scaffolding dummy, which was submitted to the World Heritage Centre in the summer of 2022, shows that the planned structure will not be visible from any of the observer points defined in the viewshed analysis (with the exception of the Maria Ruh vantage point located on the other side of the river opposite the Loreley plateau). Thus, the Crystal Rock does not impact the visual integrity of the Loreley plateau.

In June 2021, the State Party informed the World Heritage Centre that the plans for constructing a new hotel as described in the 2020 State of Conservation Report were put on hold by the investor.

Meanwhile, with the mapping of attributes and the Cultural Landscape Compatibility Study, instruments have been created to ensure that planning will be compatible with World Heritage status. On this basis, the planning that was put on hold can now be resumed in a way that is compatible with World Heritage status. In addition to Attribute Mapping and the Cultural Landscape Compatibility Study, the results of the Heritage Assets Map for the Loreley plateau are now available. This ensures that not only

the attributes constituting the Outstanding Universal Value of the World Heritage site will be considered throughout the planning process but also that important visual connections, lines of sight and views will be protected.

In 2029, the National Horticultural Show (BUGA) will take place in the Upper Middle Rhine Valley World Heritage site; the Loreley plateau will be one of the main locations for this event.

Together with a steering committee – comprising representatives of the municipality Loreley, the Ministry of the Interior, Building Culture Initiative (Initiative Baukultur), BUGA GmbH and the hotel investor – the Site Management will coordinate and facilitate the development process of the Loreley plateau in regular meetings in order to prospectively better connect and coordinate projects and measures in terms of content, design and functionality.

Part of this process is the development of an overarching guiding principle for the plateau, which will provide orientation to both planned and existing projects. This will help to ensure that the measures to be developed will tie in with a planning framework based on the World Heritage attributes and that the Site Management will be involved in the planning from the onset.

In the Updates concerning the State of Conservation, which were submitted prior to the Reactive Monitoring Mission, the State Party pointed out that design competitions would take place in the upcoming months. However, due to sudden and unexpected changes in staffing, there have been delays, with the result that the design competitions for the 2029 National Horticultural Show are now planned to take place in 2023.

Contrary to initial plans, there are currently no plans to have an overall design competition for the entire Loreley plateau. Currently, the plans envisage integrating the newly developed landscape and cultural park into the National Horticultural Show.

The responsible government representative for UNESCO World Heritage in the federal state of Rhineland-Palatinate is also the state government representative for the 2029 National Horticultural Show. This combination of responsibilities and thematic focuses in the Upper Middle Rhine Valley World Heritage site will ensure that the 2029 National Horticultural Show will set sustainable development impulses compatible with World Heritage status which will contribute to sustainable structural change as well as to the long-term protection and qualitative development of the Upper Middle Rhine Valley.

The parameters for the design competitions are based on attribute mapping, the Cultural Landscape Compatibility Study and the Heritage Assets Map and will be developed in close cooperation between the Site Management and the Ministry responsible for monuments protection and World Heritage matters. The execution and implementation of the competition based on these instruments of protection is intended to become a best practice example for the future planning and implementation of large infrastructure projects compatible with the Outstanding Universal Value.

Response to paragraph 9 of the Decision

[The World Heritage Committee] Notes furthermore that the joint World Heritage Centre/ICOMOS Reactive Monitoring mission has been postponed to September 2021, if the sanitary conditions will allow it; and nevertheless encourages the State Party not to make any final or irreversible decisions for major projects before the planned mission has visited the property, and to provide in the meantime a status update on the extension of the Koblenz cable car operating permit to the World Heritage Centre;

As early as 2020, the State Party had planned to hold a Reactive Monitoring Mission. Due to the Covid-19 pandemic which broke out in March 2020 and the associated restrictions, the State Party requested to postpone the Mission. In

consultation with the World Heritage Centre, the State Party then proposed to hold the Reactive Monitoring Mission in September 2021. However, an unprecedented flood disaster hit Rhineland-Palatinate in July 2021, destroying an entire region and killing many. In order to be able to manage the clean-up operations and the redevelopment of the affected area, the State Party requested to postpone the Mission again. The federal state of Rhineland-Palatinate was very grateful that the World Heritage Centre agreed to this.

