Zeitschrift: Annual report / Swiss federal railways

Herausgeber: Swiss federal railways

Band: - (2002)

Anhang: Statistics 2002

Autor: [s.n.]

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften auf E-Periodica. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. Das Veröffentlichen von Bildern in Print- und Online-Publikationen sowie auf Social Media-Kanälen oder Webseiten ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. Mehr erfahren

Conditions d'utilisation

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. La reproduction d'images dans des publications imprimées ou en ligne ainsi que sur des canaux de médias sociaux ou des sites web n'est autorisée qu'avec l'accord préalable des détenteurs des droits. En savoir plus

Terms of use

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. Publishing images in print and online publications, as well as on social media channels or websites, is only permitted with the prior consent of the rights holders. Find out more

Download PDF: 27.11.2025

ETH-Bibliothek Zürich, E-Periodica, https://www.e-periodica.ch

SBB CFF FFS

V Bahren 2203 A

Time to compare.

Key Figures.

	1999	2000	2001	2002	02-01 ± in %
Finances	Car Harde Na				
Operating revenues CHF mn	A STATE OF THE STA	5,942	6,031	6,324	4.9
Operating expenses	-5,252	-5,620	-5,786	-6,130	-6.0
Operating income before ARR16 alloc.	505	321	246	194	-21.0
Allocation AAR16 to staff provident inst.	-	- 001	0.46	-183	-95.5
Operating income after ARR16 alloc.	505	321	246 452	11 122	-93.5 -73.0
EBIT	420 118	353 140	314		-103.8
Group result	110	140	314	-12	-105.0
Workforce, annual mean of					
full-time jobs Number	29,202	28,272	27,387	27,767	1
-Women %	9.0	8.9	9.1	9.9	1
- In training ²	3.0	2.8	0.4	2.2	1
Traffic					
Transported passengers mn	275.9	286.8	304.2	320.3	5.3
Passenger transport	210.0	200.0	004.2	020.0	0.0
performance mn pkm	12 615	12,835	13,365	14,248	6.6
Transported net tons mn tons		60.50	59.00	54.93	-6.9
Net tonne-km mn tkm		10,786	10,534	9,732	-7.6
Infrastructure	0.070	0.070	0.000	0.000	0.0
Network length km	2,979	2,973	2,986	2,982	-0.2
Train path kilometres,	107 F	120.0	122.0	135.5	2.0
normal gauge mn trpkm	127.5	130.8	132.9	135.5	2.0
Quality					
Train punctuality on arrival %					
 Pass. trains with delays of ≤ 4 min. 	92	94	94	95	1.1
-Goods trains' delays of < 30 min.3	94	95	94	91	3
Productivity					
Passenger traffic CHF					
- Operating expenses per train-km		25.94	25.33	26.78	5.7
- Efficiency in reducing need for grants		20.01	20.00		
Grants per train-km		10.60	10.01	9.64	-3.7
Goods traffic					
- Operating expenses per train-km		48.85	49.11	50.96	3.8
Infrastructure					
-Operating expenses per train path km	10.00	9.34	8.48	7.90	-6.8

¹ Due to outsourcing, comparison with previous year is not possible.

² Fom 2001 without occupations whose training is controlled by a federal office (newly in login).

³ Comparison with previous year is not possible. New standards and measuring methods.

Compass.

We ensure the future success of the SBB by assuming our commercial and social responsibility in a well-balanced way.

We are successful

- if satisfied customers and clients use our offers even more intensively,
- if committed and competent employees work with us with pride and joy,
- if we can keep the costs under control and make an adequate profit,
- if the Confederation and the Cantons can get even better services in return for their grants,
- → if we can put to advantage the synergies
 of the integrated enterprise and the chances of the strong brand name.

We fulfill our performance mandate

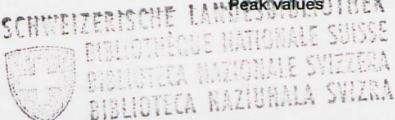
- by maintaining high quality standards which means offering safe, punctual and comfortable transport in clean surroundings,
- by a further development of our offers in passenger and goods transport, and by increasing the sales of train paths, also to third parties,
- by actively addressing conflicts of interests where train paths are scarce and by looking for solutions at an early stage,
- by promoting the Swiss system of public transport through strong cooperation with our partners,
- by developing the timetable in our capacity as national system leader, and by professionally marketing the train paths.

We regard ourselves as a Swiss enterprise, because

- with Rail 2000, we connect the individual regions with one another by offering yet faster, more frequent and more direct services.
- together with our partners, we plan and build the Swiss railway network for 2020,
- we seize the new chances in bordercrossing regional and long-distance passenger traffic, and connect Switzerland even better with the neighbouring countries and their regions bordering to Switzerland.
- we optimize domestic, import and export goods traffic and guarantee the environmentally-friendly provision of Switzerland with goods by means of a sustained growth,
- we establish ourselves in transalpine wagonload and intermodal traffic as a fast-growing European transport supplier offering a high quality, thereby favouring a shift of heavy goods transport from road to rail in agglomerations and mountain valleys,
- we turn our chances as important real estate owner to profit, and develop the big stations yet more so they become pulsating centres of urban life.

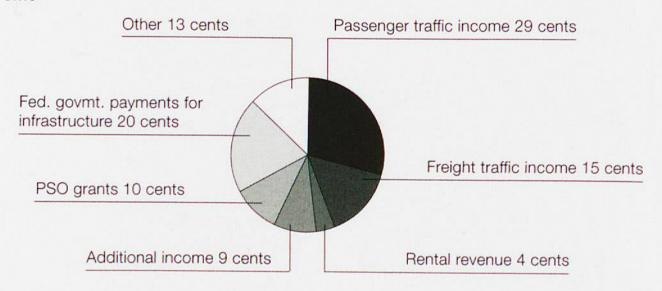
Contents.

Key figures	U2
Compass	U3
SBB Group SBB franc Statement of accounts Balance sheet Workforce, network length, rolling stock Traffic volume and performances	4 4 5 5 7 7
Real Estate	8
Environment	9
Passenger traffic Financial matters Traffic volume and performances Workforce Vehicles	10 11 12 15 15
Freight traffic Financial matters Traffic volume and performances Workforce Vehicles	16 17 18 21 21
Infrastructure Financial matters Productivity Energy Workforce Fixed installations Transalpine railfreight traffic	22 23 23 24 25 25 26
Switzerland's transport structure	27
European railways	28
Glossary	30
Dictionary	32
Types of freight traffic	34
Infrastructure, SBB network	U4/5
Reak values THE	U6

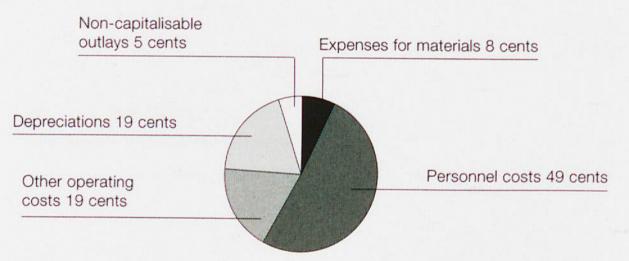


The SBB franc.

Where it comes from Income



Where it goes Expense



Profit and Loss Account.

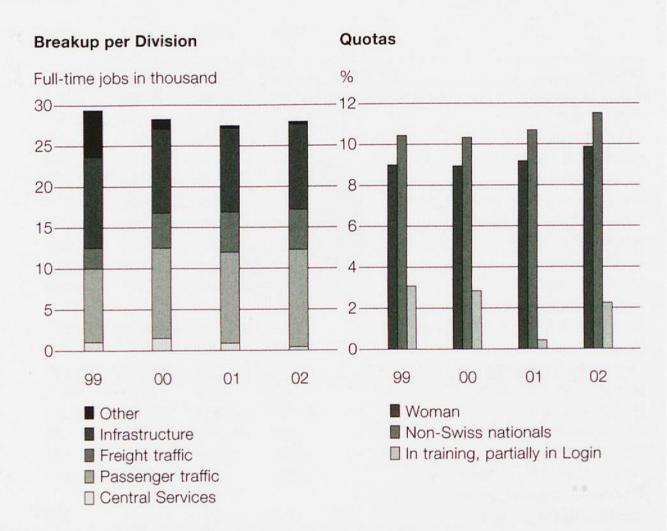
		1999	2000	2001	2002	02-01
						± in %
Income	CHF mn	5,756	5,942	6,031	6,324	4.9
Traffic income		2,744	2,849	2,920	2,917	-0.1
- Passenger traffic		1,608	1,635	1,714	1,797	4.8
- Freight traffic		1,013	1,089	1,049	985	-6.1
- Operating services		114	114	141	119	-15.8
- Infrastructure		10	12	15	15	2.7
Compensations for services order	ed	683	621	637	618	-3.0
Revenue from real estate ¹		245	249	263	280	6.5
Additional income		485	529	540	588	8.9
Sundry earnings		7	15	25	151	499.2
Own services		382	457	577	549	-4.8
Fed. govt. payments						
for infrastructure		1,273	1,295	1,225	1,307	6.7
Earnings reductions		-64	-73	-156	-86	44.8
Operating expenses		-5,252	-5,620	-5,786	-6,130	-6.0
Expenses for materials		-307	-341	-445	-466	-4.7
Personnel costs		-2,796	-2,864	-2,855	-3,022	-5.8
Other operating costs		-993	-1,211	-1,194	-1,138	4.7
Depreciations		-852	-879	-1,003	-1,180	-17.7
Non-capitalisable investments		-304	-326	-289	-324	-12.0
Operating income						
before ARR16 paymt.		505	321	246	194	-21.0
Provisions staff provident inst. ARR	316		-	-	-183	-
Operating income						
after ARR16 paymt.		505	321	246	11	-95.5
EBIT		420	353	452	122	-73.0
Group result		118	140	314	-12	-103.8

Balance Sheet.

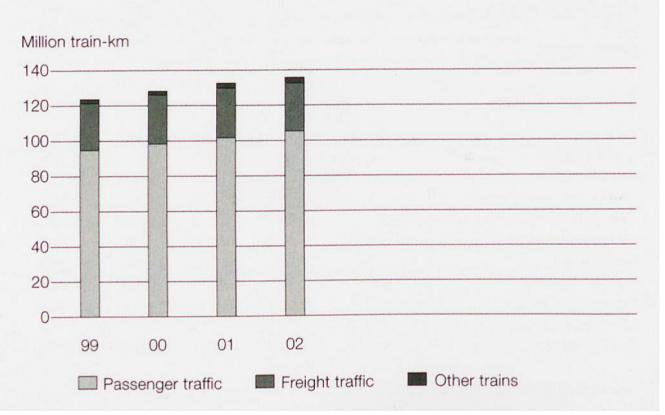
Assets	CHF mn	28,741	29,020	28,547	28,783	0.8
Current assets		2,068	2,578	2,221	2,273	2.3
Fixed assets		26,673	26,442	26,325	26,510	0.7
- Financial investments		5,863	5,030	4,302	3,150	-26.8
- Tangible assets and a.under of	constr.	20,776	21,379	21,940	23,156	5.5
- Intangible assets		34	33	83	204	144.6
Liabilities		28,741	29,020	28,547	28,783	0.8
Current liabilities		1,831	2,046	2,398	2,113	-11.9
Non-current liabilities		15,701	15,634	14,487	15,019	3.7
Minority holdings		12	13	17	17	1.2
Equity capital		11,197	11,327	11,645	11,634	-0.1

¹ Not identical to business field Real Estate.

