The International Union of Railways (UIC) is the worldwide professional association representing the railway sector and promoting rail transport. UIC leads an innovative and dynamic sector, helping our members find opportunities and build success. The purpose of UIC's Ecological Effects of Railways on Wildlife (rEvERsE) project is to understand railway's role in the loss and gain of biodiversity and its habitats in Europe. It will seek to set out how railways can manage land in an ecologically sensitive way, providing solutions and best practice examples.

TRAFIKVERKET
SWEDISH TRANSPORT ADMINISTRATION

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ECOLOGICAL EFFECTS OF RAILWAYS ON WILDLIFE
REVERSE

UIC is seeking solutions and best practice to manage rail lineside in a way that can help **halt and reverse the loss of biodiversity**.

This poster provides information about Theme 8:
"Good practice in the management, accessibility, and use of data"

SWEDEN

The Swedish Transport Administration has developed a methodology for classifying and identifying stations with high biological diversity.

THE SOLUTION

There are about 1,400 railway stations or designated stops on the Swedish rail network. The Swedish Transport Administration has developed a methodology for classifying and identifying stations with high biological diversity. There are 237 railway stations that are classified as having high biological diversity, some of which are being managed according to the template that has been developed.

The Swedish Transport Administration has also looked at all the bridges and pipes associated with water courses based on knowledge from county administrative boards, and surveyed for medium-sized mammals, such as otters, foxes and badgers.

655 bridges and pipes that may act as barriers to the movement of these species were identified. Of these, 85 have been mitigated and the bridge and pipe has been adapted so that the animals can cross the railway without risk of collision. In addition, an inventory of some pilot areas concluded that 110 of the pipes that are placed in watercourses are barriers for aquatic organisms. Of these 27 have been adapted to date.

Outcomes

The field visits conclude an overall classification (1-5) based on the biodiversity parameters. The class 4 (low capacity) and 5 (lack capacity) will not be considered for action plans. The railway environments classified to 1 (very high conservation values), 2 (high conservation values) and 3 (moderate conservation value) are subject to a specific action plan.

The purpose of these action plans is to secure and develop the biodiversity along the railway environments. So far, these action plans are not connected to other conservation measures. Currently, all Swedish 1,400 railway stations have been surveyed. The results show that 230 railway stations include dry grasslands that are high-ranked (1, 2 or 3). Action plans have been produced for a set of railway stations. In 2021 we anticipate finalizing the action plans for the remaining high-ranked stations. We hope that this methodology will trigger a valuation and ranking of the natural assets of railway environments. We further believe that this national survey will push biodiversity issues to be part of the regular management of railways.

Keywords: Biological Diversity Classification

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