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Time to compare.

Key Figures.

		1999	2000	2001	2002	02-01 ± in %
Finances						
Operating revenues	CHF mn	5,756	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.		-	-	-	-183	...
Operating income after ARR16 alloc.		505	321	246	11	-95.5
EBIT		420	353	452	122	-73.0
Group result		118	140	314	-12	-103.8
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 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
Net tonne-km	mn tkm	9,797	10,786	10,534	9,732	-7.6
Infrastructure						
Network length	km	2,979	2,973	2,986	2,982	-0.2
Train path kilometres, 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						
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 From 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

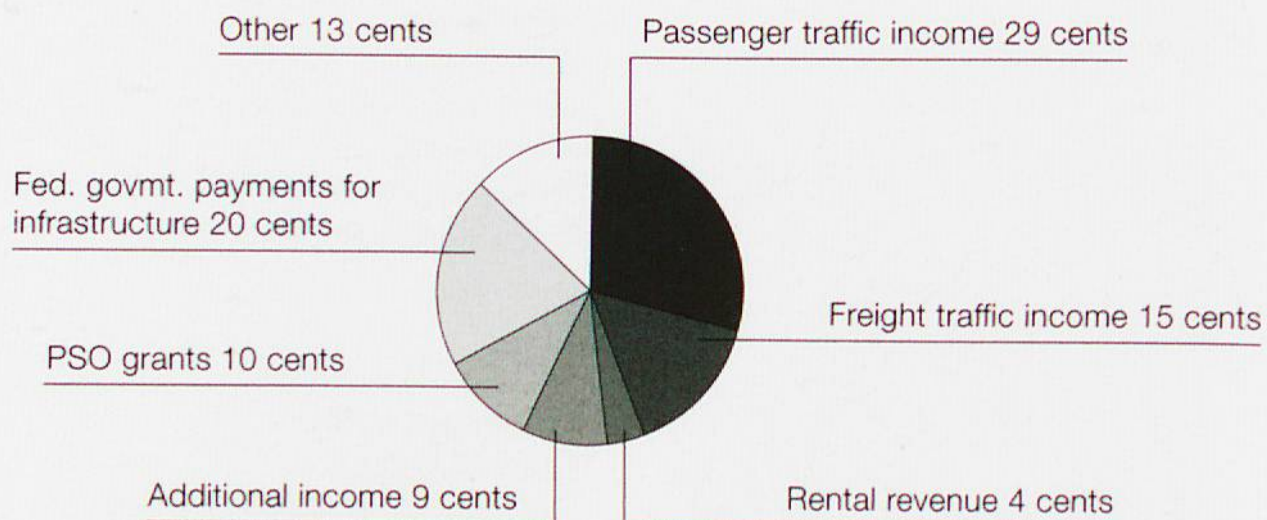
- with Rail 2000, we connect the individual regions with one another by offering yet faster, more frequent and more direct services,
- together with our partners, we plan and build the Swiss railway network for 2020,
- we seize the new chances in border-crossing regional and long-distance passenger traffic, 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.

