

## UIP warns JNS broken wheel measures must remain workable

**Brussels, 10 August 2026** - UIP takes note of the publication of version 5.0 of the final report of the Joint Network Secretariat (JNS) "Accident Gotthard base tunnel – broken wheels" and reaffirms its commitment to a safer, stronger and more competitive European rail freight system.

Safety is a non-negotiable priority. It must always be treated as a system-wide responsibility, involving all actors across the rail freight value chain.

The Joint Network Secretariat (JNS) risk control measures, backed by the certification bodies of Entities in Charge of Maintenance (ECMs), and National Safety Authorities, complete the work launched in December 2023 and last updated in December 2025, and address all four areas covered by the Swiss national measures adopted in September 2025. UIP invites all concerned parties to work together to ensure that the measures are implemented in a way that genuinely contributes to safer rail freight across Europe.

A harmonised European approach is essential if this is to succeed. Rail freight operates across borders, and measures affecting safety and maintenance must therefore be coherent, proportionate and consistent across the continent. Fragmented national responses would undermine both safety and interoperability.

Wagon keepers have engaged constructively in the JNS process and have gone as far as they reasonably can in supporting the definition of those risk control measures. The new measures apply to all tread-braked wheels across a European fleet of some 500,000 freight wagons and implementing them will absorb substantial workshop capacity. Against that background, UIP will deliver the fleet and maintenance capacity data needed to properly assess their practical implementation and their operational impact on the sector. The recommended implementation timeline must reflect that assessment. The sector is ready to play its part in ensuring the maximum safety standards in rail freight.

What remains unclear is the extent to which the new measures will deliver the planned safety benefits in practice. Their operational and economic impact is evident, but the actual effect on the intended objective, improved safety, is yet to be demonstrated.

At the same time, ERA's 2026 Report on Railway Safety and Interoperability notes that the modal share of rail freight has declined, reaching around 12 % in 2023, with clear implications for Europe's modal-shift and climate objectives.

UIP therefore calls on all stakeholders to approach implementation in a constructive spirit. The shared objective must be to make these recommendations work in practice, strengthening safe, resilient and competitive rail freight across Europe.

**Gilles Peterhans, Secretary General of UIP, said:**

*Safety is the foundation of a strong rail freight sector. The JNS risk control measures on broken wheels will require serious effort from wagon keepers. UIP supports a harmonised European approach and stands ready to work with all partners to ensure that these measures are implemented effectively and proportionately. At the same time, their practical feasibility and operational impact must be carefully assessed if we are serious about strengthening rail freight across Europe."*

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## About UIP

Founded in 1950, UIP – the International Union of Wagon Keepers, with its seat in Brussels, is the umbrella association of national associations from 14 European countries, thus representing more than 250 freight wagon keepers and Entities in Charge of Maintenance (ECMs). The fourteen member countries are: Austria, Belgium, Czech Republic, France, Germany, Hungary, Italy, the Netherlands, Poland, Spain, Slovakia, Sweden, Switzerland and the United Kingdom.

As the voice for more than 255'000 rail freight wagons, UIP represents half of the whole European wagon fleet - one of the most important resources for rail freight transportation in Europe. Research, lobbying and constant exchange with all stakeholders and organisations interested in rail freight transportation play an important part for the association in gearing all efforts towards a step change in efficiency gains in rail freight services.

UIP is recognised by the European Commission as a Representative Body in the railway sector.

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