Workforce.



Mileages of SBB trains, broken up per type of traffic.



Quantities relating to		1999	2000	2001	2002	02-01 ± in %
Workforce, yearly average						
expressed in full-time jobs1	Number	29,202	28,272	27,387	27,767	7
Central services ²		1,032	1,575	701	657	7
Passenger traffic ³		8,950	10,945	11,160	11,598	7
Freight traffic		2,395	4,370	5,091	5,107	7
nfrastructure		11,269	10,166	10,247	10,256	7
Other ⁴		5,556	1,216	188	149	7
-New entries, in full-time terms	%	1.3	3.3	7.7	6.2	7
- Women		9.0	8.9	9.1	9.9	7
-Non-Swiss nationals		10.4	10.3	10.7	11.5	7
-In training⁵		3.0	2.8	0.4	2.2	7
Network length	km	2,979	2,973	2,986	2,982	-0.2
Fleet, as at 31 December ⁶						±02-01
Vehicles	Number		19,198	19,057	17,842	-1,215
-Power vehicles for line service		972	1,029	1,024	1,055	31
-Power vehicles for shunting			1,027	987	953	-34
-Passenger cars		4,222	4,125	3,925	3,856	-69
-Freight wagons		13,132	13,017	13,121	11,978	-1,143
Traffic volumes and pe	erforma	nces.				02-01 ± in %
Traffic					1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Transported passengers	mn	275.9	286.8	304.2	320.3	5.3
Passenger traffic performance	mn pkm	12,615	12,835	13,365	14,248	6.6
Transported net tons	mn tons	57.34	60.50	59.00	54.93	-6.9
Freight traffic performance	mn tkm	9,797	10,786	10,534	9,732	-7.6
Kilometric performances mr	train-km					
- Passenger traffic		94.8	97.9	101.6	105.2	3.5
-Freight traffic		26.6	28.0	28.0	26.8	-4.3
Other trains		1.7	1.7	2.7	3.4	22.7
Infrastructure serv. SBB netw	ork					
Train path sales mn t	rpath-km	127.5	130.8	132.9	135.5	2.0

¹ Without companies in which SBB holds shares.

² Until 2001 including staff in training for occupations recognised by a federal office.

³ Including Brünig (only narrow-gauge line of SBB).

⁴ Until 2000 including heavy maintenance.

⁵ From 2001 without occupations recognised by a federal office (newly in login).

⁶ Without service vehicles.

⁷ Due to outsourcings, a comparison with prior-year figures is not possible.

Real Estate.

		1999	2000	2001	2002	00 01
		1999	2000	2001	2002	02-01 ± in %
Income ¹	CHF mn	231.4	249.8	269.9	287.4	6.5
Park & Rail ²		0.1	-0.1	12.3	15.0	22.0
Fixed rents		85.1	89.9	96.0	160.8	67.5
Turnover-related rents		112.0	113.7	115.3	63.6	-44.8
Interests for rights to build		20.5	23.7	23.9	25.2	5.4
Promotions		2.2	2.7	3.5	3.5	_
Other rents		0.8	0.9	0.5	2.4	380.0
Other revenues		10.7	19.0	18.4	16.9	-8.2
Personnel costs			29.2	32.6	34.9	7.1
Maintenance		21.9	20.4	20.2	25.8	27.7
Rent expenses for installations		8.8	12.0	12.2	17.0	39.3
Investments		84.7	85.1	158.7	177.0	11.5
Book value of fixed assets Gross proceeds		•••	2,704.9	2,793.7	2,877.1	3.0
from the sale of fixed assets		61.6	35.8	43	64.3	49.5
Quantities	Number					±02-01
.avec shops		3	3	9	14	5
Aperto shops		26	25	26	25	-1

Stations, doors into the city and out to the wide world.

Arriving and departing passengers on a daily average 1999

Zürich HB³	314,377	Zug	53,688
Zürich Stadelhofen ⁴	140,068	Luzern	50,000
Bern ⁵	127,394	Thun	44,194
Zürich Oerlikon	108,502	Uster	43,132
Winterthur	98,772	Genève	42,628
Olten	81,428	Baden	42,438
Basel SBB	72,068	Biel/Bienne	38,166
Lausanne	73,558	St. Gallen	37,148
Aarau	60,856	Fribourg	32,452
Zürich Flughafen	59,004	Neuchâtel	26,924

¹ Intra-divisional revenues and expenses not eliminated.

² Park & Rail was affiliated to Passenger Traffic until 2000.

³ Without Sihltal Railway SZU.

⁴ Without Forchbahn FB.

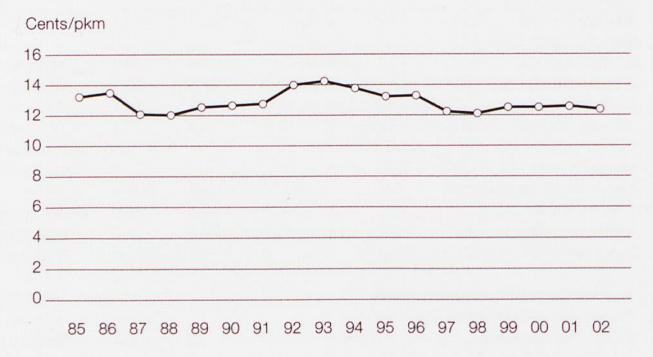
⁵ Without «Regionalverkehr Bern-Solothurn» RBS.

Environment.

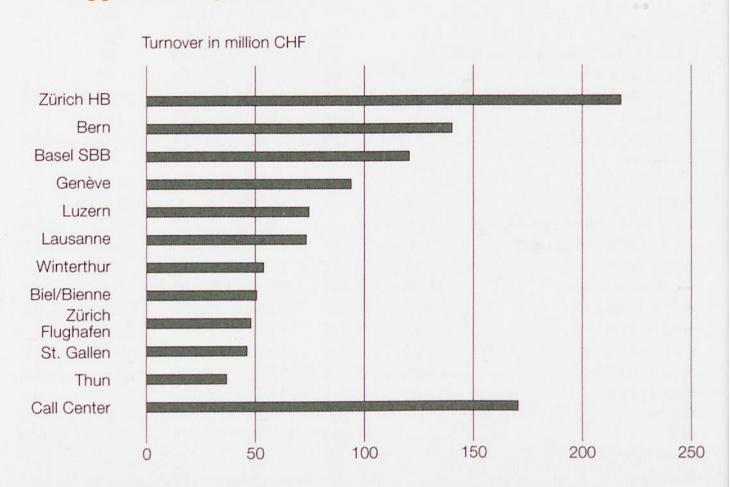
		1999	2000	2001	2002	02-01 ± in %
Energy		ALT-				
Use of primary energy						
for train traction	GWh		2,004	2,057	2,069	0.6
-Share of renewable sources of e	nergy %	100.0	99.8	96.9	87.2	-10.0
Final use of energy in buildings (GWh/year	300	297	297	297	-
-Share of renewable sources of e	nergy %	12.3	13.3	13.3	13.3	-
Noise						
Low-noise passenger cars		1,777	2,046	2,219	2,851	28.5
- Share of total fleet	%	42.1	49.6	56.5	73.9	30.8
Noise protection screens	km	19.7	28.7	34.7	51.7	49.0
- Attained share of total FinöV sch	eme %	0	3.3	5.5	11.9	116.0
Site contamination commitmen	nts					
Presumably contaminated sites						
listed in the cadastre	Number	_	10	1,325	4,051	205.7
- Cleaned-up sites		-	1	1	5	400.0
Use of environment-sensitive p	roducts					
Diesel oil	1,000	9,208	8,695	8,130	10,016	23.2
Fuel oil		5,415	3,363	3,882	2,787	-28.2
Lubricants		313	333	335	301	-10.0
- For the maintenance of switches		62	70	69	63	-8.4
- Bio-degradable		55	62	68	60	-11.5
Acids, alkaline solutions, chemical	s t	641	272	263	324	23.3
Detergents		765	657	673	750	11.4
Paints and varnishes		118	63	53	61	15.7
Herbicides		4	4	5	5	-5.3
Waste						
Track spoil (ballast, gravelly sand)	1,000 t		653	413	320	-22.5
- Processed and re-used	1,10001		522	253	240	-5.1
Scrap metal		46	50	50	39	-23.1
Fluorescent tubes	Number		96,560	80,890	113,600	40.4
Burnable waste		11,850	12,450	14,070	15,190	8.0
Waste wood		1,625	2,235	7,505	13,277	76.9
Waste oil		380	420	320	312	-2.5
Waste cardboard		1,310	1,350	1,415	1,375	-2.8
Waste paper		3,000	3,680	3,830	4,210	9.9
Glass		160	190	194	189	-2.6
PET		56	65	69	78	
Aluminium tins		25	29			13.0
		21		30	32	6.7
Batteries		21	16	13	20	53.8

Development of fares.

Average nominal income per passenger-km



The biggest railway stations.