In consultation with the World Heritage Centre, the Reactive Monitoring Mission took place from 9 to 13 May 2022. The evaluated and revised management system for the Upper Middle Rhine Valley World Heritage site and the revision process for the Management Plan were presented during the Reactive Monitoring Mission. In on-site visits, the representatives of the World Heritage Centre and ICOMOS International were able to gather information on the projects referenced in the Terms of References and to form an overall picture of the state of conservation of the Upper Middle Rhine Valley World Heritage site. The agenda of the Mission was based on the Terms of References and agreed on with the World Heritage Centre (→ Annex 3).

Response to paragraph 10 of the Decision

[The World Heritage Committee] Finally requests the State Party to submit to the World Heritage Centre, by 1 December 2022, an updated report on the state of conservation of the property and the implementation of the above, for examination by the World Heritage Committee at its 46th session.

In response to this paragraph of the decision, the State Party has submitted this State of Conservation Report in due time.

3. Other current conservation issues identified by the State(s) Party(ies) which may have an impact on the property's Outstanding Universal Value

a. Grade-separated intersection between the B42 national road and railway track no. 3507 at Rüdesheim

The long closure times at the level crossing at the B42 national road in Rüdesheim cause long delays for road users every day, especially in the centre of Rüdesheim and in the area around the car ferry landing. Apart from the delays for motorists and cyclists, this leads to dangerous situations when, for example, cars attempt to cross even as the barriers are already closing. Moreover, the long closure times of the barriers also affect emergency services. In addition, continuous congestion exposes local residents and visitors to major traffic-related pollution, such as air and noise pollution, particularly in the town centre, and has a massive negative impact on the surrounding environment.

Therefore, the federal government plans to remove the level crossing and instead build a grade-separated intersection between the B42 national road and railway track no. 3507 to the west of Rüdesheim. Planning is being carried out by the federal state of Hesse (Hessen Mobil), which is acting as the responsible administrative authority on behalf of the federal government. The crossing is located in the Upper Middle Rhine Valley World Heritage site. Four intersection options are being discussed in total: two overpasses and two underpasses. The cost for the underpasses is currently estimated at around 100 million Euros, which is about twice as high as the cost for the overpasses (approx. 50 million Euros). Moreover, while constructing the underpasses, both the B42 national road and the railway tracks would have to be closed for much longer than for the construction of the overpass options. In addition, the construction period for the overpass options is much shorter than for the underpasses.

Against this background, the federal state of Hesse commissioned a Heritage Impact Assessment (HIA) for the project. This Heritage Impact Assessment also served to test and validate the Cultural Landscape Compatibility Study that was developed as part of the Management Plan. The process was monitored by the Monitoring Advisory Council that oversees the drafting of the Management Plan.

The outcomes of the Heritage Impact Assessment were presented to UNESCO in March 2021 for final coordination. The results, visualizations and assessment criteria show that it would be possible to build an underpass without impacting the Outstanding Universal Value or the visual integrity of the World Heritage site, whereas an overpass solution would have a substantial negative visual impact on the cultural landscape at the gateway to the World Heritage site.

In accordance with Decision 44 COM 7B.155, the State Party carried out further evaluations in the Monitoring Advisory Council as the responsible body and confirmed the outcomes of the Heritage Impact Assessment in autumn 2021. Thus, it is ensured that the project will have no negative impact on the Outstanding Universal Value of the Upper Middle Rhine Valley World Heritage site. This also corroborates the assessment of this project provided by ICOMOS Germany and the involved authorities for the protection of monuments and World Heritage.

