



PRESS RELEASE

Statement on the construction of a wildlife bridge over the A13 motorway.

The planned Bascharage bypass, with its two roundabouts connecting to the A13 (Collectrice du Sud), will cut through the Dreckwiss national nature reserve, the area behind Cité Tornaco and the Natura 2000 forest area (Zäemberbësch) all the way to Bascharage, causing significant damage to nature and people throughout the surrounding area through air, soil and water pollution and traffic noise. This also applies to the planned cul-de-sac through the Dreckwiss nature reserve to the CR 175A, which would further fragment another nationally designated nature reserve.

Work on the construction of a wildlife bridge over the A13 began a few days ago. In our view, this wildlife bridge should actually be seen as a (belated) compensatory measure for the commissioning of the Collectrice du Sud in 1994. This is because the ecological corridor between the nature conservation areas of the municipalities of Differdange and Petingen (former Prënzebiërg open-cast mine) and those of the municipalities of Bascharage and Sanem (Bobësch and Zaemberbësch forest areas) was interrupted at the time by the construction of the A13 motorway.

Although the undersigned associations passionately and wholeheartedly support all nature conservation measures, it is impossible to agree with the following absurd situation in this project:

The planned "Contournement de Bascharage" will cut through this proposed "couloir vert" **in addition** to the existing A13 motorway. Furthermore, the construction of the planned Differdange-Bascharage railway triangle will further reduce the existing natural area. This would effectively leave the wildlife in a "dead end". Those responsible for this project cannot seriously claim that the planned, very narrow underpass beneath the Contournement road embankment can function as a cycle and footpath, as well as a route for agricultural machinery **and wildlife**, in order to create a high-quality connection between the two Natura 2000 zones "Prënzebiërg-Zäemberbësch"!

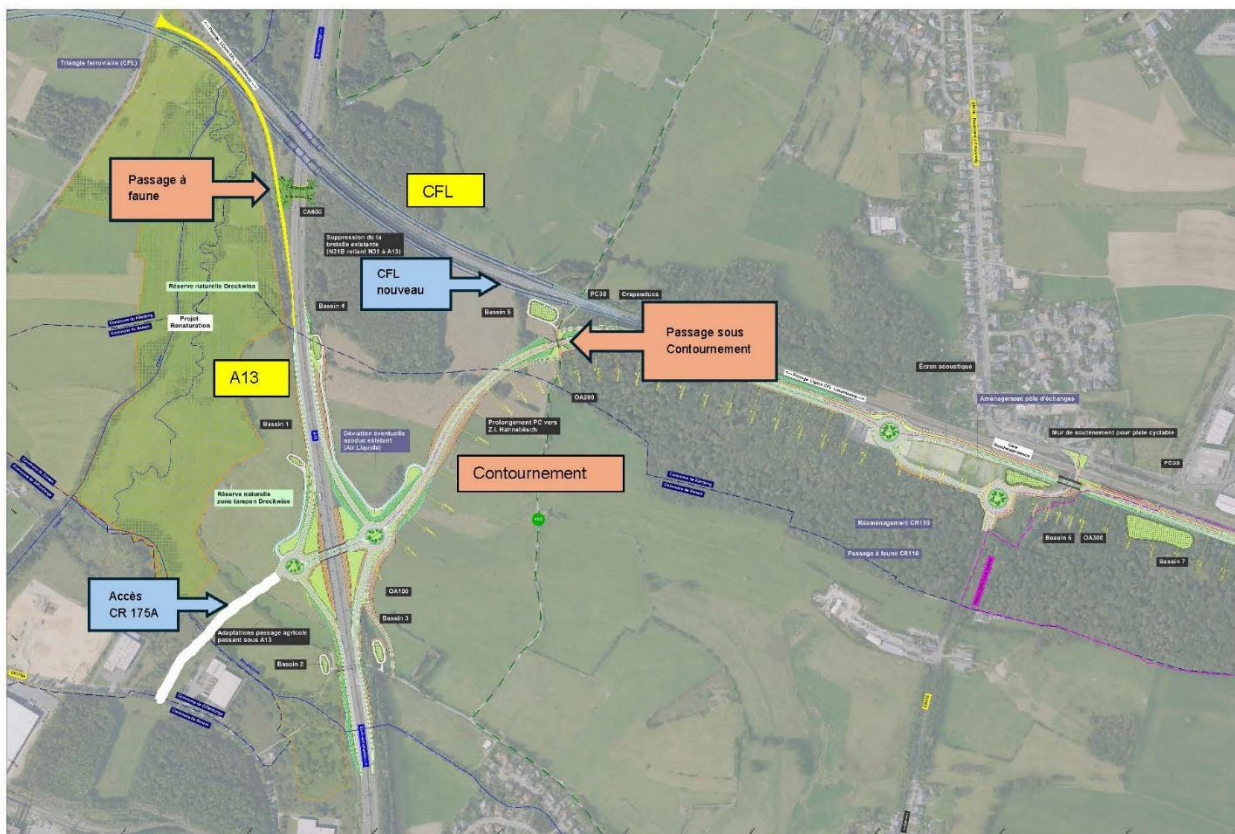
It is therefore clear that the construction of a wildlife bridge at this location only makes sense if **no additional road** cuts through this area.

In addition, attention should be drawn to a highly questionable connection with regard to the Nature Conservation Act:

"The construction of a road through untouched nature must be compensated for. The construction of a wildlife bridge has a very high compensation value."

However, it has now been determined that this ecological measure (which, after all, involves a cost of approximately €5 million (!) **will ultimately remain highly inefficient due to the construction of this same road**. This means that the original calculated compensation value of this wildlife bridge **must** be reduced to its actual effectiveness, i.e. to approximately 10-20% of the original value! It is therefore clear that the planned compensation measures will never meet the legal requirements.

In this context, we would like to remind you that the entire Contournement project has been challenged on key points before the Administrative Court by BIGS and 10 plaintiffs from Bascharage and Sanem. The court hearings have been set for 16 December next year, 2026. We will return to the most important points of criticism in further statements in the coming weeks.



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