

REALISATION OF MAASVLAKTE-ZUID RAILWAY YARD

NEWSLETTER

This newsletter is a publication by the core team of the project Maasvlakte-Zuid railway yard (EMZ) bundle 1. In this newsletter, we keep you updated on the developments within the project and the surrounding area. This newsletter is published quarterly.

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From foundations to superstructure - EMZ enters the new year full of confidence

As the year draws to a close and the festive season approaches, we look back with pride on the first milestones in the construction of the Maasvlakte Zuid railway yard. We have successfully completed the underground and conditioning work, laying the foundation for further realisation. Commencement of the works was celebrated in a party mood.

In the new year, we will start the visible works above ground, including laying track ballast, sleepers and rails and erecting catenary supports. The initial contours of the railway yard will thus start being revealed to the surrounding area.

On behalf of the EMZ project team, ProRail and the Port of Rotterdam Authority, we would like to thank you for your commitment and cooperation over the past year. We wish you and your loved ones a wonderful Christmas, a happy New Year and a healthy, successful and inspiring 2026!



Looking back on the festive launch of Maasvlakte Zuid railway yard

On 10 October 2025, ProRail, Swietelsky Rail Benelux and the [Port of Rotterdam Authority](#) officially launched [construction of the new Maasvlakte Zuid \(EMZ\) railway yard](#) by pressing a button that literally turned a railway signal green. During a festive gathering on the Maasvlakte, we celebrated this important milestone together with guests.



From left to right: Robert Simons – Municipality of Rotterdam, Mirjam van Velthuisen – ProRail, Berte Simons – Port of Rotterdam Authority, Niek Lentink – Swietelsky, Jeannette Baljeu – European Parliament.

Safety first: fitting and testing of fire-fighting equipment at EMZ

Swietelsky is installing an extensive network of fire-fighting facilities at the new Maasvlakte Zuid railway yard. Reliable fire-fighting equipment is essential for responding quickly and effectively in the event of an emergency and for complying with applicable laws and regulations.

The Maasvlakte is a crucial hub for freight transport to and from the port of Rotterdam. Every day, large quantities of freight are transhipped and transported here, including fuels, gases and chemicals. It is therefore essential that fire-safety facilities at the yard function optimally.



What is being constructed?

Over the past few weeks, Swietelsky Rail Benelux has been working intensively on the underground fire-fighting pipework and hydrants (fire-fighter connection points) at strategic locations. The accessibility of the hydrants is also a key consideration. These facilities, such as emergency routes and staging areas, are coordinated with the emergency services, such as the Joint Fire Service and ProRail Incident Response (ICB).

Progress of the works

Half of the fire-fighting pipework has now been fitted. Approximately 40% of the pipes already laid in the ground have undergone pressure testing. The fire hydrants are currently being completed. Additionally, installation of the drainage system is approximately 80% complete. After laying the pipes and installing the source pumps, a comprehensive final test of the entire system will be carried out. This represents an important step towards a safe and operational railway yard.

Impression of completed works

Foundation blocks for the catenary supports



Laying block mats in waterways



1,900 metres of permanent fencing has been installed.



Works in the first quarter of 2026

The first quarter of 2026 will be dominated by deliveries for the EMZ project. For example, ballast, sleepers, rails and points (single and crossings) are transported by ship. This is to relieve the road network as much as possible. Read more about this in the article below, 'Sophisticated logistics'. Additionally, Swietelsky will commence actual track construction (subgrade, ballast, track, points and track branches).

In total, Swietelsky will be transporting:

Railway tracks: 22,248 meter (618 units of 36 metres)