As part of a feasibility study, which has now been concluded, the four options under consideration and their impacts were compared and assessed on the basis of various criteria (technical feasibility; effect on traffic; economic feasibility, i.e. construction and operating costs; environmental impact; construction period; impact on monuments and on the Upper Middle Rhine Valley World Heritage property). Based on these results, a preferred option has been selected. In April 2022, the feasibility study, including the preferred option, was presented to the federal government which, as the principal funding authority for the development, will have to give

its approval before the process can continue. The federal state of Hesse recommends to the federal government that the level crossing be replaced by an underpass to the west of the train station.

The federal government has not yet given its approval.

The plans as well as the suggested location for the underpass were presented to the representatives of the World Heritage Centre and ICOMOS International during the Reactive Monitoring Mission in May 2022.

b. Expansion of the quartzite open pit mine at Trechtingshausen

For many decades, Hartsteinwerke Sooneck GmbH has been operating the quartzite open pit mine Sooneck in the Mainz-Bingen district, more precisely in the municipalities of Trechtingshausen and Niederheimbach, as a dry mining operation.

The stone pit is located in the World Heritage site. It has verifiably been there since the middle of the 17th century, thus testifying to long-standing land use in the Upper Middle Rhine Valley.

The company has long-term mining and operating licences for the open pit mine. The currently possible operating period with an economically required output of approximately 750,000 t/a amounts to less than 10 years. Therefore, the operator aspires to expand the mining area by approximately 9.8 hectares for short and medium-term raw materials extraction. The quartzite reserve that could be mined through this would prolong the open-pit mining service by approximately 20 years.

At the moment, preliminary investigations for a planning approval procedure under mining law are taking place; this includes an environmental impact assessment which evaluates the effects of the stone pit expansion on the respective protected properties and examines whether and to what extent a stone pit expansion would be compatible with the Outstanding Universal Value of the World Heritage site.

It is currently not possible to predict when the required investigations will be completed. In accordance with Article 172 of the *Operational Guidelines*, the World Heritage Centre will be informed about the outcomes and further plans.

c. Local bypass at Braubach

The L335 regional road passes directly through the historic town centre of Braubach. The L335 is the main road connecting the B42 and B260 national roads, as well as the main road to the district town of Bad Ems. Due to the high traffic volume and single-lane traffic routing near the Oberturm cultural monument, there is considerable congestion on a daily basis, especially during rush hour. The large amount of heavy goods vehicle traffic and commuters leads to massive pollution through transport, noise and emissions, which negatively impacts the inhabitants of Braubach and the cultural landmarks.

In order to relieve and dissolve the bottleneck, Landesbetrieb Mobilität, which is the state's authority responsible for road construction, has developed two planning options for a local bypass. Both options envisage a grade-separated overpass in the form of a bridge construction for the B42 national road and the railway line running parallel to it and a tunnel below the hill slope of Marksburg Castle. Since the bypass is located within the World Heritage site and in close proximity to Marksburg Castle, the possible effects of the development were assessed in a preliminary examination based on Attribute Mapping and the Cultural Landscape Compatibility Study.

Based on the process developed for conflict prevention, the outcomes of the preliminary examination were evaluated by the Monitoring Advisory Council. Since it became apparent that both options would have a negative effect on the visual integrity and the Outstanding Universal Value of the World Heritage site, the Monitoring Advisory Council recommended developing a solution compatible with World Heritage status by means of a Heritage Impact Assessment.

The recommendation of the Monitoring Advisory Council has been passed on to the Ministry of the Interior and Sports, which is in charge of World Heritage matters in Rhineland-Palatinate.

