

## LB-1: Protected area loss, damage and fragmentation

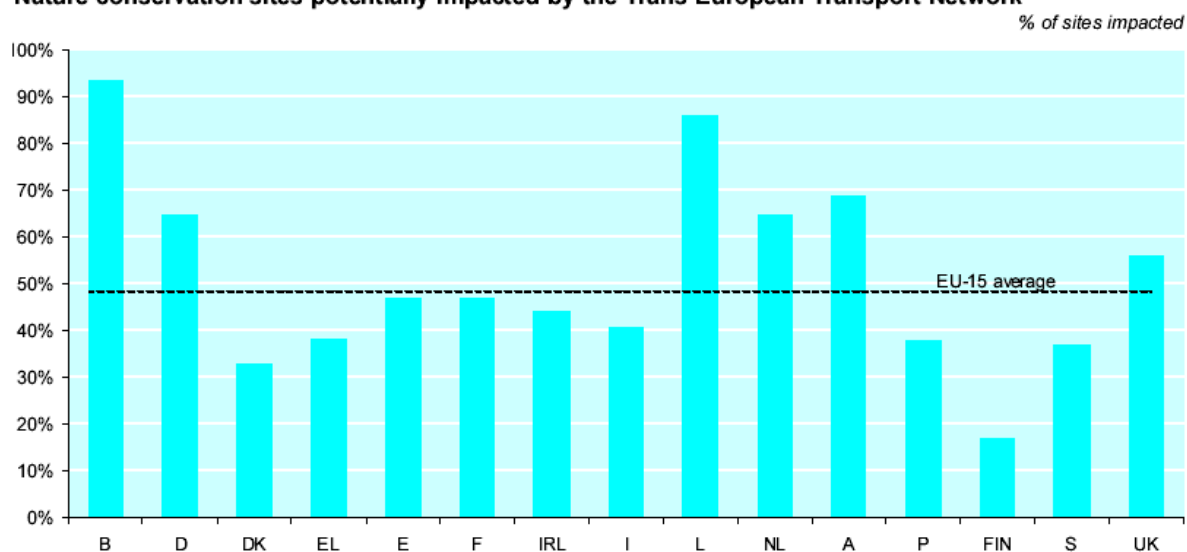
### Purpose

The indicator represents pressures on the integrity of biological systems, hence species and their habitats, within protected areas.

Protected areas have a high international profile (public and institutional) and therefore strong policy resonance. Protected areas do not fully reflect total biodiversity but normally do represent a significant part of it. Consequently most protected areas can be considered reservoirs of biodiversity and therefore, very sensitive areas for damage or loss from human activities.

The purpose of the indicator is to evaluate the trends observed in the loss of integrity of protected areas from those activities. The Trans European Transport Network is considered in this first exercise.

### Nature conservation sites potentially impacted by the Trans-European Transport Network



Source: SEA of the TEN (preliminary data, adapted)

<b>Relevancy: Yellow</b>	<b>Accuracy: Yellow</b>	<b>Comp.Time: Red</b>	<b>Comp.Space: Green</b>
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### Comments

The density of the TEN is related to the population distribution and other mobility criteria in the EU. This density increases in a concentric manner towards central areas in the EU (principally Belgium, the Netherlands, Luxembourg, western Germany and northern France), where the relative accessibility of the TEN is highest. The accessibility levels are lower in the Scandinavian regions, the southern Mediterranean countries and northern Scotland.

The correlation between the number of impacted sites and the TEN density is obvious. The proposed development of the TEN by 2010 is expected to lead to a significant increase in the number of impacted sites (approximately 14 % according to estimations from the SEA of the TEN).