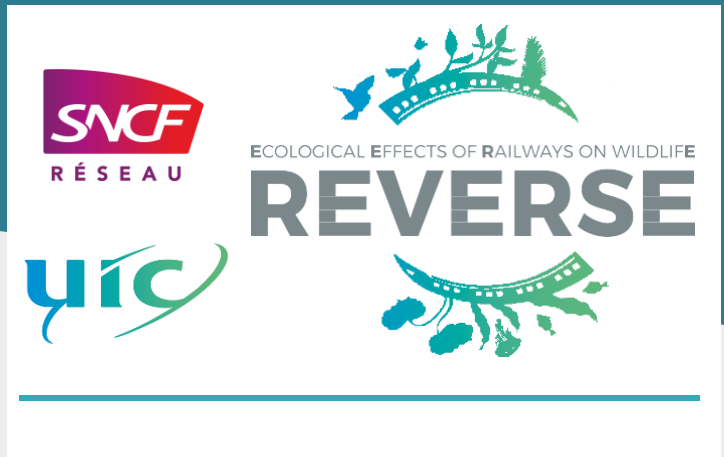


The International Union of Railways (UIC) is the worldwide professional association representing the railway sector and promoting rail transport. UIC leads an innovative and dynamic sector, helping our members find opportunities and build success. The purpose of UIC's **Ecological Effects of Railways 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.



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 1:

“Where companies have had an active role in the development of national strategies for biodiversity.”

France

In France, the consideration of watercourses in linear infrastructure projects has long been limited to the study of hydraulic issues and the consideration of flood risks. As a result, their crossing and development have been carried out in such a way as to ensure the sustainability of the projects without really taking into account other issues related to aquatic environments, in particular the biological functions they provide wildlife movement corridors, reproduction preferential, food, shelter or resting places for many terrestrial animal species.

THE SOLUTION

Several laws have enriched this purely hydraulic approach to river crossings and promote the regeneration of ecological continuity within these infrastructures, through the installation of structures adapted to environmental issues and hydraulic risks.

With the help of a specialized consulting firm, we launched a study in three stages on the entire rail network:

- *First stage: A national inventory of engineering structures that may constitute obstacles to the ecological continuity of watercourses.*
- *Second step: Development of a method for prioritizing work according to the type of means to be implemented for compliance work.*
- *And third step: the establishment of a national action plan to steer and organize the work region by region, accompanied by a mapping tool.*

Outcomes

We are currently at the end of the first stage, the second stage should start soon with the definition of the prioritization criteria.

Keywords: Aquatic Environment, River Crossing



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