In cooperation with the Ministry of Transport, they are currently preparing to commission a Heritage Impact Assessment.

d. Koblenz cable car

Changes in circumstances

The cable car in Koblenz, which opened in 2011, was initially built for the 2011 National Horticultural Show and, thus, only intended for temporary use. Since then, it has proven to contribute substantially to advancing sustainable mobility and achieving UNESCO's Sustainable Development Goals, as it provides a sustainable, ecologically sound and accessible means of transport for connecting the two banks of the river Rhine. The City of Koblenz is now aiming for continued operation of the cable car on a permanent basis. In the face of climate change, the current energy crisis and the need for an energy transformation in the transport sector, the cable car, which transports around 700,000 to 720,000 passengers a year, has already become an important part of the city's public transport system. The cable car complements the city's public transport system in the form of a tangent line. It has filled a major gap in the local transport system, facilitating a reduction in travel time of 15 to 45 minutes, making it an attractive and eco-friendly alternative to using private vehicles or the bus to cross the only local bridge over the river Rhine.

At the same time, the cable car as part of the public transport system offers true mobility for all. It is accessible for people of all ages, including those with mobility or sensory impairments, wheelchair users, prams or pushchairs, and thus contributes to the implementation of the UN Convention on the Rights of Persons with Disabilities.

In line with its Transport Development Plan 2030 (Verkehrsentwicklungsplan 2030), the City of Koblenz wants to use the cable car not only for improved access to Ehrenbreitstein Fortress but also to ensure that the planned conversion of the disused former barracks 'Fritsch-Kaserne' will be eco-friendly and facilitate accessibility.

Existing route and stations

Legal situation

The existing planning approval for the cable car will expire on 30 June 2026. The operating licence, which was extended by the state's transport authority (Landesbetrieb Mobilität) on the basis of the World Heritage Committee's Decision 37 COM 7B.75 in 2013, will expire in 2025.

Continued operation of the cable car beyond that requires a modification of the development plan in a further land-use planning procedure. With an architectural competition (consisting of a 'realisation part' delivering plans and designs for actual realisation, plus an 'ideas part' that merely provides additional design concepts or ideas which will not be implemented at this stage, but may or may not be used as a possible basis for further planning at a later stage), the City of Koblenz initially wants to lay the foundations for permanent operation of the cable car that is compatible with World Heritage status. Only after this qualified procedure has been concluded, and based on its results, a further land-use planning procedure will be initiated for the purpose of modifying the development plan, so that permanent planning approval for the cable car can be obtained. As this qualified procedure needs to be carried out in due form and the architectural changes require specialist expertise regarding compatibility with World Heritage status, it is necessary to allow for an adequate period of time for this process. For this reason, the City of Koblenz is currently aiming for another temporary extension of the operating licence for the cable car.

Route

In 2007, nine planning options with different locations and routes for the temporary cable car to be constructed to connect the two main exhibition areas of the 2011 National Horticultural Show were examined in a simplified procedure to assess whether they are in accordance with the requirements of regional planning. During a multi-stage selection process in which the plans for the project were given a more concrete shape, the relevant municipal bodies discussed and rated the planning options examined. Out of the nine initial planning options, two options, which differed substantially, were then discussed in more detail. Both routing options envisaged a valley station in the city centre of Koblenz, in the vicinity of the Basilica of St. Castor, and a hill station in the northern part of the plateau of Ehrenbreitstein Castle.

Alternative route – valley station at the bank of the river Mosel

This option was viewed rather critically from a transport planning perspective, as it offered no transport link to the city centre. A transport link from the valley station to the city centre, where all the visitors arrive, would have only been possible via another cable car or some other form of crossing option between the left bank of the river Mosel in the Lützel quarter of Koblenz and Deutsches Eck on the other bank of the river. With this solution, it would have been impossible to maintain the necessary distance to Deutsches Eck, also with a view to the preservation of historical monuments. A link further southwest on the bank of the Mosel was ruled out due to the moorings for ships and generally very limited space in this area. Building a bridge across the Mosel at the confluence with the Rhine, even if it were compatible with the town- and landscape, was ruled out because of shipping regulations (required clearance under bridges) and, again, for reasons of monuments preservation. This option was already examined, presented and ruled out

in a feasibility study conducted in 2007 and in the design competition proceedings for the 2011 National Horticultural Show.

