

13th UIC Sustainability Conference



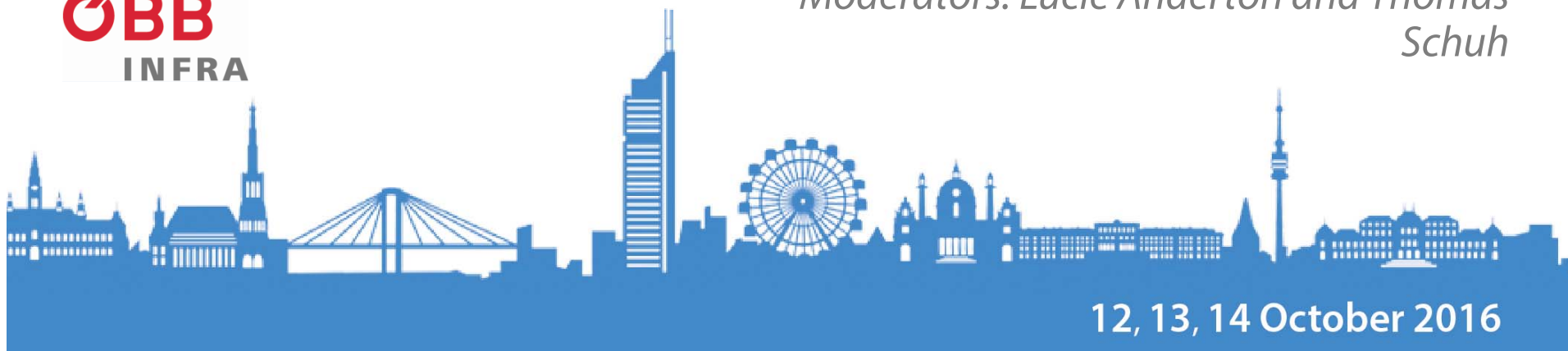
Workshop: Sustainable Landuse, SDG 15

13.10.2016, 14.00 - 16.30, Maria Theresien App.III

Railways and Biodiversity



Moderators: Lucie Anderton and Thomas Schuh



12, 13, 14 October 2016

Aim of the workshop



- Highlight the importance of biodiversity as a strong environmental argument for railways
- Develop a common understanding and vision how railways can contribute to the Aichi targets and the Biodiversity related SDGs



Questions of the workshop



- What are the key risks and concerns regarding tackling biodiversity losses in railway projects and operations?
- What are the opportunities and benefits regarding tackling biodiversity losses in railway projects and operations?
- How can the international railway community support action towards the Aichi targets and SDG?



Agenda



- Welcome note

Lucie Anderton (Network Rail, UK), Thomas Schuh (ÖBB-Infra AG) 15min

- East West Rail

Lucie Anderton (Network Rail, UK) 15min

- BBOP Eiffage – BPL project

Joachim Lemer (Eiffage) 15min

- Wildlife Collisions

Andreas Seiler (Swedish University of Agricultural Sciences), Mattias Olsson (enviropanning) 15min



Agenda



- Swedish Transport administration guidelines about landscape, including biodiversity / High biodiversity values in biotopes on railway stations in Sweden
Ulrika Lundin/ Marie Johnsson (trafikverket) 20min
- Transport Related Risks of Oilseed Spillage
Kathrin Pascher (University Vienna) 15min
- Discussion & Conclusions 35 min

Total presentation time: 95 min
Total time for open discussion: 35 min





Welcome and Introduction

Lucie Anderton and Thomas Schuh

Network Rail

ÖBB-Infra AG



Our Green Infrastructure



http://ec.europa.eu/environment/nature/ecosystems/index_en.htm



Benefits of a Biodiverse Railway



We are inextricably connected with our ecosystems,
which are dependant upon a diversity within them



Why Manage for Biodiversity?



News > UK > Home News

Persistent newts put the brake on a Transport Secretary's rail showpiece

The Transport Secretary's plans for a new station have been stymied by Ilkeston's rare amphibians



UN Sustainable Development Goals - the 2030 Agenda



- SDG 14 - Conserve and sustainably use the oceans, seas and marine resources for sustainable development
- SDG 15 - Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss.

Target 15.5 - take urgent and significant action to reduce the degradation of natural habitats, halt the loss of biodiversity and, by 2020, protect and prevent the extinction of threatened species.