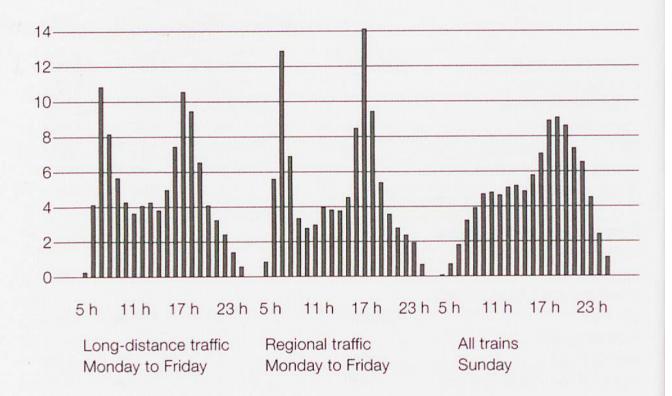


Financial matters.1

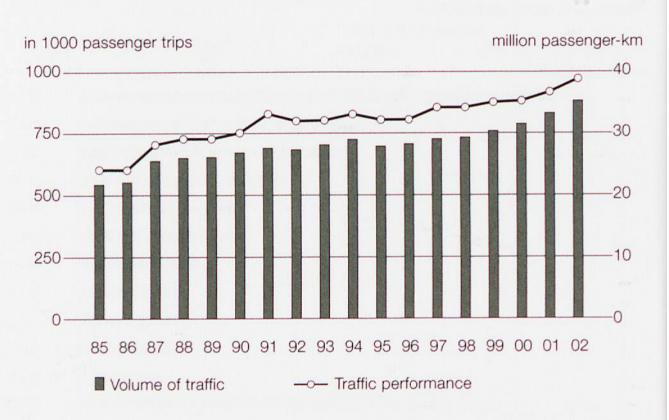
		1999	2000	2001	2002	02-01 ± in %
Operating income	CHF mn		2,690.8	2,711.7	2,991.2	10.3
- Traffic revenues			1,798.5	1,850.9	1,936.8	4.6
Operating expenses			-2,538.1	-2,574.7	-2,817.8	-9,4
Operating result			152.7	137.0	173.4	26.6
EBIT			181.3	161.5	185.7	15.0
Annual profit			67.8	80.4	113.7	41.4
Gross investments				406.0	1,106.6	172.6
Productivity, mean values					396	
Operating expenses	CHF		25.9	25.3	26.8	5.7
per train-km	CHI		20.5	20.0	20.0	0.,
Mean number of passengers	Nimahar		131.2	131.5	135.4	3.0
per train	Number	***	131.2	101.0	100.4	0.0
Passenger-km			4 47	1 00	1.23	2.6
per staff unit	pkm	- 70	1.17	1.20		
Revenue per passenger trip	CHF	5.73	5.61	5.53	5.52	-0.2
Revenue per passenger-km	Cents	12.52	12.54	12.58	12.41	-1.4
Mean travel distance	km	45.72	44.75	43.93	44.48	1.3
Regular customers						
Passes and cards in circulation						
Average	of the year			222		
-General Abonnements	in 1000		226			5.2
-Half-tax Cards		1,883	1,884	1,965	1,958	-0.4

¹ Segment account. Intra-group revenues and expenses not eliminated.

Train passenger numbers in the day timeline.



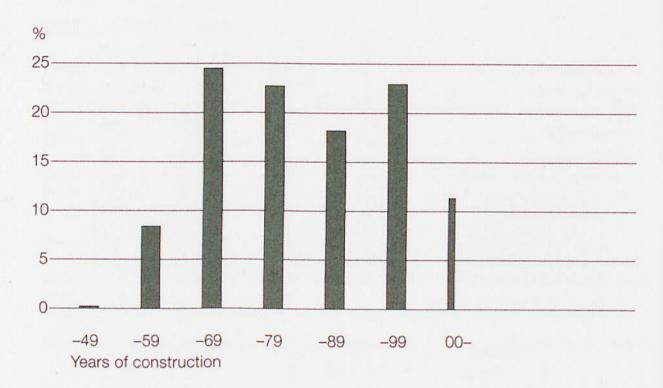
Mean daily traffic volumes and performances.



Volume of traffic and traffic performance.

		1999	2000	2001	2002	02-01 ± in %
Passenger trips	mn	275.9	286.8	304.2	320.3	5.3
Domestic traffic		270.6	282.3	299.5	315.8	5.4
- Individual travel		74.3	105.5	107.6	115.1	6.9
- Group travel		5.4	5.7	5.9	7.4	25.4
- Season tickets						
business/touristic travel		88.2	86.0	93.6	106.4	13.6
-Point-to-point season tickets		102.7	85.1	92.4	86.9	-6.0
International traffic		5.3	4.5	4.6	4.5	-2.2
Registered luggage						
Suitcases, bags, skis, etc.	1,000	759	682	621	583	-6.1
Bicycles in self-loading mode		345	363	387	410	5.8
Passenger-kilometres	mn pkm	12,615	12,835	13,365	14,248	6.6
Operating performan	ces.					
Total mileage					405.00	0.5
of passenger trains	mn tr-km	94.8	97.85	101.64	105.23	3.5
 Long-distance traffic 		***	46.45	47.77	49.51	3.6
- Regional traffic			51.4	53.87	55.72	3.4
Offer, demand, qualit	ty.					
Seats offered per train						
- Long-distance traffic	Number	620	628	627	644	2.7
- Regional traffic		325	318	315	322	2.2
Mean seat occupancy rate						
- Long-distance traffic	%	28.2	27.4	27.9	27.7	-0.7
- Regional traffic Punctuality on arrival		17.0	17.4	17.2	17.7	2.9
- Trains delayed by ≤ 4 minutes	S	94	94	95	95	-

Age structure of passenger cars.



Average daily mileage of passenger trains.



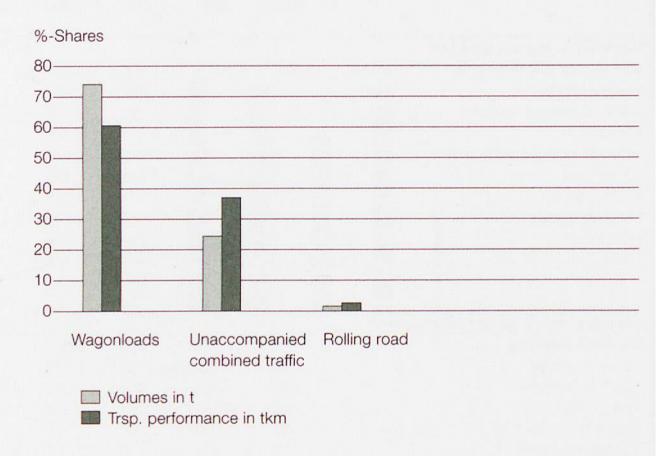
Workforce strength, rolling stock quantities.

		1999	2000	2001	2002	02-0° ± in %
Workforce, annual mean in						
number of full-time jobs	Number	8,950	10,945	11,160	11,598	
Central offices		2	2	757	922	
Sales, customer service		2	2	1,625	1,776	
Production		2	2	6,718	6,494	
- Drivers of line locomotives		2	2	2,243	2,260	
- Train staff		2	2	1,695	1,645	
Maintenance		2	2	1,871	1,843	
- Rolling stock		2	2	1,778	1,731	
In training ³		2	2	86	428	
Other		2	2	103	135	
Vohialas, atsals as at 04 Dag						Rating
Vehicles, stock as at 31 Dec Traction vehicles	ember	695	708	679	604	kW/vc
- Narrow gauge		35			694	1 000
Line locomotives			33	33	32	1,900
Power cars		306	308	304	322	4,552
		269	271	262	275	2,012
Shunting locomotives		63	68	60	57	467
- Diesel-powered		10	10	8	7	752
Shunting tractors Diesel-powered		57 39	61 42	53 38	40 25	147
ologol powored		00	72	00	20	100
Passenger cars						Seats/vc
SBB-own		4,222	4,125	3,925	3,856	-
-Narrow gauge		112	97	90	80	100
-Air-conditioned		1,048	1,198	1,375	1,428	-
Double-deck cars	**	579	582	595	638	-
Pass.cars 1st and 2nd class		3,083	2,983	2,789	2,750	76.8
Dining cars ⁴		43	43	37	34	48.8
Couchette/sleeping cars		75	72	69	50	58.6
Driving trailers		445	445	444	444	79.0
Articulated cars		392	390	444	452	62.0
Luggage vans		184	192	142	126	_
Private cars		135	111	121	123	_
						Rating
Among them:						kW/vc
-Tilting trains		1	16	24	24	5,200
-S-Bahn trainsets		133	133	132	132	3,103
-IC double-deck cars		234	237	250	293	50 5

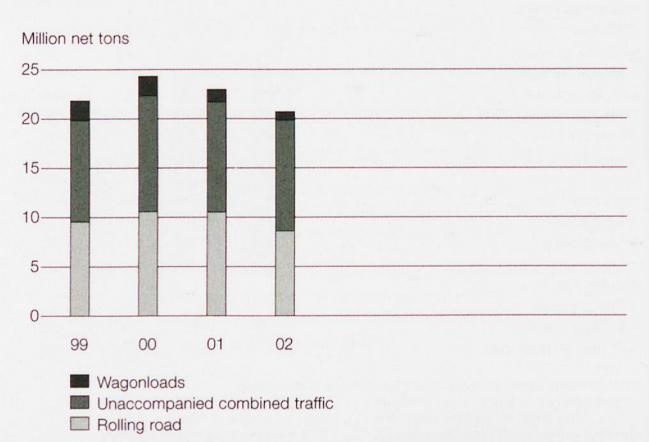
¹ Due to outsourcings, comparison with previous year is not possible.

Other organisation structure. Not comparable to following years.
 From 2001 without occupations recognised by a federal office (newly in login).
 Without dining cars ICN and Bistro cars IC2000; with Brünig dining cars and laid up ones.

Structure of freight traffic.



Transalpine traffic of SBB Cargo.



Financial matters.1

		1999	2000	2001	2002	02-01 ± in %
Operating income	CHF mn		1,344.8	1,298.7	1,293.6	-0.4
- Traffic revenues			1,182.5	1,151.5	1,075.8	-6.6
Operating expenses			-1,367.9	-1,375.0	-1,365.8	0.7
Operating result			-23.1	-76.3	-72.2	5.4
EBIT			-24.5	-65.0	-73.8	-13.5
Annual loss			-57.7	-68.0	-96.1	-41.3
Gross investments				95.2	225.7	137.1
Productivity.						
Net tons per train	t	343	343	363	363	-
Net tonne-km per staff unit	1,000 tkm			2,069	1,906	-7.9
Mean values.						
Income per tonne-km Mean shipment distance	Cents	10.3	11.0	10.9	11.1	1.1
per net ton	km	170.9	178.3	178.5	177.2	-0.8

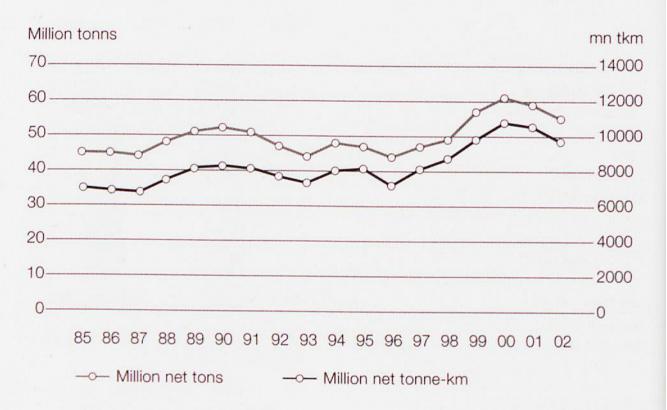
Transalpine traffic of SBB Cargo.