Alternative route – relocation of the valley station at the Rhine

Due to the requirements defined in consultation with the competent authority for the protection of monuments and the competent nature conservation authority, the possible area for the site of the valley station was very limited. Given the aim of interfering as little as possible with the large plane tree population, while at the same time maintaining an adequate distance from Deutsches Eck / Blumenhof park as one of the most characteristic views of the city, the possible site for the valley station was already relatively clearly defined. Any site located further south would have resulted in the felling of a considerably larger number of trees that are a highly characteristic feature of the Konrad-Adenauer-Ufer; a site further north was also disregarded because of its location in the middle of the newly built landscape park between Deutsches Eck and Blumenhof park.

Volume (massing)/design/materials of the valley station

The volume of the valley station is essentially a result of the technical requirements of the drive system for the cable car housed in the roof of the station and the need for the system to be accessible for maintenance and inspection purposes. As part of the planned qualified procedure, the valley station's current massing, design and materials used will have to be re-evaluated, and a new design concept will have to be developed based on those results.

Visual integrity

The impact of the valley station on the visual integrity of its surroundings was assessed as part of a Heritage Impact Assessment (HIA) based on relevant observer points. The selection of

those observer points was based on the Attribute Mapping for the Upper Middle Rhine Valley developed by Prof. Michael Kloos. This Heritage Impact Assessment, which was also presented during the Reactive Monitoring Mission, concludes that the first cable car pylon, when viewed from the opposite side of the river Rhine, has a negative impact on the panorama view of the riverside walk, and that the valley station partially obstructs the view to the Basilica of St. Castor from close-by. However, the westwork, as one of the distinctive features of the basilica, is not impacted, as it faces away from the river Rhine.

The question whether the valley station might have a negative impact on the structural or functional integrity of its surroundings will be examined by means of a Heritage Assets Map that will be drawn up for this purpose. The City of Koblenz plans to commission the development of this map before the end of this year.

Cable car pylon

Visual integrity

The impacts of the cable car pylon, which differ according to season, were examined as part of the Heritage Impact Assessment.

As the pylon does not exceed the height of the surrounding treetops, it generally remains under the silhouette of the trees. However, when viewed from various observer points, particularly from close to the river bank on the opposite side of the Rhine (towpath and car park at Ehrenbreitstein train station), the pylon emerges from the silhouette. When viewed from the right bank of the river Rhine, the cable car pylon has a negative visual impact on the panorama view of the riverside walk on the left bank.

Just as for the valley station, the question as to what extent the cable car pylon might have a negative impact on the structural or functional integrity of its surroundings will be examined on the basis of a Heritage Assets Map that will be drawn up for this purpose.

In the qualified procedure / architectural competition for the redesign of the cable car, suitable concepts will have to be examined also for the pylon, so that a reduction of the negative visual impact may be achieved, if necessary.

Conclusions

Due to the changed circumstances and the urgent need for an energy transformation in the transport sector to reach the climate goals and achieve sustainability, the City of Koblenz is aiming for permanent operation of the cable car as an accessible form of transport.

The plan is to hold an architectural competition (consisting of a 'realisation part' and an 'ideas part') that will lay the foundations for permanent operation of the cable car that is compatible with World Heritage status. Special focus will be on a new design for the roof mantle, the housing and the appearance of the valley station. Furthermore, a new design for the cable car pylon deemed to have a negative visual impact will have to be developed as part of the competition. Thus, the task set in the 'realisation part' of the competition will be to develop a new design to change the overall appearance of the entire valley station area. In addition, the 'ideas part' of the architectural competition (i.e. the part that will not be implemented at this stage) will be looking for realisable concepts for housing a mobility hub near the valley station, in order to integrate the cable car even more effectively into the public transport system. The objective is to establish compatibility with the World Heritage status of the Upper Middle Rhine valley and to protect the monuments zone of St. Castor Basilica / Deutschherrenhaus. The City of Koblenz plans to organise the architectural competition on an invitation-only basis in order to ensure that the invited architects have the necessary experience in planning and building projects that require compatibility with World Heritage status. The general requirements for planning that is compatible with World Heritage status will be developed by the City of Koblenz in