2011-2020 Strategic G



Awareness,
incentives and
subsidies,
government plans

Pollution, agricultural
practices, development
of land, invasive
species, overfishing

Protection,
conservation of
threatened species and
generic diversity

Restoring ecosystems
that provide essential
services

Resourced action
plans, legislation,
science and technology

Strategic Goal E: Enhance implementation through participatory
planning, knowledge management and capacity building



So how are we doing?

No significant progress towards the target



Habitat loss still a major concern

In the period 2006-2012, the expansion of artificial surfaces has continued (e.g. urban sprawl, infrastructure) as compared to the period 2000-2006.



56% of UK species in decline.

It's not too late to save UK nature but we must act now - that is the conclusion from a coalition of more than 50 leading wildlife and research organisations behind the State of Nature 2016 report.

- The WWF living planet index fell 52% between 1970 and 2010
- 58% of global land coverage has lost biodiversity beyond 'safe' levels (2015 Planetary Boundaries Framework)



What's the problem?



We have legally compliant development and operational practices on our railways that lead to biodiversity loss

Q: So how do we operate, and modernise our railways while still delivering SDG 15?

A: Not on our own





Not all bad news!





Open Door Policy

East West Rail Alliance

Lucie Anderton



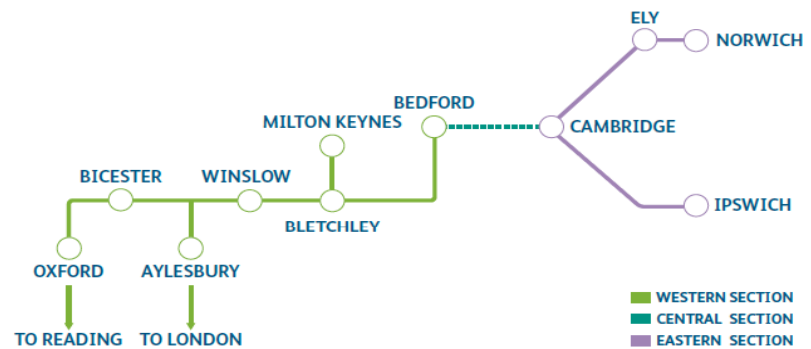
- The project
- Commitment to net gains
- Approach to stakeholder engagement



The Project



- Connects key areas of growth by providing a quality railway and integrated transport system that improves regional and national connectivity and increases network capacity
- upgrading of under-used railway and the re-opening of a disused railway corridor
- EWR2 is in the early design optioneering stage, with the EIA underway



The Alliance Charter



OUR MISSION IS:

Connect the economic centres of Oxford, Milton Keynes, Aylesbury and Bedford by providing a quality railway and integrated transport system that improves regional and national connectivity and increases network capacity.

By:

Acting in accordance with our values and behaviours and by creating a high performance collaborative culture through:

- Inspirational leadership, that creates an environment where everyone can give their maximum contribution;
- People and relationships, that integrate the skills and cultures of the parent organisations;
- Systems and processes that provide the very best support for our people;
- Understanding the needs of the partners, our customers, and our stakeholders;
- Committing to supporting, training, and developing our team.
- Caring for our people
- Celebrating success and having fun
- Creating an empowered team who have the confidence to challenge and innovate, recognising that this may generate mistakes
- Setting visionary expectations that are balanced against value for money

THAT WILL:

- Ensure safety is an overriding priority.
- Bring lasting environmental, social, and economic benefits
- Deliver the works to meet quality operational and technical requirements including community amenity and whole life considerations
- Create training, development and employment in the community
- Deliver a Value for Money solution
- Add exceptional value to the client, and shareholders.
- Achieve Considerate Constructors Scheme 'Excellent', CEEQUAL 'Excellent' (whole project) and BREEAM 'Very Good' (Winslow Station) scores and BS11000 accreditation
- Achieve demonstrable gains in biodiversity
- Enhance the reputation of all Alliance Members and generate gain.

OUR PRINCIPLES:

1. Best for project. We will make all our decisions on a best for project basis.
2. Win – win. Participants will either all win or all lose. Win/lose outcomes will not be acceptable.
3. Unanimous decisions. Alliance Leadership Team decisions will be unanimous.
4. Safety underpins every decision. Make safety everyone's number one priority and transform it into a personal core value.
5. Value for Money. VfM is intrinsic to our approach
6. Best person for the job. We will select on the basis of technical capability and collaborative ability.
7. Stakeholder expectations and sustainability underpins every decision
8. Safeguard the future competitiveness of the rail sector by investing in new and emerging technologies with payback periods that exceed the life of the project.