Domestic, import, export and transit traffic through the Alps in million net tons

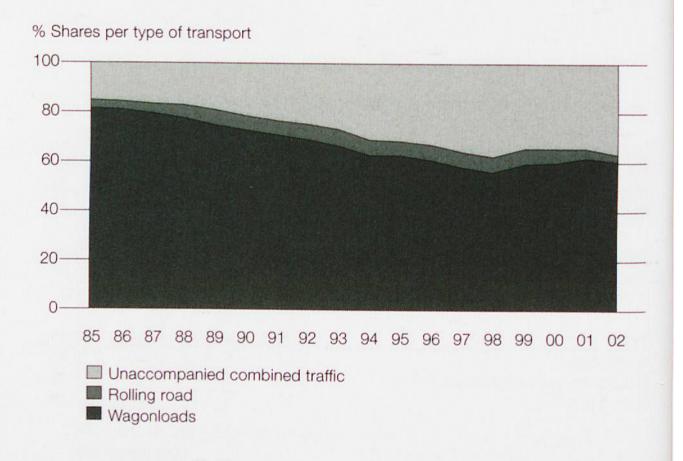
Gotthard	mn t	18.12	20.42	18.98	17.38	-8.4
Wagonloads		6.19	6.87	6.78	5.97	-12.0
Unaccompanied combined traffic		10.03	11.56	10.90	10.55	-3.3
Rolling road		1.90	1.99	1.30	0.87	-32.7
Simplon		3.58	3.80	3.98	3.29	-17.5
Wagonloads		3.34	3.63	3.64	2.64	-27.3
Unaccompanied combined traffic		0.24	0.17	0.34	0.64	86.1
Total		21.70	24.22	22.96	20.67	-10.0
Wagonloads		9.53	10.50	10.42	8.61	-17.4
Unaccompanied combined traffic		10.27	11.73	11.25	11.19	-0.5
Rolling road		1.90	1.99	1.30	0.87	-32.7

¹ Segment account. Intra-group revenues and expenses not eliminated.

Freight traffic volume and performances.



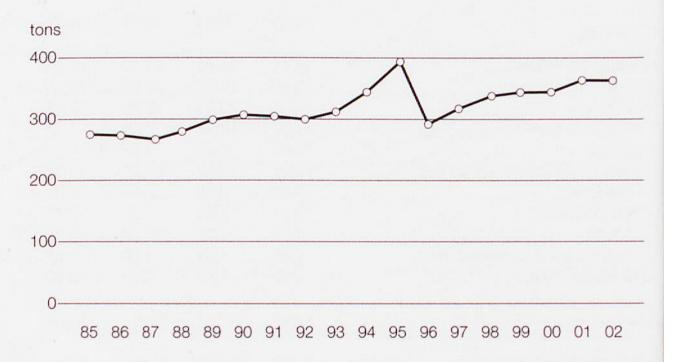
Development of freight transport performances.



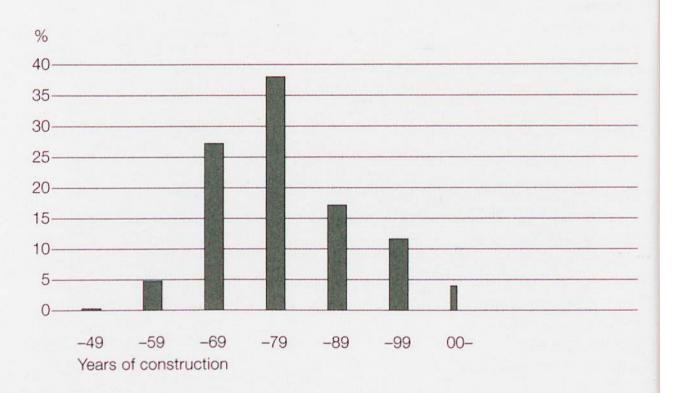
Transport volume and performances.

		1999	2000	2001	2002	00.01
		1999	2000	2001	2002	02-01 ± in %
Transport volume	mn t	57.34	60.50	59.00	54.93	-6.9
Wagonloads		38.49	42.53	43.88	40.55	-7.6
- Domestic		19.07	20.64	22.53	22.26	-1.2
-Import/Export		11.05	12.87	12.48	11.18	-10.5
- Transit		8.37	9.03	8.87	7.11	-19.8
Unaccompanied combined tra	ffic	12.74	14.42	13.82	13.51	-2.2
- Domestic		0.23	0.26	0.25	0.39	52.4
-Import/Export		2.77	3.39	3.23	2.94	-9.2
- Transit		9.74	10.77	10.33	10.19	-1.3
-Accompanied combined traff	ic	1.90	1.99	1.30	0.87	-32.8
Remainder/other		4.20	1.55	0.00	0.00	-
Loaded wagons	1,000	1,945	2,147	2,057	1,934	-6.0
Transport performance	mn tkm	9,797	10,786	10,534	9,732	-7.6
Wagonloads		5,614	6,380	6 525	5,827	-10.7
- Domestic		1,838	2,109	2,225	2,261	1.6
- Import/Export		1,401	1,744	1,716	1,479	-13.8
- Transit		2,375	2,527	2,583	2,087	-19.2
Unaccompanied combined tra-	ffic	3,283	3,665	3,621	3,534	-2.4
- Domestic		32	39	42	66	59.7
- Import/Export		436	554	539	474	-12.0
- Transit		2,815	3,072	3,041	2,994	-1.5
Accompanied combined traffic		575	612	388	257	-33.8
Remainder/other		325	128	0	0	· / <u>-</u> ,
Transport performance abroad		-	-	-	113	- 1
Operating performan	ces.					
Mileages of the trains	mn km	26.6	28.0	28.0	26.8	-4.3
-Wagonload traffic				21.3	20.6	-3.3
-Combined traffic			•••	6.7	6.2	-7.5
Gross tons per train	t	699	740	704	715	1.6
Net tons per train		343	343	363	363	-
Ratio of net to gross tons	%	49.0	46.3	51.6	50.8	-1.5

Net tons transported per train.



Age structure of the rolling stock.



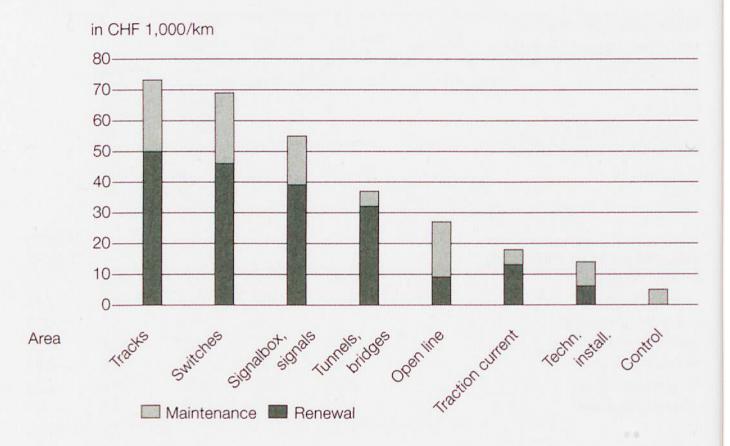
Workforce strength and rolling stock quantities.

		1999	2000	2001	2002	02-01 ± in %
Mean yearly workforce						Harris and the Color
expressed in full-time jobs	Number	2,395	4,370	5,091	5,107	1
Central offices		2	2	164	204	1
Sales		2	2	496	502	1
Production		2	2	3,352	3,276	1
- Drivers of line locomotives		2	2	960	953	1
Maintenance (rolling stock)		2	2	1,031	957	1
In training ³		2	2	2	102	1
Other		2	2	46	66	1
Vehicles as at 31 December						Rating kW/vcl
Power vehicles	non-k-n-Valencan Minimum	786	828	827	801	
Line locomotives		397	450	458	458	5,255
- able to run abroad		0	0	0	13	5,600
Shunting locomotives		137	137	136	132	504
- Diesel-powered		70	70	70	70	535
Shunting tractors		252	241	233	211	204
- Diesel-powered		107	105	103	93	187
						Capacity-
Freight wagons						t/wagon
SBB-own		13,132	13,017	13,121	11,978	42.75
-Low-noise wagons		80	80	127	504	43.97
-4-axle wagons		4,727	4,720	4,570	4,492	66.30
Open wagons		2,974	2,898	2,854	2,789	49.51
Covered wagons		4,451	4,433	4,862	4,544	27.14
Flat wagons with 2 axles		1,328	1,324	1,315	1,236	28.12
Flat wagons with 4 axles		2,526	2,524	2,357	1,682	69.02
Sliding/pivoting-roof wagons		1,343	1,336	1,334	1,375	32.85
Special wagons		510	502	399	352	33.49
Private freight wagons in SB	B fleet	6,770	6,851	7,214	7,429	60.88

Due to outsourcings, comparison with the previous year is not possible.
 Other organisation structure. Not comparable to following years.
 From 2001 without occupations controlled by a federal office (newly in login).

What an SBB line kilometre costs.

Average expenses for maintenance and renewal of the railway



Key projects.

	Overall costs	Start of constr.	End of constr.	Share under cons.	Share realised
	CHF mn	Year	Year	CHF mn	CHF mn
Network of the future	n-sasas sala sala sala mana sala mana				AURINEAS TRANSPORT
Rail 2000, 1st phase	5,9001	1988	2007	3,100	2,300
Seven S-Bahn systems ²	1,594	2002	2007	32	16
Facelifting of stations	340	2002	2008	24	41
AlpTransit Gotthard	9,2331	1996	2014	1,554	-
Rail 2000, 2 nd phase	5,900	2011	2022	-	-
New technologies					
Automation of the signalboxes	1,700	2002	2010	670	100
European Train Control					
System ETCS	830	2005	2017	0	0
Global System Mobile for		0000	0000		
Railways GSM-R	375	2003	2008	20	0

¹ Prognosis of end costs.

² Including connection Genève-Eaux-Vives-Annemasse, 1st phase, but without 2nd through station Zürich HB.

Financial matters.1

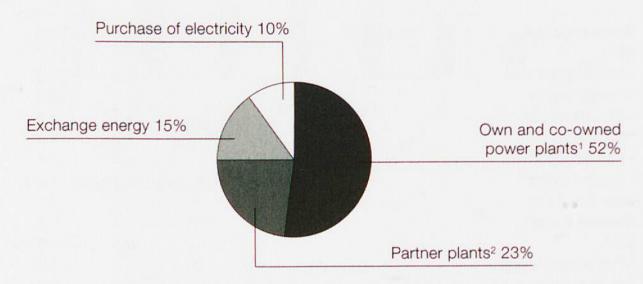
		1999	2000	2001	2002	02-01
						± in %
Operating revenues	CHF mn	2	3,041.1	3,092.9	3,105.0	0.4
- Receipts from train paths		2	668.5	616.0	540.9	-12.2
Operating expenses		2	2,854.3	2,902.7	3,023.6	4.2
Operating result		2	186.8	190.2	81.4	-57.2
EBIT		2	227.3	184.4	143.6	-22.1
Annual profit		2	160.9	130.1	106.5	-18.1
Gross investments		2	1,565.0	1,767.2	1,936.5	9.6
Operating performa	nce.					
Normal gauge	mn trainkm	127.5	130.8	132.9	135.5	2.0
SBB				129.4	131.1	1.3
- Passenger trains				96.5	99.0	2.6
- Freight trains				30.3	28.9	-4.6
- Service trains				2.6	3.2	24.6
Third parties				3.5	4.4	25.1
- Passenger trains				2.7	3.1	15.3
- Freight trains				0.7	1.2	68.5
-Service trains				0.1	0.1	-15.4
Narrow gauge		1.5	1.5	1.6	1.6	0.3
SBB				1.4	1.4	0.6
- Passenger trains				1.3	1.3	0.9
- Freight trains				0.1	0.1	-9.0
-Service trains				0.0	0.0	. 12.5
Third parties				0.2	0.2	-1.7
- Passenger trains				0.2	0.2	-1.7
- Freight trains				0.0	0.0	_
- Service trains				0.0	0.0	
Productivity.						
Train path revenues per line-l	km CHF	***	0.22	0.21	0.18	-12.1
Train path revenues per train	path km		0.40	0.36	0.31	-12.6
Operating grant per train pati	h km	0.35	0.35	0.28	0.29	1.8
Train path km per franc						
of net operating expenses	Trpathkm			0.063	0.065	3.2
Share of train path revenues	in					
Operating expenses	%	_	0.23	0.21	17.7	-15.8

¹ Segment account. Intra-group revenues and expenses not eliminated. ² Other accounting structure, not comparable with subsequent years.

