

## 14<sup>th</sup> Meeting of the Advisory Committee

Tochni / Larnaca, Cyprus, 11 – 13 May 2009

### Summary of responses to the questionnaire on the impact of roads and other traffic infrastructures on bats



In total 20 countries out of the 48 EUROBATS range states have responded to the questionnaire. Here is a synthesis of their responses:

About the impacts on bats, only 8 countries have reported studies that have been conducted or are currently in development. The disparity in the countries' responses makes it extremely difficult to draw any clear conclusions. In addition, different vehicles, weather conditions, assessment periods and the variety of road types make the findings difficult to analyse. However, according to the responses to the questionnaire, *Rhinolophus* and *Pipistrellus* are the most numerous and cited type of bats reported to be victims of road collisions. A total of 20 different species were reported as being effected by roads and other traffic infrastructures.

About taking bats into account during the construction of new infrastructures or the amendment of old ones, preliminary studies are compulsory in UK, Germany and France. In Portugal and Switzerland, preliminary studies are only carried out in some cases. In Slovakia and Latvia, recommendations are made but there is no evidence to show that these are followed. In Ireland, Slovenia and the Netherlands, bats are taken into account but no details were provided in the responses to the questionnaire.

Bats have been taken into account mostly in the planning and construction of roads and bridges.

Various methods are used to take the presence of bats into account. They include existing data evaluation, environmental impact assessment and specific surveys.

Five countries (France, Germany, Ireland, the Netherlands and the United Kingdom) have developed and are following specific guidelines, and one country (Portugal) has partially developed some guidelines. Four countries (Latvia, Slovakia, Slovenia and Switzerland) have not yet developed specific methodologies.

The responses to the questionnaire show that monitoring surveys after new roads have been completed are not systematic and are carried out only in specific cases.

Most documented responses mention the use of water basins for drinking and hunting. No studies have been carried out that have led to measures on old infrastructures. Concerning facilities or measures to reduce impacts, 60% of the countries reported that there is no such information available for their country. In the remaining 40% of the countries there are references to several facilities or measures such as the relocation or shifting of roads or railroad tracks or the creation and maintenance of greater habitat diversity. Some work measures taken are also described such as the employment of a bat specialist to act as a supervisor or the adaptation of the work schedule. There were no details (data) in the responses to the questionnaire about the effectiveness of these measures.

The great disparity in the answers makes it difficult to draw any concrete conclusions. It shows however, that some countries like France, Germany, Ireland, the Netherlands and the United Kingdom, have a clear policy of impact mitigation in place.