Why?

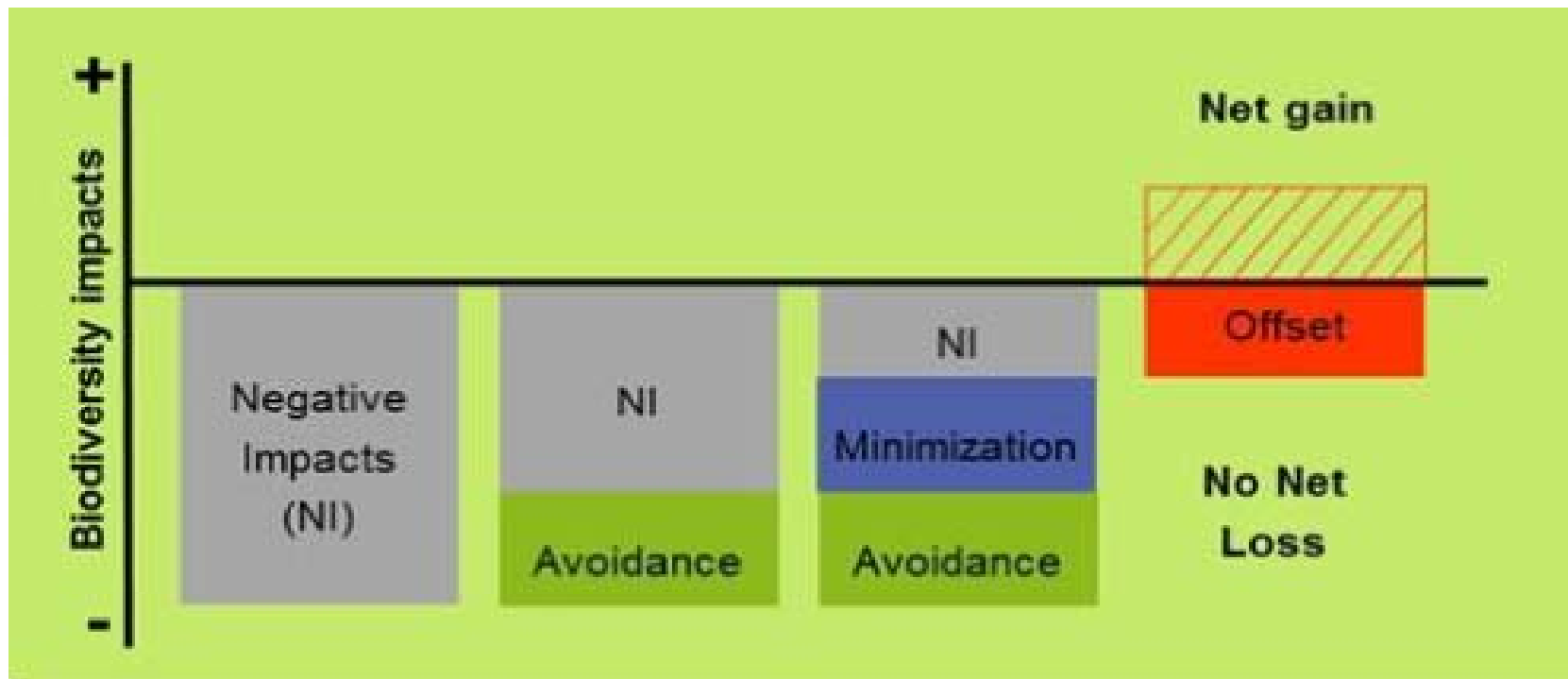


- **A better and more effective** way of halting Global Biodiversity Decline – meeting the Alliance sustainability objective (Corporate Responsibility and reputational benefit)
- **A better and more collaborative** way to engage with stakeholders - turning potential objectors into supporters and partners
- **A more auditable way** of driving loss avoidance and minimisation through the planning stages - supports the EIA and Consenting process, helping to show stakeholders we have done all we can to prevent loss of biodiversity
- **A more transparent way** of demonstrating that losses are compensated - a clear and government recognised tool for calculating how much habitat we should put in to compensate for that lost
- **A more effective way of delivering compensation**, by the experts - nature conservation groups not railway operators!)
- **Demonstrable value for money** for ecology mitigation (all off sett projects are assessed against a range of value criteria)