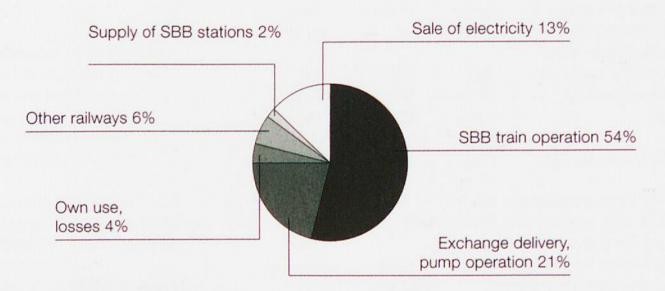
Energy.

		1999	2000	2001	2002	02-01
						± in %
Total produced and used	GWh	4,321	4,684	4,337	3,465	-20.1
- From renewable sources of energy	%	100.0	99.8	96.9	87.2	-10.0
Used for train traction ex substation	GWh	1,993	2,004	2,057	2,069	0.6
- SBB network		1,812	1,821	1,871	1,878	0.4
- Other networks		181	183	186	191	2.7
Specific energy use of SBB						
- Passenger traffic kW	h/pkm	0.100	0.090	0.106	0.094	-11.0
- Freight traffic kW	/h/tkm	0.072	0.079	0.079	0.073	-8.1

Origin



Use



¹ Amsteg, Ritom, Vernayaz, Châtelard-Barberine, Massaboden, Trient, Etzel, Göschenen, Wassen, Rupperswil-Auenstein

² AKEB, ENAG

Workforce strength and quantity of fixed installations.

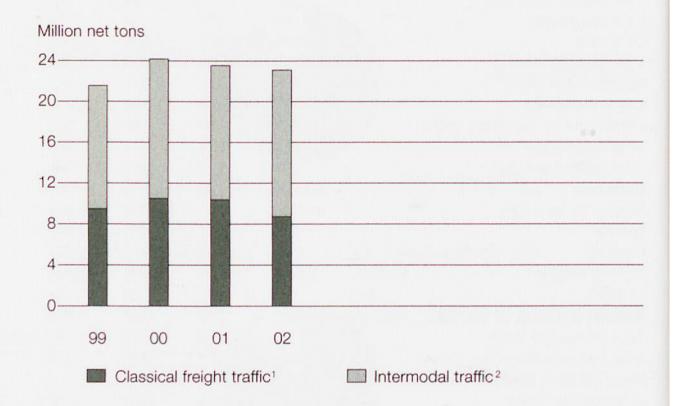
		1999	2000	2001	2002	02-01 ± in %
Workforce, annual mean,						
expressed in full-time jobs	Number	11,269	10,166	10,247	10,256	2
Central offices		1	1	1,317	1,683	2
Sales		1	1	31	18	2
Production		1	1	4,327	4,153	2
Maintenance		1	1	4,405	4,180	2
In training ³		1	1	4	51	2
Other		1	1	163	171	2
340						
Fixed installations						±02-01
Operated lines	km	2,979	2,973	2,986	2,982	-5
- Not electrified		17	17	17	17	0
-For freight traffic only		103	95	94	89	-1
- Narrow gauge		74	74	74	74	0
Own lines		3,005	3,000	3,008	3,003	-5
- Single-track lines		1,406	1,390	1,394	1,389	-5
Length of all tracks		7,368	7,364	7,377	7,372	-5
Level crossings	Number	1,408	1,378	1,326	1,268	-58
- Protected by technical means		750	750	746	740	-6
- For private use		422	408	373	344	-29
- For pedestrians only		499	479	439	398	-41
Switches		15,125	14,850	14,575	14,300	-275
Signals for train runs		27,751		25,250	26,644	-1,414
Tunnels		267	272	273	274	. 1
-Length	km	215	218	224	225	1
Railway bridges	Number	5,546	5,768	5,858	5,898	40
-Length	km	85	89	89	89	0.5
Railway stations of the SBB	Number	744	790	792	809	17
-For passenger traffic			728	729	733	4
-For freight traffic		481	473	475	475	0
Mean distance between stations						
in passenger traffic	km		3.95	3.97	3.95	-0.02
Rolling stock	Number		4,324	4,063	3,817	-246
Power vehicles			520	505	513	8
- Diesel-powered			501	486	494	8
Service cars and wagons		3,916	3,804	3,558	3,304	-254

¹ Due to outsourcings, comparison with the previous year is not possible.

Other organisation structure. Comparison with subsequent years is not possible.
 From 2001 without occupations controlled by a federal office (newly in login).

Transalpine railfreight traffic.

in net tons		1999	2000	2001	2002	02-01 ± in %
Gotthard	mn tons	18.1	20.4	19.0	17.4	-8.4
Classical freight traffic1	2000	6.2	6.9	6.8	6.0	-11.8
Intermodal traffic ²		11.9	13.5	12.2	11.4	-6.6
Simplon		3.6	3.8	4.6	5.8	26.1
Classical freight traffic1		3.3	3.6	3.6	2.8	-22.2
Intermodal traffic ²		0.3	0.2	1.0	3.0	200.0
Total		21.7	24.2	23.6	23.2	-1.7
Classical freight traffic ¹		9.5	10.5	10.4	8.8	-15.4
Intermodal traffic ²		12.2	13.7	13.2	14.4	9.1



¹ Weight of the payload (net weight) without tare weight of the wagons.

Statistics that in intermodal traffic eliminate the weight of the loading equipment (containers, swap bodies, semi-trailers) and road lorries, and which list accompanied and unaccompanied transports separately, are maintained by the Federal Office for Spacial Development (ARE).

They can be ordered under Tel. 031 322 40 60, Fax 031 322 78 69, or viewed in the Internet: http://www.are.admin.ch/are/en/verkehr/alpinfo/index.html

² Net tons, including the weight of the containers and road vehicles transported also.

Switzerland's transport infrastructure.

		1970	1980	1990	20001	20011
Network lengths per transport						
node in a yearly average						
Railway, operated lines	km	5,228	5,182	5,183	5,230	5,243
-SBB (incl. Brünig line)		2,981	2,985	2,972	2,973	2,986
- Private railways		2,093	2,043	2,057	2,100	2,100
-Rack-and-pinion railways		96	97	97	97	97
- Funiculars		58	57	57	60	60
Jrban transport, operated lines		1,652	2,100	1,440	1,719	1,719
- Tramways		169	167	174	187	187
-Trolley buses		311	327	313	330	330
- Line buses		1,172	1,606	953	1,202	1,202
Road ^{2,3}		60,139	66,544	70,970	71,148	
-National roads		651	1,170	1,495	1,642	
-Cantonal roads		17,860	18,667	18,278	18,109	
-Municipal roads ³		41,628	46,707	51,197	51,397	
Bus companies, operated lines		10,173	11,154	13,658	13,728	16,038
-Postal bus lines		7,416	7,700	8,508	8,513	10,316
-Licenced bus line operators		2,757	3,454	5,150	5,215	5,722
Vaterways⁴				1,217	1,214	
Air, lines of Swiss operators		215,586	273,544	348,762	500,703	
Aerial cableways, length of lines		502	686	795	871	894
Pipelines		610	1,389	1,839	2,215	
-Oil ⁵		222	239	239	239	
-Gas		388	1,150	1,600	1,976	***

² Indication for the year 2000 corresponds to value 1999.

⁴ Indication for the year 2000 corresponds to value 1997.

¹ Length of operated lines in part estimated, based on presumed length of owned lines. Source: LITRA.

Municipal roads: Indication for the year 1990 corresponds to value at 31 December 1984; Year 2000: Difference arises from reclassification from cantonal to municipal roads.

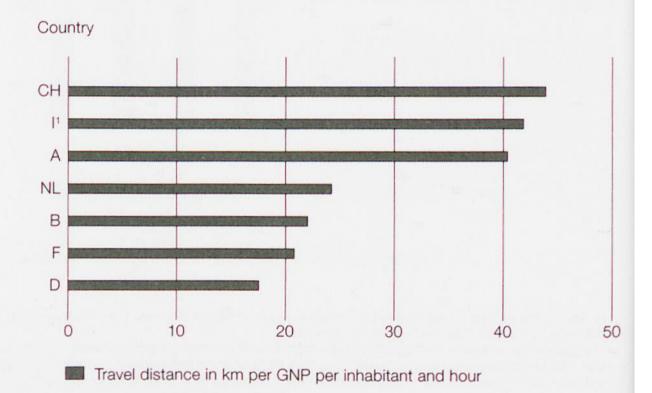
⁵ In 1997 shutdown of a 130 km long transit pipeline, not taken account of here.

European railways in comparison, figures 2001.

Railway	Country	١	letwork length	Workforce	Trips per
		km	of which electrified %	in 1,000	inhabitant
CD	Czechia	9,444	31	84.1	18
CFL	Luxembourg	274	95	3.2	31
DB AG	Germany	35,986	53	181.3	21
DSB/BS	Denmark	2,047	31	8.4	29
FS	Italy	16,035	68	104	8
NS	The Netherlands	2,809	73	26.1	20
ÖBB	Austria	5,683	58	48.5	23
RENFE	Spain	12,310	56	32.9	12
SBB	Switzerland	2,986	99	28.3	42
SNCB/NMBS	Belgium	3,454	78	41.8	16
SNCF/RFF	France	29,445	49	177.4	15

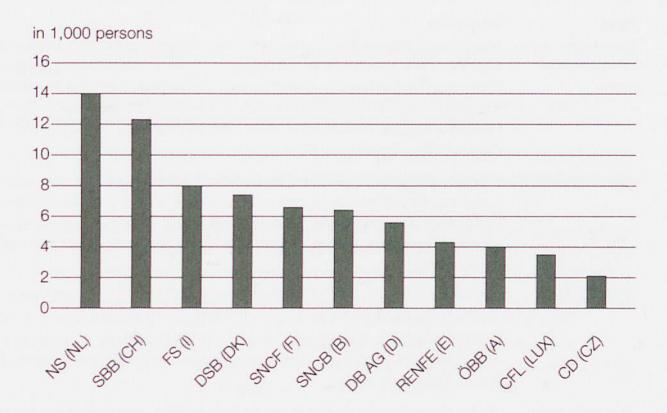
Where GNP-weighted train fares carry the farthest (2001).

