

Newsletter September 2025

Construction of Bundle 1 on Maasvlakte-Zuid begins

We have reached a milestone: construction of **Bundle 1** along the Maasvlakte-Zuid railway yard has officially started. After an intensive period of preparation, the first work began outside in early August 2025. This brings the vision behind the Maasvlakte-Zuid railway yard ever closer: a modern, sustainable, and efficient rail hub that is ready for the logistical challenges of tomorrow.

In recent years, the collaborating parties have been working hard behind the scenes on design, planning, permitting, ecological studies, and technical coordination. Every component had to be right before the product could be launched on the market.

This thorough preparation was necessary in order to build the complex infrastructure of the yard safely, in a future-proof manner, and in accordance with European standards. Bundle 1 forms the first part of the yard where 740-metre-long freight trains will soon be able to be marshalled and expedited.

Launch event on October 10

To celebrate this milestone, we are organizing an official launch ceremony for the project on Friday, 10 October, with representatives from ProRail, the Port of Rotterdam Authority, Swietelsky Rail, the Municipality of Rotterdam, the Ministry of Infrastructure & Water Management, and the European Parliament. You will be able to read more about this in the next newsletter.



Construction begins on drainage, watercourses, and culverts at Maasvlakte-Zuid site

The approximately 27-hectare Emplacement Maasvlakte-Zuid (EMZ) works area was ecologically released in late July 2025. This means that the site has been carefully examined in advance to ensure that sufficient measures have been taken to enable the work to commence safely and responsibly.

In early August, contractor Swietelsky started creating more than 7 kilometres of drainage, ensuring that excess water is removed. This is essential to ensuring a stable and dry surface for the construction and layout of the new railway yard.

📺 [See drainage being created here.](#)



At the same time as the drainage work, adjustments to watercourses and culverts were also started. Culverts are underground structures that connect drainage ditches and ensure effective water management throughout the area. In the third quarter of 2025, access roads will also be constructed, ensuring that the site is easily accessible for equipment and personnel.

New construction sign placed at entrance to EMZ project area



A new construction sign has recently been placed at the entrance to the project area on Sjelikowstraat on Rotterdam's Maasvlakte. This sign provides extra visibility and clarity for suppliers and visitors.

TÜV SÜD Nederland appointed for AsBo and NoBo assessments

In late March 2025, TÜV SÜD Nederland B.V. was contracted by the Port of Rotterdam Authority to carry out the NoBo and AsBo assessments within the Emplacement Maasvlakte Zuid (EMZ) project. These assessments, focussing on usability and safety, are essential for the realization of the new rail infrastructure, energy supply, and train safety system at the yard. These assessments are necessary for obtaining the permit under the Railway Act and for commissioning the railway yard for use.

As an independent assessment body, TÜV SÜD Nederland assesses whether the project complies with European requirements in the areas of interoperability and safety. If the assessment is positive, the system at the yard will be approved and may be commissioned for use.

What do NoBo and AsBo mean?

NoBo stands for Notified Body. This is a government-recognized body that assesses whether railway systems comply with the European Technical Specifications for Interoperability (TSIs). This body is essential to ensuring that infrastructure and equipment can be used across borders and are safe.

AsBo stands for Assessment Body. This is an independent body that conducts safety assessments based on European Regulation 402/2013. This assessment is mandatory in the event of significant technical, operational, or organizational changes.

TÜV SÜD Nederland B.V. is part of the globally operating TÜV SÜD Group, which has been active in the testing, inspection, and certification sector for over 150 years. With a strong network of international and local experts, including specialists in the railway sector, TÜV SÜD brings valuable knowledge and experience to this important project. [TÜV SÜD Netherlands - Rail Certification Assessment & Inspection | TÜV SÜD](#)

A day out with ecologist Erik van der Staak

Ecology plays an important role on the extensive site of the Maasvlakte Zuid railway yard, where a construction plot of approximately 270,000 m² is soon to be developed. We want to develop the port area while preserving the existing flora and fauna. We do this with the utmost care and according to strict guidelines, so that the animals remain safe and the construction process can continue in a responsible manner.

On behalf of Swietelsky, Erik van der Staak, founder, owner and CEO of Staro Natuur & Buitengebied, is therefore keeping a close eye on the area. As an ecologist with years of expertise on the port area, Erik knows exactly which protected plants and animal species can be found here.

What is striking is the increase in the toad population in the port area. While this species is under pressure elsewhere in the Netherlands due to the loss of suitable habitat, the Maasvlakte appears to offer a refuge. The natterjack toad, a protected species, is particularly abundant here.

Monitoring and protecting these animals requires specialist knowledge and a permit. Only certified ecologists such as Erik are allowed to install toad screens and catch and relocate natterjack toads.

👤 Come along with Erik! He demonstrates how he catches natterjack toads and provides a behind-the-scenes look at his unique work in nature.



Railway yard suitable for 740-metre trains

The Maasvlakte Zuid railway yard is suitable for freight trains with a length of 740 metres. That is considerably longer than the standard length of approximately 600 metres. This expansion brings several advantages. The longer trains allow more containers or bulk goods to be transported in a single trip. This means fewer train movements, lower emissions, and reduced costs per tonne of freight.

By adapting the railways to accommodate this type of train, the position of rail as a sustainable alternative to road transport will be strengthened. This ensures a more robust, greener, and more efficient logistics chain.

In the animation, ProRail explains the advantages of 740-metre-long trains and what is needed to run them along the most important corridors. [740-metre-long freight trains | ProRail](#)

