



Audit of Appenzeller Bahnen AG project management and supervision from the Federal Office of Transport

Key facts

The cross-city route construction project is one element of the St. Gallen / Arbon-Rorschach urban programme. Appenzeller Bahnen AG (AB), in its role as project owner, is responsible for planning and realisation. According to the 2014 cost proposal, CHF 118 million in financial resources is required for the realisation of the railway infrastructure. Implementation will be through mixed financing between the Confederation and the cantons.

In July 2016, the Swiss Federal Audit Office (SFAO) and the audit office of the canton of Appenzell Ausserrhoden (KFK AR) jointly carried out an audit on the topic of project management of the cross-city route of the AB. The objective was the qualitative evaluation of the project management and supervision in the construction phase.

Optimisation required in project management

In the view of the SFAO and that of the KFK AR, AB appropriately established and agreed the fundamental project management measures for this construction project. Applied consistently, they ensure the support that is essential for successfully realising the project.

In the case of various project management elements, a need for action is evident in terms of improvements and optimisations. This includes clarification in reporting, completion of service documentation and establishment of a uniform process for project and order amendments.

Concerning project management, the KFK AR forwarded various recommendations under separate cover to AB.

The financing agreement and support for AB still have room for improvement

In the SFAO's view, the existing supervision of this urban programme, insofar as it is part of this audit, has been conducted within the scope of the corresponding laws and guidelines.

Room for improvement was revealed in the preparation of the financing agreement by the Federal Office of Transport (FOT). The signed document contained some inaccurate information in individual paragraphs and incorrect calculations of the financial resources for the cantons' share and that of the Confederation. Apart from that, some potential was apparent in the FOT's support concerning implementation of the ambitious financing agreement in favour of the contribution beneficiary. The project has not yet been able to benefit from the administrative simplifications with the new railway infrastructure fund.

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