Number of km of a train ride that the gross national product per inhabitant and hour buys. How far can an inhabitant with his/her one hour's GNP travel by train?

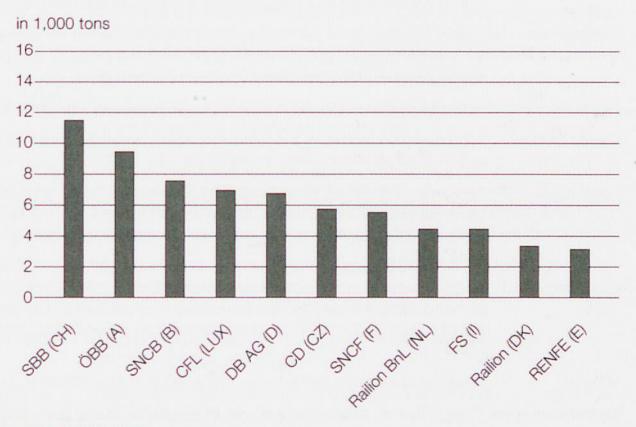


¹ Year 2000 figures.

Mean number of passengers per day an line¹ 2001.



Mean volume of transported goods per working day and line² 2001.



⁽pkm/network length/365 days)

² (tkm/network length/310 working days)

Explanation of terms.

Term Combined (or intermodal) traffic	Definition Multi-modal transport (e.g. road and rail) of goods without change of the packing units; Unaccompanied combined traffic: Transport of goods in packing units (containers, swap bodies, semi-trailers) without transport of the power vehicle for road transport; Accompanied combined traffic: Railway transport of the whole road lorry and its load, accompanied by its driver (Rolling Road).
Current assets	Property items listed on the balance sheet, remaining in the enterprise for a short period of time only, and which are needed for the preparation of the offer: Raw materials, auxiliary means and means of operation such as fuels, lubricants, claims, credit balances at the bank, cash and cash equivalents.
Depreciations	Pro rata decrease of value of tangible assets due to ageing and wear. Ordinary depreciation: Taking account in yearly rates until expiry of the presumed service life. Extraordinary depreciation: Taking account of unexpected decrease of value due to special reasons (have become outdated, damaged, etc.).
Domestic traffic	Traffic whose points of departure and destination are situated in the same country.
EBIT	Earnings before interest and taxes. Benefit before financial expenses (payment of interest on loans), financial income (interest payments received from financial assets and participations), taxes on income and capital.
Fixed assets	Assets as valuated on the balance sheet and which serve the enterprise for a longer duration of time: track installations, real property, buildings, line equipment, safety installations, vehicles, concessions, etc.
Grants	Financial compensation for uncovered costs of ordered transport services.
Length of lines	Length of lines owned by the railway transport undertaking and serving public transport, irrespective of its present use.
Local traffic	Operation of lines with short distances between stops for a concentrated transport service to centres and towns, as distinct from long-distance and regional traffic. Services of local traffic are not eligible for federal government grants.
Long-distance traffic	Fast services with great distances between stops for the connection of big- and medium-sized centres, operated by the SBB with own responsibility for profit and loss. To be distinguished from regional traffic and local traffic.
Mileage	Distance covered by all the trains, measured in train-kilometres.
Network access (free)	The system whereby an infrastructure operator places its track network at the disposal of a railway company for train runs, against remuneration (train path price).

Operated lines Lines operated by a railway company, plus lines of other companies leased or operated, less lines leased out to other companies or own lines operated by other companies. Operating Trains operated, representing transport services offered, shown in train-km. performance Passenger-Standard measure for traffic performance (demand) in passenger traffic. kilometres expressed in kilometres covered by all passengers. Productivity Ratio of output to input. Productivity can be expressed without valuation (e.g. trains per line) or with valuation (e.g. ticket receipts against personnel cost). Regional traffic Services operated with a medium distance between stops, for the connection of regional centres among themselves, and of rural places with towns. As distinct from long-distance and local traffic. The federal government and the cantons compensate the transport companies for the uncovered costs (not covered by ticket receipts) of the offer they had ordered. Seat kilometres Standard measure for the passenger transport services offered by a railway. Corresponds to the product of the car-kilometres covered and the (mean) number of seats of the rolling stock used. Seat occupancy Ratio of seats used and seats offered, all trains of all lines considered. rate (mean) Tonnage Traffic volume in freight traffic. Overall gross tons: overall weight of a freight train including the tares of the wagons and including the locomotive(s). Gross tons: hauled tonnage, meaning overall weight of the train without locomotive(s). Net tons: actual load of a freight train. Net-net tons: own weight of the transported goods in unaccompanied combined traffic without the tare weight of the containers, swap bodies or semi-trailers. Tonne-kilometres Standard measure for transport performance (demand) in freight traffic. It (tkm) corresponds to the transport of one ton over a distance of one kilometre. Train path Right to use the infrastructure for a train run, defined as to place and time. Train path Performance of infrastructure operators. Corresponds to the train paths kilometres used by the railway transport companies against remuneration (train path price). Train traction The conveyance of trains. Depending on the source of energy, type of engine and power transmission, it is distinguished between electric, dieselelectric and diesel-hydraulic traction, and steam traction. Transport offer The product generated by the railway transport company, measured in train-, car- or seat -kilometres.

The services used by the customers during a certain period, in passenger

traffic measured in passenger-km (pkm), in freight traffic in tonne-km (tkm).

Transport

performance

English.	German.
Block train	Ganzzug
Catenary	Fahrleitung
Combined traffic	Kombinierter Verkehr
Domestic traffic	Binnenverkehr
Double-deck car	Doppelstockwagen
Export traffic	Exportverkehr
General Abonnement	Generalabonnement
Grants	Abgeltung
Gross ton	Bruttotonne
Half-tax Card	Halbtaxabonnement
Import traffic	Importverkehr
International traffic	Internationaler Verkehr
Length of lines owned	Eigentumslänge
Length of operated lines	Betriebslänge
Level crossing	Niveauübergang
Long-distance traffic	Fernverkehr
Net ton	Nettotonne
Operational performance	Betriebsleistung
Passenger train	Reisezug
Passenger-km	Personenkilometer
Piggyback traffic	Huckepackverkehr
Punctuality on arrival	Ankunftspünktlichkeit
Railway (railway company)	Bahn(unternehmen)
Railway station	Bahnhof, Station
Regional traffic	Regionalverkehr
Rolling stock	Rollmaterial
S-Bahn (rapid transit system)	S-Bahn
Switch	Weiche
Tilting train	Neigezug
Tonne-km	Tonnenkilometer
Track	Gleis
Track network	Schienennetz
Traffic performance	Verkehrsleistung
Traffic volume	Verkehrsaufkommen
Train path	Trasse
Train-km	Zugkilometer
Wagonload traffic	Wagenladungsverkehr
Workforce	Personalbestand
Write-offs	Abschreibungen

French. Italian.