Measuring Nature

The UK Department for Environment, Fisheries and Rural Affairs' (DEFRA) Measurement Tool



Irreplaceable
habitats



A Principled Approach

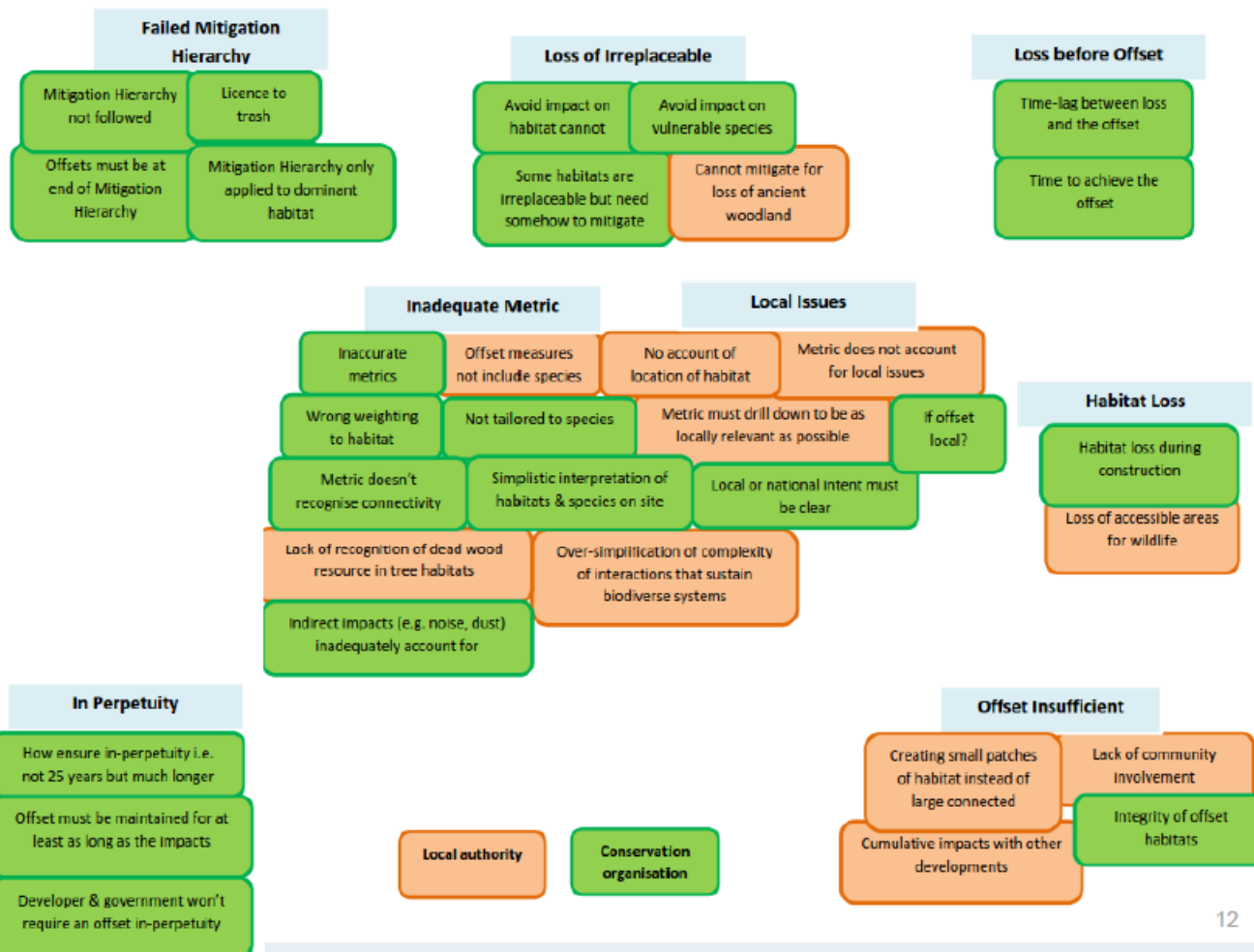
Mitigation
Hierarchy

Offset Projects -

Local; Addition; Landscape scale; Real & long-term benefits; Stakeholder participation; Transparency; and In perpetuity



Stakeholder Engagement



Opportunities

Long term maintenance



Concerns

It will all be worth it....



Takes time, but should achieve a WIN:WIN outcome

- Our regulators, decision makers and local community feel positively and supportive of the scheme
- Project that deliver real benefit and therefore value for money to the tax payer

