



## Safety recommendation no. 184

<b>Date of the publication</b>	22.09.2023
<b>Number of the final report</b>	2023081002
<b>Safety deficit</b>	<p>On 10 August 2023, several goods wagons in a northbound goods train derailed in the Gotthard Base Tunnel near the Faido multifunction station. Very extensive damage was caused to the infrastructure and rolling stock. Several fragments of a wheel disc belonging to one of the derailed freight wagons were found some way ahead of the derailment site.</p> <p>Wheelsets are interchangeable components that cannot be identified as belonging to a particular wagon. The wheelset of the BA 390 series is used by various wagon keepers in Europe. It is not known how many BA 390 series axles are in operation nationally.</p> <p>As the initial results of the investigation showed, the wheel disc fracture in the Gotthard Base Tunnel is similar to the wheel disc fractures that were the subject of the first JNS procedure 'Broken Wheels'. There appears to be a systemic problem in the case of the various wheel disc fractures.</p>
<b>Safety recommendation</b>	The SESE recommends that the Federal Office of Transport (FOT) request that the ERA convene a JNS Procedure.
<b>Addressees</b>	Bundesamt für Verkehr
<b>Stage of the implementation</b>	Implemented: The Federal Office of Transport (FOT) responds as follows: In October 2023, the FOT requested the European Railway Agency (ERA) to launch a JNS procedure, and it has done so (Accident in the Gotthard base tunnel with focus on broken wheels).
<b>Investigation report concerning the safety recommendation</b>	<p><u>Vorbericht</u> <u>Rapporto preliminare</u> <u>Zwischenbericht</u> <u>Rapporto intermedio</u></p>