

Media release

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EURO9000 gets green light for operations in Belgium and the Netherlands

The EURO9000 locomotive from Stadler, the new generation of 6-axle hybrid locomotives, has successfully received type approval for operation in the Netherlands and Belgium. This approval extends the operational area of the EURO9000, which is already authorised in Germany, Austria and Switzerland, and emphasises its adaptability to the requirements of international rail corridors. An operating licence in Italy is expected to be granted in 2024.

The EURO9000 is an interoperable locomotive specially designed for use on international routes along the main European railway corridors. Following the approval already in place in Germany, Austria and Switzerland, the locomotive has now also received approval for operation in Belgium and the Netherlands.

The EURO9000 locomotive meets the technical specifications for interoperability (TSI) and is intended to be equipped with various country packages. These include conventional automatic train protection systems and ETCS to ensure smooth cross-border operations. The basic configuration covers Germany, Austria, Switzerland, Italy, the Netherlands and Belgium, where two prototypes have been successfully tested in the last two years.

The EURO9000 was developed in response to the challenges of rail freight transport. Its more powerful, more versatile design represents an efficient solution to the increasing demands of cross-border transport. The EURO9000 locomotive has been available for use in Germany and Austria since March 2023. It received type approval for operation in Switzerland on 2 November. The current approval for Belgium and the Netherlands is a further milestone for Stadler and emphasises the reliability and performance of the EURO9000 at international level.

Iñigo Parra, Executive Vice President of Stadler Division Spain, says: “The challenges associated with the interoperability of European rail networks and the European Union’s requirements to shift more freight transport to rail motivated us at Stadler to develop one of our most innovative products – the EURO9000. This underlines our commitment and our pioneering role in shaping the future of rail freight transport.”

Most powerful locomotive in Europe

With a power output of 9 MW, the EURO9000 is currently the most powerful locomotive on the European market. This allows operation on electrified routes with alternating current and direct current. The modular design also enables up to three different drive systems (electric, diesel and/or battery drive) to be installed together so that the same trains can run on non-electrified sections of track. The diesel motors also provide additional power when the locomotive is travelling under a 3-kV DC overhead contact line. The EURO9000 is capable of travelling at high speed on the main European corridors with mixed traffic and often allows longer, heavier trains to be pulled by a single locomotive.

The leasing company European Loc Pool (ELP) was the first customer to order EURO9000 locomotives. It has so far acquired 30 locomotives, 7 of which have already been delivered and are in operation. Alpha Trains also recently ordered 12 EURO9000 locomotives, which are due to be delivered in 2025.

About Stadler

Stadler has been building trains for 80 years. The provider of mobility solutions in rail vehicle construction, service and signalling technology has its headquarters in Bussnang, eastern Switzerland. It has a workforce of over 13,500 based in various production and engineering locations as well as more than 80 service locations. The company is conscious of its social responsibility for sustainable mobility and therefore stands for innovative, sustainable and durable quality products. The product range in the field of mainline railways and city transport includes high-speed trains, intercity trains, regional and suburban trains, metros, tramways and trams. Stadler also manufactures main-line locomotives, shunting locomotives and passenger carriages. It is the world's leading manufacturer in the rack-and-pinion rail vehicle industry.

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