Ligne de contact Trafic combiné Trafic combiné Traffico intérieur Voiture à deux niveaux Exportations Abonnement général Indemnité compensatoire Traffico d'esportazione Abonnement général Indemnité compensatoire Tonne brute Abonnement demi-tarif Abbonamento metà-prezzo Importations Traffico d'importazione Traffico d'importazione Traffico d'importazione Traffico internazionale Longueur du propre réseau Lunghezza della propria rete Longueur exploitée Passage à niveau Passage à niveau Prestation d'exploitation Trafico a lunga percorrenza Tonne nette Tonnellata netta Prestation d'exploitation Prestazione d'esercizio Train voyageur Voyageur kilomètre Viaggiatore-chilometro Ferroutage Ponctualité à l'arrivée Pontualité à l'arrivée Pontualité a l'arrivée Pontualité a l'arrivée Pontualité a l'arrivée Prestazione Trafico regional Matériel roulant Materiale roulant Materiale roulant Alguillage Trafico elere regionale Alguillage Trafico personale Rete ferroviaire Prestazione d' trafico Volume du trafic Volume du trafic Volume du trafic Trafico a carri completi Effectif du personnel Amortissements Ammortamenti	Train complet	Treno completo		
Traffic combiné Traffic intérieur Traffic intérieur Traffic intérieur Voiture à deux niveaux Exportations Abonnement général Indemnité compensatoire Traffic d'esportazione Abonnement général Indemnité compensatoire Indennité compensatore I	Ligne de contact	Linea di contatto		
Voiture à deux niveaux Exportations Abonnement général Abbonamento generale Indemnité compensatoire Indemnité compensatore Indemnité compensation I		Traffico combinato		
Exportations Abonnement général Indemnité compensatoire Indemnité compensatoire Tonne brute Tonnelata lorda Abonnement demi-tarif Abonnement demi-tarif Abonnement demi-tarif Abonnement demi-tarif Abonnement demi-tarif Abonnement demi-tarif Importations Traffico d'importazione Traffic internazionale Longueur du propre réseau Lunghezza della propria rete Longueur exploitée Lunghezza esercita Passaggè a niveau Passaggè a livello Traffico a lunga percorrenza Tonne nette Tonnellata netta Prestation d'exploitation Prestazione d'esercizio Train voyageur Voyageur-kilomètre Perroutage Traffico Huckepack Ponctualité à l'arrivée Puntualité à l'arrivo Réseau (entreprise ferroviaire) Gare Traffic régional Matériel roulant Materiale rotabile RER (réseau express régional) Aiguillage Trannendulaire Tonnellata-chilometro Treno celere regionale Aiguillage Trannendulaire Tonnellata-chilometro Tonnellata-chilometro Prestation de trafic Volume du trafic Traffico a carri completi Effectif du personnel	Trafic intérieur	Traffico interno		
Abonnement général Abbonamento generale Indemnité compensatoire Tonne brute Tonnellata lorda Abonnement demi-tarif Abbonamento metà-prezzo Importations Traffico d'importazione Traffico international Traffico internazionale Longueur du propre réseau Lunghezza della propria rete Longueur exploitée Lunghezza esercita Passage à niveau Passaggio a livello Traffic grandes lignes Traffico a lunga percorrenza Tonne nette Tonnellata netta Prestation d'exploitation Prestazione d'esercizio Train voyageur Viaggiatore chilometro Terroutage Traffico Huckepack Ponctualité à l'arrivée Puntualità all'arrivo Réseau (entreprise ferroviaire) Ferrovia (impresa) Gare Stazione Traffic régional Materiale rotabile Matériel roulant Materiale rotabile RER (réseau express régional) Treno celere regionale Matériel roulant Tonne-kilomètre Tonnellata-chilometro Voie Binario Réseau ferroviaire Rete ferroviaire Prestation de trafic Volume du trafic Volume du trafic Traffico a carri completi Traffic par wagons complets Effectif du personnel	Voiture à deux niveaux	Carrozza a due piani		
Abbonamento generale Indemnité compensatoire Indemnité compensatoire Indemnité compensatoire Indemnité compensatoire Tonne brute Abbonamento metà-prezzo Importations Traffico d'importazione Traffic international Longueur du propre réseau Lunghezza della propria rete Longueur exploitée Lunghezza esercita Passage à niveau Traffico a lunga percorrenza Tonne nette Prestation d'exploitation Traffico a lunga percorrenza Tonne nette Prestation d'exploitation Prestazione d'esercizio Train voyageur Voyageur-kilomètre Viaggiatore-chilometro Ferroutage Traffico Huckepack Ponctualité à l'arrivée Puntualità all'arrivo Réseau (entreprise ferroviaire) Gare Stazione Traffic régional Matériel roulant Materiale rotabile RER (réseau express régional) Aiguillage Tranne ad assetto variabile Tonne-kilomètre Prestation de trafic Volume du trafic Volume du trafic Volume du trafic Volume du trafic Traffico a carri completi Effectif du personnel	Exportations	Traffico d'esportazione		
Indemnité compensatoire Tonne brute Tonnellata lorda Abonnement demi-tarif Abbonamento metà-prezzo Importations Traffico d'importazione Traffic international Traffico internazionale Longueur du propre réseau Lunghezza della propria rete Longueur exploitée Passage à niveau Passaggio a livello Traffic grandes lignes Traffico a lunga percorrenza Tonne nette Prestation d'exploitation Train voyageur Traffico a lunga percorrenza Tonne nette Prestation d'exploitation Train voyageur Traffico Huckepack Ponctualité à l'arrivée Puntualité à l'arrivée Perrovia (impresa) Gare Trafic régional Matériel roulant RER (réseau express régional) Aiguillage Trano ad assetto variabile Tonne-kilomètre Prestation de trafic Volume du trafic Volume du trafic Volume du trafic Traffico a carri completi Traffico a carri completi Traffico par wagons complets Traffico a carri completi Traffico par incompleti Traffico Traf		Abbonamento generale		
Tonne brute Tonnellata lorda Abonnement demi-tarif Abonnamento metà-prezzo Importations Traffico d'importazione Trafic international Traffico internazionale Longueur du propre réseau Lunghezza della propria rete Longueur exploitée Lunghezza esercita Passage à niveau Passaggio a livello Trafic grandes lignes Traffico a lunga percorrenza Tonne nette Tonnellata netta Prestation d'exploitation Prestazione d'esercizio Train voyageur Treno viaggiatori Voyageur-kilomètre Viaggiatore-chilometro Ferroutage Traffico Huckepack Ponctualité à l'arrivée Puntualità all'arrivo Réseau (entreprise ferroviaire) Ferrovia (impresa) Gare Stazione Trafic régional Traffico regionale Matériel roulant Materiale rotabile RER (réseau express régional) Treno celere regionale Aiguillage Scambio Train pendulaire Treno ad assetto variabile Tonne-kilomètre Tonnellata-chilometro Voie Binario Réseau ferroviaire Rete ferroviarie Prestation de trafic Volume du trafic Volume du trafic Volume du trafic Trafico a carri completi Trafico par wagons complets Traffico a carri completi Effectif du personnel		Indennizzo		
Importations Traffic international Traffic parades Traffic grandes lignes Traffic grandes lignes Traffic grandes lignes Traffic a lunga percorrenza Tonne nette Tonnelata netta Prestation d'exploitation Train voyageur Treno viaggiatori Voyageur-kilomètre Viaggiatore-chilometro Ferroutage Traffico Huckepack Ponctualité à l'arrivée Puntualità all'arrivo Réseau (entreprise ferroviaire) Ferrovia (impresa) Gare Trafic régional Matériel roulant Materiale rotabile RER (réseau express régional) Aiguillage Train pendulaire Treno ad assetto variabile Tonne-kilomètre Voie Binario Réseau ferroviaire Prestation de trafic Volume du trafic Sillon Traccia d'orario Traffico a carri completi Traffico a carri completi Effectif du personnel		Tonnellata lorda		
Trafic international Longueur du propre réseau Longueur exploitée Longueur exploitée Passage à niveau Trafic grandes lignes Tonne nette Prestation d'exploitation Train voyageur Voyageur-kilomètre Passau (entreprise ferroviaire) Gare Stazione Trafic régional Matériel roulant RER (réseau express régional) Aiguillage Train pendulaire Tonne-kilomètre Volume du trafic Volume du trafic Sillon Train voyageur Trafico i ivello Trafic i equi no internazionale Lunghezza della propria rete Trafic a lunghezza esercita Traffico a lunga percorrenza Trafico a lu	Abonnement demi-tarif	Abbonamento metà-prezzo		
Traffic international Longueur du propre réseau Longueur exploitée Passage à niveau Traffic a lunga percorrenza Tonne nette Prestation d'exploitation Traffic Paseau (entreprise ferroviaire) Gare Traffic régional Matériel roulant RER (réseau express régional) Aiguillage Train pendulaire Tonne-kilomètre Volume du trafic Volume du trafic Volume du trafic Volume du trafic Sillon Train vagona livello Lunghezza esercita Lunghezza della propria rete Lunghezza desercita Prestation d'exploited Prestazione Lunghezza della propria rete Lunghezza desercita Prastico a d'orario Train-kilomètre Traffic o a carri completi Organico	Importations	Traffico d'importazione		
Longueur exploitée Passage à niveau Passaggio a livello Trafic grandes lignes Traffico a lunga percorrenza Tonne nette Prestation d'exploitation Prestazione d'esercizio Train voyageur Voyageur-kilomètre Ferroutage Proctualité à l'arrivée Réseau (entreprise ferroviaire) Fargional Matériel roulant RER (réseau express régional) Aiguillage Train pendulaire Tonne-kilomètre Tonne-kilomètre Tonne-kilomètre Trafico Réseau ferroviaire Réseau ferroviaire Réseau ferroviaire Reseau ferroviaire R		Traffico internazionale		
Longueur exploitée Passage à niveau Passaggio a livello Trafic grandes lignes Traffico a lunga percorrenza Tonne nette Prestation d'exploitation Prestazione d'esproitation Prestazione d'esproitation Train voyageur kilomètre Viaggiatore-chilometro Perroutage Ponctualité à l'arrivée Réseau (entreprise ferroviaire) Ferrovia (impresa) Gare Stazione Traffico regionale Matériel roulant Materiale rotabile RER (réseau express régional) Aiguillage Scambio Train pendulaire Treno ad assetto variabile Tonne-kilomètre Voie Binario Réseau ferroviaire Prestation de trafic Volume du trafic Trani-kilomètre Tracia d'orario Tracia d'orario Tracia par wagons complets Effectif du personnel	Longueur du propre réseau	Lunghezza della propria rete		
Passaggio a livello Trafic grandes lignes Traffico a lunga percorrenza Tonne nette Tonne nette Prestation d'exploitation Prestazione d'esercizio Train voyageur Voyageur-kilomètre Ferroutage Ponctualité à l'arrivée Ponctualité a l'arrivée Ponctualité à l'arrivée Ponctualité à l'arrivée Ponctualité à l'arrivée Ponctualité a l'arrivée Ponctual		Lunghezza esercita		
Traffic grandes lignes Tonne nette Tonne nette Tonne nette Prestation d'exploitation Train voyageur Voyageur-kilomètre Ferroutage Ponctualité à l'arrivée Réseau (entreprise ferroviaire) Gare Traffic régional Matériel roulant RER (réseau express régional) Aiguillage Train pendulaire Tonne-kilomètre Tonne-kilomètre Tonne-kilomètre Réseau ferroviaire Réseau ferroviaire Réseau express régional Reseau express régional Train-pendulaire Tonne-kilomètre Voie Réseau ferroviaire Ret ferroviaire		Passaggio a livello		
Tonne nette Prestation d'exploitation Prestazione d'esercizio Train voyageur Voyageur-kilomètre Viaggiatore-chilometro Ferroutage Ponctualité à l'arrivée Puntualità all'arrivo Réseau (entreprise ferroviaire) Farroulant Matériel roulant RER (réseau express régional) Aiguillage Train pendulaire Tonne-kilomètre Voie Binario Réseau ferroviaire Rete ferroviaire Rete ferroviarie Rete ferroviarie Rete ferroviarie Rete ferroviarie Rete ferroviarie Prestation de trafic Volume du trafic Sillon Trafico a carri completi Effectif du personnel Organico		Traffico a lunga percorrenza		
Train voyageur Voyageur-kilomètre Viaggiatore-chilometro Ferroutage Ponctualité à l'arrivée Pintualità all'arrivo Réseau (entreprise ferroviaire) Gare Traffic régional Matériel roulant RER (réseau express régional) Aiguillage Train pendulaire Tonne-kilomètre Voie Réseau ferroviaire Prestation de trafic Volume du trafic Sillon Train-kilomètre Train-chilomètre Trafic oa carri completi Effectif du personnel		Tonnellata netta		
Train voyageur Voyageur-kilomètre Viaggiatore-chilometro Ferroutage Traffico Huckepack Ponctualité à l'arrivée Puntualità all'arrivo Réseau (entreprise ferroviaire) Ferrovia (impresa) Gare Stazione Traffic régional Matériel roulant Materiale rotabile RER (réseau express régional) Treno celere regionale Aiguillage Train pendulaire Tonne-kilomètre Voie Réseau ferroviaire Prestation de trafic Volume du trafic Volume du trafic Sillon Train-kilomètre Trafic o viaggiatori Viaggiatore-chilometro Viaggiatore-chilometro Viaggiatore-chilometro Sillon Traffico Huckepack Perrovia (impresa) Ferrovia (impresa) Ferrovia (impresa) Ferrovia (impresa) Ferrovia (impresa) Ferrovia (impresa) Ferrovia (impresa) Freno celere regionale Treno ad assetto variabile Treno ad assetto variabile Tonnellata-chilometro Binario Voie Prestazione di traffico Volume del traffico Volume del traffico Traccia d'orario Traccia d'orario Train-kilomètre Traffic par wagons complets Traffico a carri completi Effectif du personnel	Prestation d'exploitation	Prestazione d'esercizio		
Voyageur-kilomètre Ferroutage Ferroutage Ponctualité à l'arrivée Puntualità all'arrivo Réseau (entreprise ferroviaire) Gare Traffic régional Matériel roulant RER (réseau express régional) Aiguillage Train pendulaire Tonne-kilomètre Voie Binario Réseau ferroviaire Prestation de trafic Volume du trafic Sillon Train-kilomètre Voragioration Voragioration Voragioration Volume du trafic Volume du trafic Traffic o a carri completi Effectif du personnel Puntualità all'arrivo Rerrovia (impresa) Ferrovia (impresa) Ferrovia (impresa) Ferrovia (impresa) Rateriale rotabile Treno celere regionale Scambio Treno ad assetto variabile Tonnellata-chilometro Tonnellata-chilometro Voie Binario Rete ferroviaria Prestazione di traffico Volume del traffico Traccia d'orario Traccia d'orario Traffic par wagons complets Traffico a carri completi Effectif du personnel		Treno viaggiatori		
Ferroutage Traffico Huckepack Ponctualité à l'arrivée Puntualità all'arrivo Réseau (entreprise ferroviaire) Ferrovia (impresa) Gare Stazione Trafic régional Traffico regionale Matériel roulant Materiale rotabile RER (réseau express régional) Treno celere regionale Aiguillage Scambio Train pendulaire Treno ad assetto variabile Tonne-kilomètre Tonnellata-chilometro Voie Binario Réseau ferroviaire Rete ferroviaria Prestation de trafic Prestazione di traffico Volume du trafic Volume del traffico Sillon Traccia d'orario Trafic par wagons complets Traffico a carri completi Effectif du personnel Organico		Viaggiatore-chilometro		
Ponctualité à l'arrivée Puntualità all'arrivo Réseau (entreprise ferroviaire) Ferrovia (impresa) Gare Stazione Traffic régional Traffico regionale Matériel roulant Materiale rotabile RER (réseau express régional) Treno celere regionale Aiguillage Scambio Train pendulaire Treno ad assetto variabile Tonne-kilomètre Tonnellata-chilometro Voie Binario Réseau ferroviaire Rete ferroviaria Prestation de trafic Prestazione di traffico Volume du trafic Volume del traffico Sillon Traccia d'orario Train-kilomètre Treno-chilometro Trafic par wagons complets Traffico a carri completi Effectif du personnel Organico		Traffico Huckepack		
Gare Stazione Trafic régional Traffico regionale Matériel roulant Materiale rotabile RER (réseau express régional) Treno celere regionale Aiguillage Scambio Train pendulaire Treno ad assetto variabile Tonne-kilomètre Binario Voie Binario Réseau ferroviaire Rete ferroviaria Prestation de trafic Prestazione di traffico Volume du trafic Volume del traffico Sillon Traccia d'orario Train-kilomètre Treno-chilometro Traffic par wagons complets Traffico a carri completi Effectif du personnel Organico		Puntualità all'arrivo		
Gare Stazione Trafic régional Traffico regionale Matériel roulant Materiale rotabile RER (réseau express régional) Treno celere regionale Aiguillage Scambio Train pendulaire Treno ad assetto variabile Tonne-kilomètre Tonnellata-chilometro Voie Binario Réseau ferroviaire Rete ferroviaria Prestation de trafic Prestazione di traffico Volume du trafic Volume del traffico Sillon Traccia d'orario Train-kilomètre Treno-chilometro Trafic par wagons complets Traffico a carri completi Effectif du personnel Organico	Réseau (entreprise ferroviaire)	Ferrovia (impresa)		
Matériel roulant RER (réseau express régional) Aiguillage Train pendulaire Tonne-kilomètre Voie Réseau ferroviaire Prestation de trafic Volume du trafic Sillon Train-kilomètre Train-kilomètre Trafic par wagons complets Effectif du personnel Materiale rotabile Treno celere regionale Scambio Treno ad assetto variabile Tonnellata-chilometro Binario Rete ferroviaria Prestazione di traffico Volume del traffico Traccia d'orario Trano-chilometro Traffico a carri completi Organico		Stazione		
Matériel roulant RER (réseau express régional) Aiguillage Train pendulaire Tonne-kilomètre Voie Réseau ferroviaire Prestation de trafic Volume du trafic Sillon Train-kilomètre Trafic par wagons complets Effectif du personnel Materiale rotabile Treno celere regionale Scambio Treno ad assetto variabile Tonnellata-chilometro Binario Rete ferroviaria Prestazione di traffico Volume del traffico Volume del traffico Traccia d'orario Trafic par wagons complets Traffico a carri completi Organico	Trafic régional	Traffico regionale		
Aiguillage Scambio Train pendulaire Treno ad assetto variabile Tonne-kilomètre Tonnellata-chilometro Voie Binario Réseau ferroviaire Rete ferroviaria Prestation de trafic Prestazione di traffico Volume du trafic Volume del traffico Sillon Traccia d'orario Train-kilomètre Treno-chilometro Trafic par wagons complets Traffico a carri completi Effectif du personnel Organico		Materiale rotabile		
Aiguillage Scambio Train pendulaire Treno ad assetto variabile Tonne-kilomètre Tonnellata-chilometro Voie Binario Réseau ferroviaire Rete ferroviaria Prestation de trafic Prestazione di traffico Volume du trafic Volume del traffico Sillon Traccia d'orario Train-kilomètre Treno-chilometro Trafic par wagons complets Traffico a carri completi Effectif du personnel Organico	RER (réseau express régional)	Treno celere regionale		
Train pendulaire Tonne-kilomètre Tonnellata-chilometro Voie Binario Réseau ferroviaire Prestation de trafic Volume du trafic Volume du trafic Sillon Train-kilomètre Trafic par wagons complets Effectif du personnel Treno ad assetto variabile Tonnellata-chilometro Binario Rete ferroviaria Prestazione di traffico Volume del traffico Traccia d'orario Trano-chilometro Traffico a carri completi Organico		Scambio		
Tonne-kilomètre Voie Binario Réseau ferroviaire Prestation de trafic Volume du trafic Volume du trafic Volume del traffico Sillon Train-kilomètre Trafic par wagons complets Effectif du personnel Tonnellata-chilometro Rete ferroviaria Prestazione di traffico Volume del traffico Traccia d'orario Treno-chilometro Traffico a carri completi Organico		Treno ad assetto variabile		
Réseau ferroviaire Prestation de trafic Volume du trafic Volume du trafic Volume del traffico Traccia d'orario Train-kilomètre Trafic par wagons complets Effectif du personnel Rete ferroviaria Prestazione di traffico Volume del traffico Traccia d'orario Treno-chilometro Traffico a carri completi Organico		Tonnellata-chilometro		
Réseau ferroviaire Prestation de trafic Prestation de trafic Volume du trafic Volume del traffico Sillon Traccia d'orario Train-kilomètre Trafic par wagons complets Effectif du personnel Rete ferroviaria Prestazione di traffico Volume del traffico Traccia d'orario Trano-chilometro Traffico a carri completi Organico	Voie	Binario		
Prestation de trafic Volume du trafic Volume del traffico Volume del traffico Traccia d'orario Train-kilomètre Trafic par wagons complets Effectif du personnel Prestazione di traffico Traffico Traccia d'orario Treno-chilometro Traffico a carri completi Organico	3 - 10 - 10 - 10 - 10 - 10 - 10 - 10 - 1	Rete ferroviaria		
Volume du trafic Volume del traffico Sillon Traccia d'orario Train-kilomètre Treno-chilometro Trafic par wagons complets Traffico a carri completi Effectif du personnel Organico	Prestation de trafic	Prestazione di traffico		
Sillon Traccia d'orario Train-kilomètre Treno-chilometro Trafic par wagons complets Traffico a carri completi Effectif du personnel Organico		Volume del traffico		
Train-kilomètre Treno-chilometro Trafic par wagons complets Traffico a carri completi Effectif du personnel Organico		Traccia d'orario		
Trafic par wagons complets Effectif du personnel Organico		Treno-chilometro		
Effectif du personnel Organico		Traffico a carri completi		
		Organico		
	Amortissements	Ammortamenti		