cooperation with the state Ministry responsible for monuments protection and World Heritage matters, the World Heritage Office in Rhineland-Palatinate, the Site Management and the Monitoring Advisory Council, and in consultation with the ICOMOS Germany monitoring agents responsible for the Upper Middle Rhine Valley World Heritage site.

As organising and carrying out the described qualified procedure as well as the subsequent implementation of the results will be quite a lengthy process, the City of Koblenz is initially aiming for a temporary extension of the planning approval and the operating licence for the cable car. Only after the qualified procedure described above has been concluded, and based on its results, will a land-use planning procedure be initiated for the purpose of modifying the development plan, so that permanent planning approval for the cable car can be obtained.

To implement the course of action described above, the City of Koblenz will initiate the following actions and follow the timetable set out below:

Before the end of 2022

- Commissioning an external expert report, including the development of a Heritage Assets Map
- Preparing the architectural competition which will encompass a 'realisation part' and an 'ideas part': convening of an editorial team which will include, amongst others, representatives of the following institutions:
 - » the municipal administration of Koblenz, Office for Urban Development and Planning
 - » Skyglide Event Deutschland GmbH (Eugen Nigsch)
 - » the state Ministry responsible for monuments protection and World Heritage matters

- » the World Heritage Office
- » the Site Management
- » authorities for the protection of monuments
- Start compiling the general requirements for the competition

Initiation of

- a land-use planning procedure with the initial purpose of obtaining a further extension of the temporary planning approval for the cable car

By end of Q1 2023

- The expert report, including Heritage Assets Map, will be available
- Further development of the general requirements for the competition, taking into account the outcomes of: the Cultural Landscape Compatibility Study, Attribute Mapping, the Heritage Impact Assessment and the Heritage Assets Map
- Preparing the commissioning of an architectural competition consultancy that is experienced in this specific field and will manage the competition process
- Start of concrete preparations for the competition
- The integration of the cable car into the city's public transport system will be further developed as part of an expert report in the form of a transport concept. The fundamental basis for preparing this report / concept is Attribute Mapping and the Cultural Landscape Compatibility Study

The City of Koblenz plans to submit the following documents to the World Heritage Centre for examination by 31 March 2023

to provide further details on this State of Conservation Report:

- Expert report, including Heritage Assets Mapping
- Concept for integrating the cable car into the city's public transport system
- A summary of the general requirements of the architectural competition that have been developed up to this point
- A competition timetable and a list of the next steps

By end of Q2 2023 / beginning of Q3 2023

Commissioning of a competition consultancy to manage the competition process and drafting of the competition brief, taking into account the UNESCO decisions. The evaluation criteria for the competition will include the integration into the surrounding environment and whether the aspects of compatibility with World Heritage status and preservation of monuments have been considered.

By end of Q3 2023

Completion of the competition brief: This will be prepared in agreement with the editorial team and take into account the regulatory framework.

By end of Q4 2023

- Call for entries
- Commencement of the entry preparation period

By end of Q1 2024

End of the entry preparation period

By end of Q2 2024

Awarding decision. The evaluation criteria for the competition will include integration into

the surrounding environment and whether the aspects of compatibility with World Heritage status and preservation of monuments have been considered. The jury will comprise, amongst others, representatives of ICOMOS Germany, the monuments protection authorities and the Site Management.

