

AUDIT

Follow-up audit on the implementation of main recommendations: Lötschberg base tunnel project

BLS Network LTD

KEY FACTS

The Lötschberg base tunnel (LBT) is 34km long and was opened in 2007. Today, only around 40% of its length is dual carriageway. It is planned to make it completely dual carriageway by December 2035. As part of the 2035 expansion phase, Parliament made CHF 2.06 billion available to BLS Netz AG (BSLN) for this purpose.

The Swiss Federal Audit Office (SFAO) audited risk management in the LBT project in 2022 and issued four recommendations. Against this background, the SFAO performed a follow-up audit at BLSN to evaluate the implementation of these four recommendations.⁴ All the recommendations have been implemented.

Appropriate further development of risk management for the LBT expansion project

New software is being introduced that will provide system support for the risk management in the LBT expansion project. The quality of risk management data and the monitoring of measures will be improved through automation and an increased level of detail.

The LBTA risk strategy was made more specific, and it has been approved and implemented. It sets out the mandatory framework conditions for risk management and defines the action to be taken to manage risks and opportunities. There is still room for improvement as regards implementation of these risk management rules.

Monetising the risks and opportunities and including them in the final cost forecast will increase cost transparency and thus comply with the requirements of the directive on implementing rail infrastructure expansions. The way in which the risk costs are derived and reported is comprehensible.

⁴ Risk management in the Lötschberg base tunnel project – BLS Network LTD (audit mandate 22725); all audit reports are available on the SFAO website (www.efk.admin.ch).