



Regional South

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Statement regarding the announced works on the Bascharage bypass

On 29 October 2025, the coordination mission for the "Bascharage bypass" was put out to public tender. The management, topographical survey and drone surveillance of this structure, which is over 4 kilometres long, are to be entrusted to a private company. This call for tenders is accompanied by a new timetable that has caught our attention:

- In addition to the construction of a wildlife bridge over the A13 motorway, which is described as a "compensatory measure" (see our critical statement of 29 October 2025), construction between the N5 in Bascharage and the planned railway line crossing the bypass is scheduled to begin in the first half of 2026. In the autumn of the same year, construction of the bypass bridge over the A13 and the "mixed underpass beneath the bypass" at the current cycle path from Sanem to Bascharage is expected to begin (see also our latest position statement on this subject). In addition, other road sections and engineering structures are to be completed in stages between 2027 and 2029. However, public tenders still need to be launched for each section.

Excluded are the areas located in the Zämerbësch Natura 2000 site and the planned Bobësch Natura 2000 site, which are not expected to be designated until 2030. These areas enjoy special protection status which, in accordance with the Nature Conservation Act, requires that any destruction be justified and that the coherence of the protected area at European level and the animal species living there be preserved. This issue will be heard in court for the first time on 16 December 2026 at the request of BIGS a.s.b.l. and 10 other applicants from Bascharage and Sanem. The final judgement is expected before 2030.

In the meantime, we are calling for all work on the bypass to be frozen, as it is absurd to start work when the entire authorisation procedure is likely to be overturned by the court. It is simply absurd to spend tens of millions of euros of taxpayers' money now for the sole purpose of creating a 'fait accompli', with no guarantee that this mega-project will be deemed admissible by the court, both in terms of its general orientation, its justification in terms of transport, its insufficient compensation measures and its specific route (it does not even seem certain that the Saint-Gobain company will be relocated).

We will defend ourselves!