The City of Koblenz plans to submit all necessary documents from the qualified procedure to the World Heritage Centre by 1 December 2024, including among others:

- The competition brief
- Minutes of the jury session
- Planning documents
- Implementation plan and timetable

e. Koblenz brewery quarter (Koblenzer Brauerei)

The site of the beer brewery between Stolzenfels and the southern outskirts of Koblenz was already designated as a focus area and development cluster for commercial development in the 2015 'Integrated Urban Development for Koblenz' master plan. Here, the conversion of a site that was already a developed industrial area before the process for recognising the Upper Middle Rhine Valley as World Heritage property was even started, offers an opportunity for space-saving and climate-friendly urban development and, thus, an enhancement of the location.

The development is to be advanced in cooperation with the owner of the premises of the brewery to the west and the east of the B9 national road. As part of the land-use planning procedure, the urban development and planning requirements, which in this area are essentially defined by its location within the World Heritage site, are to be considered. In this regard, the local conditions differ greatly due to the existing large, industrial structures in the area west of the B9

(old tank building, brewery, bottling plant) and the predominantly cleared brownfield area east of the B9 / railway line between the Rhine bank with its riverside forest and the railway line on the left bank of the river.

Here the objective is to develop a new multi-functional city quarter that combines living, working, culture, education and services. The plan is to revitalise the location and make it more attractive by developing new functions, converting existing structures and adding new developments in a way that is compatible with World Heritage status.

As presented during the Reactive Monitoring Mission, the City of Koblenz, as the local planning authority, has decided to split the development plan for the site into a western and an eastern section. The plans envisage the development of a residential area on the vacant brownfield land east of the railway line which will extend all the way to the green corridor at the bank of the river. This part of the development plan will soon be adopted by Koblenz city council (byelaw adoption) and, thus, become legally binding. The competent planning authority has already received initial planning applications for realisation.

The existing plans for the commercial area stretching from the prominent tank building in the south to the brewery's bottling plant in the north are to be thoroughly revised.

Further general requirements for planning were defined in a joint workshop with the UNESCO World Heritage Coordinator of the Federal Foreign Office, the owner of the brewery, representatives of the City of Koblenz, the Ministry responsible for monuments protection and World Heritage matters, the Site Management, the World Heritage Office in Rhineland-Palatinate, the Architects Association in Rhineland-Palatinate, the Architectural Design Committee of the City of Koblenz and the Monitoring Advisory Council for the Upper Middle Rhine Valley World Heritage site. Aside from compatibility with World Heritage status, key criteria were implementing

the principles of sustainable building by reducing embodied energy and preserving the site's authenticity as an industrial location.

The site has been used by a brewery since 1885. The commercial use of the outskirts of historical towns is typical of the industrial era. Thus, today's use of the site is to be regarded as typical for this location. Further planning is to preserve the history of this location as an industrial site and continue its typology. The plans envisage a conversion of the existing buildings, including the tank building, the facade of which will be developed for its future use while preserving its current look. This way, the City of Koblenz will ensure that both the structural and the visual integrity of the location and its narrative as the location of a brewery will be preserved. As the brewery and its continued operations will be concentrated in the northern part of the site, the functional authenticity of the location will also be preserved. By developing the existing buildings it will be ensured that, on the one hand, the existing structures of the buildings will be developed in a way that is compatible with World Heritage status and responsible, and, on the other hand, that climate-friendly building, which minimises the resources used in the development by reducing embodied energy in existing buildings, will be safeguarded.

In order to secure general requirements developed and defined in the workshop in a binding agreement that also ensures the required quality standards, the City of Koblenz, as the local planning authority, plans to conclude an urban planning agreement with the owner.

The city's Architectural Design Committee, which was also involved in the workshop, the Monitoring Advisory Council, the Ministry responsible for monuments protection and World Heritage matters, the World Heritage Office and the Site Management will be involved in the further planning process.

f. Moorings at Bad Salzig

As one of the most important transport and trade routes in Europe, the river Rhine has facilitated trade and cultural exchange between the Mediterranean region and the north of Europe for two millennia. Hence, it is not surprising that shipping on the river Rhine is of pivotal importance. For this reason, there are permanent moorings for ships all along the river, including the Upper Middle Rhine Valley World Heritage site, which enable adherence to statutory resting times, staff changes, and supply and disposal activities. Over the coming years, the federal waterways and shipping administration authority plans to modernise some of the existing moorings or replace them with new ones. This will also affect some moorings in the Upper Middle Rhine Valley World Heritage site. Initial plans have been presented for Bad Salzig.