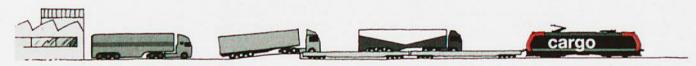
Types of freight traffic.



Wagonload traffic



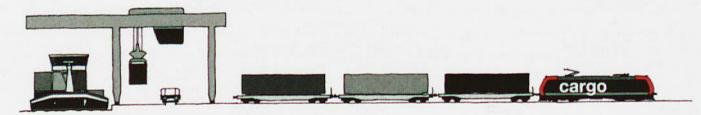
Trainload traffic



Accompanied combined traffic: Rolling Road



Unaccompanied combined traffic: Semi-trailer



Unaccompanied combined traffic: Container



Unaccompanied combined traffic: Cargo Domino

Peak values.

Peak traffic day 2002		23.06.02	around 300 special trains,
	ur-us-vuotos-us-suore		«Eidg. Turnfest», Expo
The 250,000th GA was sold or	n	14.11.02	in Zurich
Area of validity of the GA	km	23,023	of which
		5,127	Railways
		28	Mountain railways
		1,557	Urban lines (tram, trolleybus, bus)
		15,192	
		1,119	Lakeboat lines
Companies participating	Number	200	among them 56 railways and
in the GA			16 boat companies
Day of record ticket sales	Number	222,075	of which at ticket machines
			(on 14 May 2002)
average per second (24 hours	s)	2.57	tickets
Offered seats in double-decker IC Seats		1,400	472 of which in 1st class
			(15 cars)
Freight traffic			
Heaviest freight train	gross tons	2,200	Solothurn-Frauenfeld (payload 1600)
 at the Gotthard 		1,800	Traktion by 3 locomotives
Maximum payload	t	1,200	corresponds to about 40 road lorries
Longest freight train	m	1,600	Trial runs near Laufenburg
			in January 2001
Infrastructure			
Steepest gradient, metre gaug	ge ‰	128.0	Brünig-Meiringen, rack-and-pinion
 Normal gauge 		44.0	On Vevey-Funi, leased
		40.5	Zürich HB-Zürich Stadelhofen
Longest level line	km	9.8	Solothurn-Arch, freight traffic only
		2.3	Weiach-Kaiserstuhl-Zweidlen
Longest straight line	km	19.2	Brig-Iselle di Trasquera, Simplon
Highest SBB station	m.a.s.l.	1,141.5	Airolo
Lowest SBB station	m.a.s.l.	201.3	Riazzino-Cugnasco
Longest tunnel	m	19,823	Simplon tunnel II
Longest bridge	m	1,266	Hardturm, Zürich HB-Zürich Oerlikor
Highest bridge		77	Inschireuss, Amsteg-SGurtnellen
Highest line load	trains/day	624	Zürich HB-Zürich Stadelhofen,
			Montay-Friday
- Double-track line		559	Zürich HB-Zürich Stadelhofen,
			all days
0: 1 : 1 !		212	Zürich Stadelhofen-
 Single-track line 			
- Single-track line			Zürich Tiefenbrunnen
- Single-track line Record performance day			Zürich Tiefenbrunnen
	gross tons	170,202	on 19 October 2000, Simplon closed
Record performance day	gross tons	170,202	



Editor

SBB AG
General Secretariat
Hochschulstrasse 6
CH-3000 Bern 65/Switzerland
Telephone +41 512 20 24 12

Publisher

SBB AG
Communication
Hochschulstrasse 6
CH-3000 Bern 65/Switzerland
Telephone +41 512 20 41 11
www.sbb.ch
railinfo@sbb.ch
ISSN 1424-7232