Sleepers: 17,079

Points: 34 units

Ballast: 50,000 tonnes

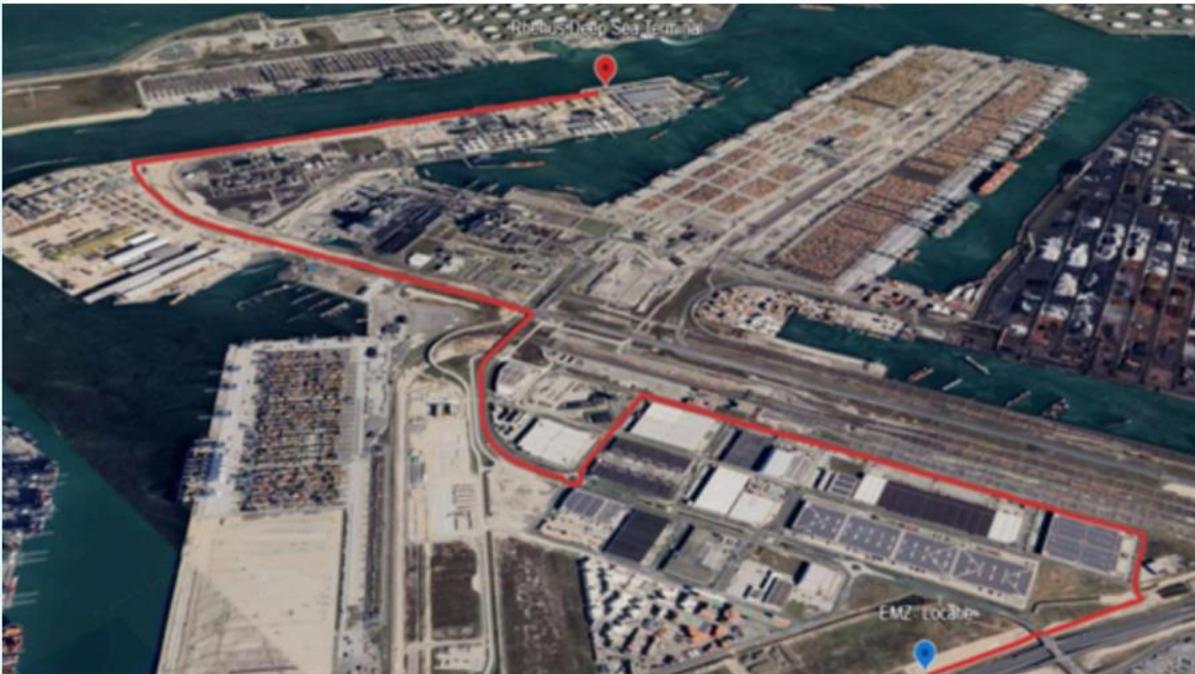
Sophisticated logistics for the safe and sustainable execution of EMZ

Within the Maasvlakte Zuid railway yard (EMZ) project, we aim to carry out the work as efficiently and sustainably as possible. That is why we challenged contractor Swietelsky to come up with sophisticated solutions that would make a major contribution to this ambition. A concrete example of this is the decision to transport materials by water rather than by road.

Swietelsky transports materials by ship to the Rhenus Deep Sea Terminal in Europahaven. From this transshipment location, further transport to the project area takes place by lorry. This logistical approach offers several advantages: transport by water is not only more efficient, but also considerably more sustainable than road transport. It leads to lower CO₂ emissions per tonnekilometre and helps to limit the ecological impact of the project.

Additionally, this strategy reduces the burden on the road network, improves the predictability of the logistics chain, and contributes to road safety and accessibility in the area. This approach is therefore perfectly aligned with EMZ's sustainability objectives.

