



## **Audit of the planning and steering of the railway infrastructure expansion steps Federal Office of Transport**

### **Key facts**

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The Federal Office of Transport (FOT) is currently planning to expand the railway infrastructure. At the time of the Swiss Federal Audit Office (SFAO) audit, two versions of the 2030/2035 expansion step were being worked on. At the end of 2018, an application is to be made to Parliament with the dispatch for investments of CHF 7 billion up to 2030 or CHF 12 billion up to 2035.

On 9 February 2014, Swiss voters accepted the proposal on the financing and expansion of the railway infrastructure (FERI). Based on this decision, the FOT has been the process leader for planning and ordering railway infrastructure since 1 January 2016. Before FERI, the Swiss Federal Railways (SBB) effectively managed the planning process for infrastructure expansion. This change of roles represents a paradigm shift. What has also changed is that the individual types of traffic, i.e. long-distance traffic, regional passenger traffic and goods traffic, as well as the railway undertakings (RUs) are placed on an equal footing.

### **The planning process for the expansion steps is comprehensible, but the module choice is not concrete enough**

The infrastructure expansion for the 2030/35 expansion step is being planned based on demand. The FOT has defined a planning process in eleven work packages for this. As there are more expansion requests (modules) than financial resources in the railway infrastructure fund (RIF), the most effective modules have to be selected. The method envisaged for this is based on the recognised sustainability indicators for railway infrastructure projects. The evaluation method is unambiguous up to the division of the modules into priority levels. In the case of module selection from the first priority level, the process is less specific, with the result that there is an increased risk of (political) influence. The FOT will be required to substantiate the module choice comprehensibly here at all times.

### **The SBB is drawing up its own business variant**

The planning of the 2030/2035 expansion step focusses on the political-economic aspects and not on the commercial perspective of the SBB. However, the SBB must be managed according to commercial criteria. It thus decided in 2016, in agreement with the owner representatives the Federal Finance Administration (FFA) and the General Secretariat of the Federal Department of the Environment, Transport, Energy and Communications (GS-DETEC), to draw up its own business variant in addition to the regular planning process. But with this variant, there is the risk that the joint planning result of all participants would be called into question at the wrong time. The GS-DETEC is managing the FOT on the one hand and is the SBB's owner representative on the other. In this dual role, it has to ensure that the FOT's tasks and those of the SBB can be performed without adversely affecting each other.

### **Original text in German**