

## Statement

Brussels, 14 January 2026



# CER welcomes JNS final report on 2023 Gotthard Base Tunnel accident

The Community of European Railway and Infrastructure Companies (CER) welcomes the publication of the final report setting forth EU guidance following a major accident in the Gotthard Base Tunnel. Adopted on 19 December by the Task Force of the Joint Network Secretariat (JNS) Normal Procedure "Accident Gotthard base tunnel – broken wheels", in line with the role of the JNS within the European Union Agency for Railways (ERA), the report recommends a common set of rules to be implemented by the different stakeholders within the European Rail Sector. It takes into account the conclusions of the investigation report of the Swiss Transportation Safety Investigation Board (STSB) that was published in June 2025 and additional expert input.

CER also welcomes the efforts made by ERA to provide a Full Impact Assessment – taking into account the economic impact of the proposed measures – that was published along with the report.

CER, as a member of the Group of Representative Bodies (GRB), played a leading role in the Task Force and within the Joint Sector Group with up to fifteen representatives contributing their broad expertise in different fields and coordinating with colleagues from UIP and UNIFE.

CER members acknowledge the need to take protective measures after the severe Gotthard Accident and are committed to implementing these measures. Within the task force, CER insisted on the need to carefully assess the proposed actions regarding their basis, scope and effectiveness in order to find a balanced approach taking into account **safety, economic efficiency, and interoperability**. CER hopes that the **factual analysis** provided by this new report will lead to a common set of rules on the European level including Switzerland.

CER will continue to contribute to the work of the JNS Gotthard Task Force in 2026 such as developing an EU-wide harmonised JNS risk control measure for wheel inspections, updating wheel maintenance concepts, identifying changes in regulation and standards and exploring innovations for in-service monitoring of wheels.

## Background

The accident in the Gotthard Base Tunnel occurred on 10 August 2023 causing damages in the order of 150 million Swiss Francs and leading to the closure of the tunnel for more than one year. The accident was caused by a broken wheel disk on a wagon equipped with LL brake blocks. For the Swiss Authorities, the accident reveals a systemic safety issue. Therefore, a procedure of the Joint Network Secretariat (JNS) was requested by the Swiss National Safety Authority (NSA) and launched by the European Union Agency for Railways (ERA). The purpose of the Joint Network Secretariat (JNS) within ERA is to provide EU-wide harmonised solutions, approaches and interpretations agreed among all the actors of the Single European Railway Area (Manufacturers, Railways Undertakings, Infrastructure Managers, Entities in Charge of Maintenance, National Safety Authorities). The first report of the JNS Normal Procedure "Accident Gotthard

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base tunnel – broken wheels” was published in July 2024, an updated version in April 2025 and the final version – taking into account the investigation report and measures proposed by the Swiss National Investigation Body (Swiss Transportation Safety Investigation Board (STSB) – in December 2025. A follow-up is planned for 2026. The JNS Gotthard Taks Force consisted of representatives of the National Safety Authorities (NSAs), the National Investigation Bodies (NIBs) and of the Group of Representative Bodies (GRB). CER is a member of the GRB. The task force consists of participants which are nominated according to the competences required to solve the issue and answer questions. ERA is organising the procedure, arranging the meetings and acting as chair in the task force meetings.

The report can be found on the JNS Website: [JNS Normal Procedure “Accident in the Gotthard base tunnel with focus on broken wheels”](#)

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### About CER

The Community of European Railway and Infrastructure Companies (CER) brings together around 70 railway undertakings, their national associations as well as infrastructure managers and vehicle leasing companies. The membership is made up of long-established bodies, new entrants and both private and public enterprises, representing 78% of the rail network length, 81% of the rail freight business and about 94% of rail passenger operations in EU, EFTA and EU accession countries. CER represents the interests of its members towards EU policymakers and transport stakeholders, advocating rail as the backbone of a competitive and sustainable transport system in Europe. For more information, visit [www.cer.be](http://www.cer.be) or follow us on [LinkedIn](#), [Bluesky](#) or X [@CER\\_railways](#).