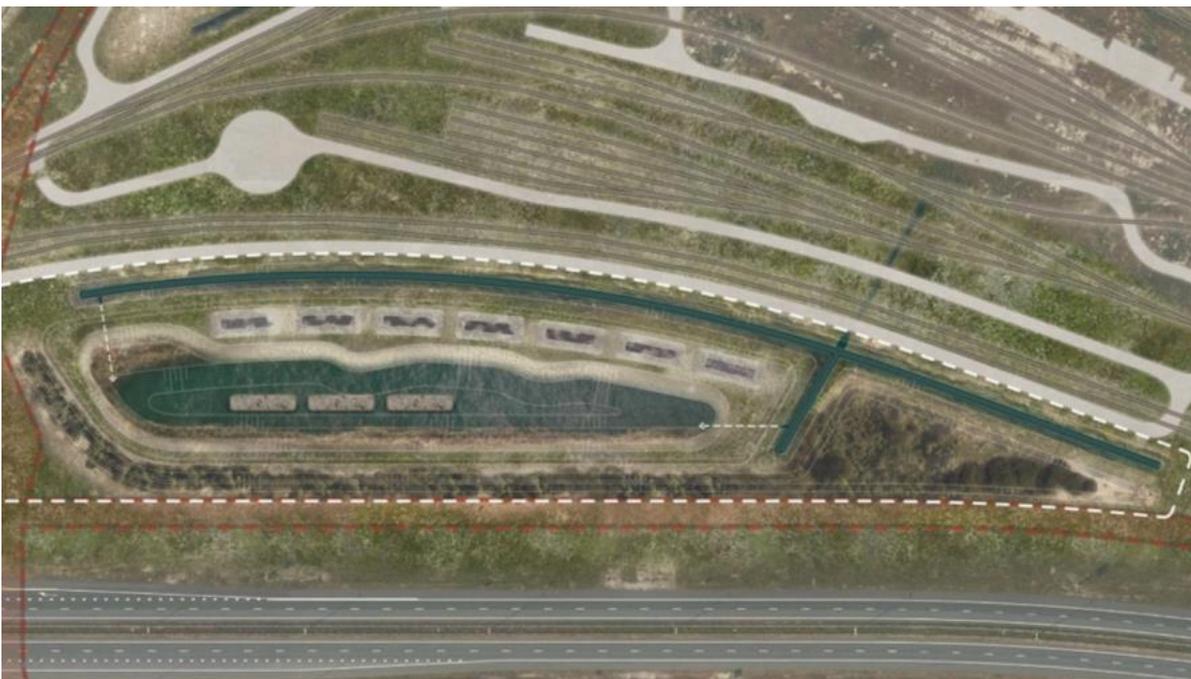
In short, this approach demonstrates how logistics can contribute to both safety and sustainability – two core values within the EMZ project.



Route from Van Rhenuskade via Europaweg, Dardanellenstraat, Bosparusstraat, Magallanestraat to the main entrance of the project area in Sjelikowstraat. Note! During unusual situations on the route shown, such as traffic jams, you can temporarily divert to Beringstraat and the Nauw van Calais.

Nature-inclusive works in and around the EMZ project

Near the EMZ project, work is currently underway on the development of a special addition to the landscape: a nature-friendly water feature, also known as a wetland area, on the south side of the site. This water feature is an important part of the sustainable integration plan and helps to strengthen biodiversity in the area. This water feature also compensates for a water feature on the north side of EMZ that is to be filled in for the development of [the Hydrogen Conversion Park 2](#).



The water feature will be designed with gentle banks and wet areas, creating a varied and ecologically valuable habitat. Special attention is being paid to protected species such as the natterjack toad, for which concrete pools surrounded by sandy ground are constructed. Rabbits, birds and various insect species will also find a new home here in the copses that are to be planted.



Artist's Impression: Movares

Additionally, pontoons are being installed as safe breeding sites for birds such as the little tern and the common tern. These pontoons are made from glass foam concrete – a sustainable material based on recycled glass – and float along with the water level. A low fence prevents chicks from falling off the pontoon and protects them from predators.



Image material: Movares

The water feature also acts as a buffer during extreme peak rainfall, making the water system more robust. In total, the nature reserve covers approximately 47,030 m² (13,220 m² of which consists of open water). The creation of this zone is an important step towards realising a habitat that is both functional and ecologically valuable.

Development of second railway line bundle Maasvlakte Zuid announced

The construction of Maasvlakte Zuid railway yard has reached a new milestone with the development of Bundle 2. The Dutch government, the Municipality of Rotterdam and Port of Rotterdam Authority are jointly investing in the relocation of the IJsselmonde railway yard. This relocation will free up space in Rotterdam South for housing, green spaces and better transport links, while creating additional rail capacity for freight transport on the Maasvlakte.

Relocation of rail capacity

The current site in IJsselmonde is located in the middle of a residential area and no longer reflects Rotterdam's urban ambitions. Rail capacity is therefore being relocated to the Maasvlakte, where EMZ is being developed as a modern and sustainable railway yard. With the accelerated construction of Bundle 2, we are providing space for this relocation and strengthening the position of rail as a sustainable mode of transport for port logistics.

MORE INFORMATION

If you'd like to find out more about the entire Maasvlakte rail development, check out our project page [Maasvlakte rail development](#).

Questions about the project? If you have any questions about the project, please email Environmental Manager Linda Vervooren, l.vervooren@portofrotterdam.com

Questions about rail development in the port area in general can be sent to Project Manager Bekir Calim, b.calim@portofrotterdam.com

For questions from the press, contact Press Officer Sigrid Hesselink, s.hesselink@portofrotterdam.com