Currently, the roadstead stretches approximately 3.6 kilometres along the left bank of the river Rhine, along the entire town of Bad Salzig. It includes the body of water and bollards on and close to the wall of the riverbank which are used for mooring ships. There are no other facilities at the moment.

Current plans envisage moorings mainly up- and downstream of Bad Salzig, outside the built-up residential areas. According to the plans, there will be 21 dolphins that will exceed the street level by approx. 1.80 metres and 8 landing stages upstream, as well as 23 dolphins and 8 landing stages downstream.

Based on the procedure developed for conflict prevention, the Ministry responsible for monuments protection and World Heritage matters, the World Heritage Office, the Site Management and the federal waterways and shipping administration authority are currently scheduling meetings that serve to develop plans that are compatible with World Heritage status, based on the Cultural Landscape Compatibility

Study. In conformity with Paragraph 172 of the *Operational Guidelines*, the World Heritage Centre will be informed of the results and any further planning.

g. Löhnberger Mill

On the bank of the river Rhine in Lahnstein stands the Löhnberger Mill, a monumental industrial brick building which was built in 1911 based on the plans of the master mill builder Carl Ehrenberg in late neoclassicism style. In terms of its architecture, the listed building, which consists of three wings, looks rather palatial. Facing the river it has a striking 6-storey facade which is structured by avant-corps.

The entire complex is comprised of the mill building, the director's villa, a residential building, a semi-detached house, a clock tower which houses the switchgear, a warehouse and silos.

The mill's location directly on the bank of the river Rhine enabled ships to unload grain and other goods directly onto the mill's premises. Over the past few decades, the building was used by successive owners and companies for storing bulk goods (such as grain, fertilizers or fuel) for shipping.

The current owner is currently developing plans for a future use of the listed mill building that retains its industrial character and hitherto unchanged historical appearance.

The plans provide for the construction of new buildings on the property around the mill to create a new residential and commercial quarter including offices, restaurant and catering businesses, and services located directly on the river Rhine.

The planned developments serve preservation of the historical mill building through continued use and should bring a substantial upgrade to the surrounding property.

Initial plans have been submitted to the relevant bodies of the municipal council and the Site

Management. The investor has agreed that any further planning will be conducted in close consultation with the said bodies.

Based on the procedure for conflict prevention that has been developed, the Site Management and the owner are currently scheduling meetings to jointly develop plans that are compatible with World Heritage status, based on the Cultural Landscape Compatibility Study. In accordance with Paragraph 172 of the *Operational Guidelines*, the World Heritage Centre will be informed of the results and further planning.

4. In conformity with Paragraph 172 of the *Operational Guidelines*, describe any potential major restorations, alterations and/or new construction(s) intended within the property, the buffer zone(s) and/or corridors or other areas, where such developments may affect the Outstanding Universal Value of the property, including authenticity and integrity.

All projects planned or submitted for approval that could potentially affect the Outstanding Universal Value of the Upper Middle Rhine Valley World Heritage site, are explained under → 3. Other current conservation issues identified by the State(s) Party(ies) which may have an impact on the property's Outstanding Universal Value.

5. Public access to the state of conservation report

The State Party agrees to the publication of this State of Conservation report.

6. Signature of the Authority

Mainz, November 2022

A handwritten signature in black ink, reading "Nicole Steingaß". The signature is written in a cursive, flowing style.

Nicole Steingaß

Representative of the State Government for the
UNESCO World Heritage in Rhineland-Palatinate



RheinlandPfalz

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