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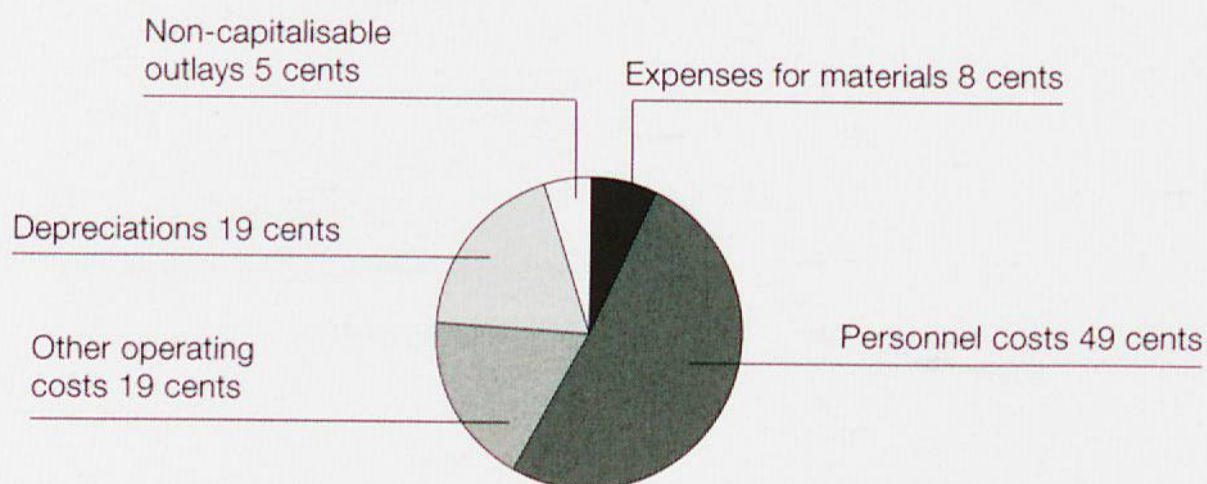
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The SBB franc.

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 ordered		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. ARR16		-	-	-	-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.

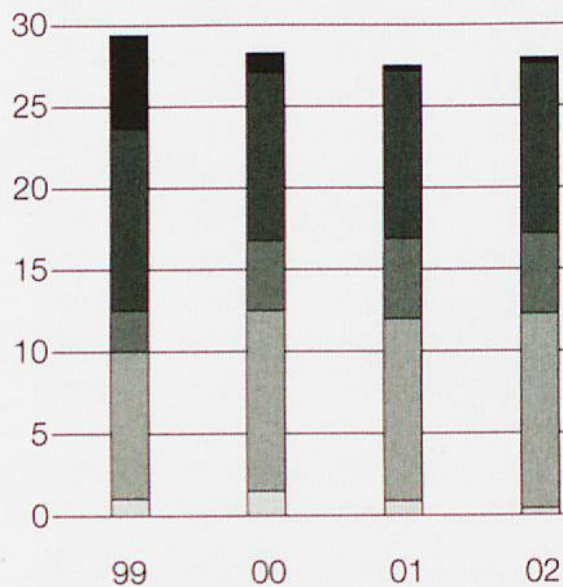
Assets	CHF mn	28,741	29,020	28,547	28,783	0.8
Current assets		2,068	2,578	2,221	2,273	2.3
Fixed assets		26,673	26,442	26,325	26,510	0.7
- Financial investments		5,863	5,030	4,302	3,150	-26.8
- Tangible assets and a. under constr.		20,776	21,379	21,940	23,156	5.5
- Intangible assets		34	33	83	204	144.6
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.

Breakup per Division

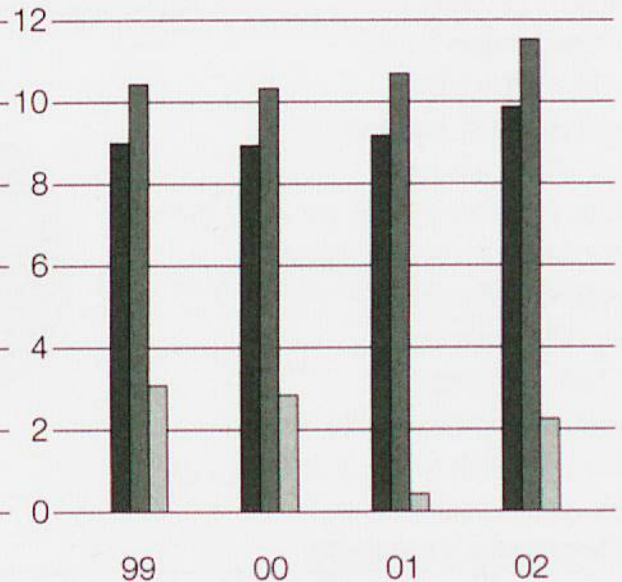
Full-time jobs in thousand



■ Other
 ■ Infrastructure
 ■ Freight traffic
 ■ Passenger traffic
 ■ Central Services

Quotas

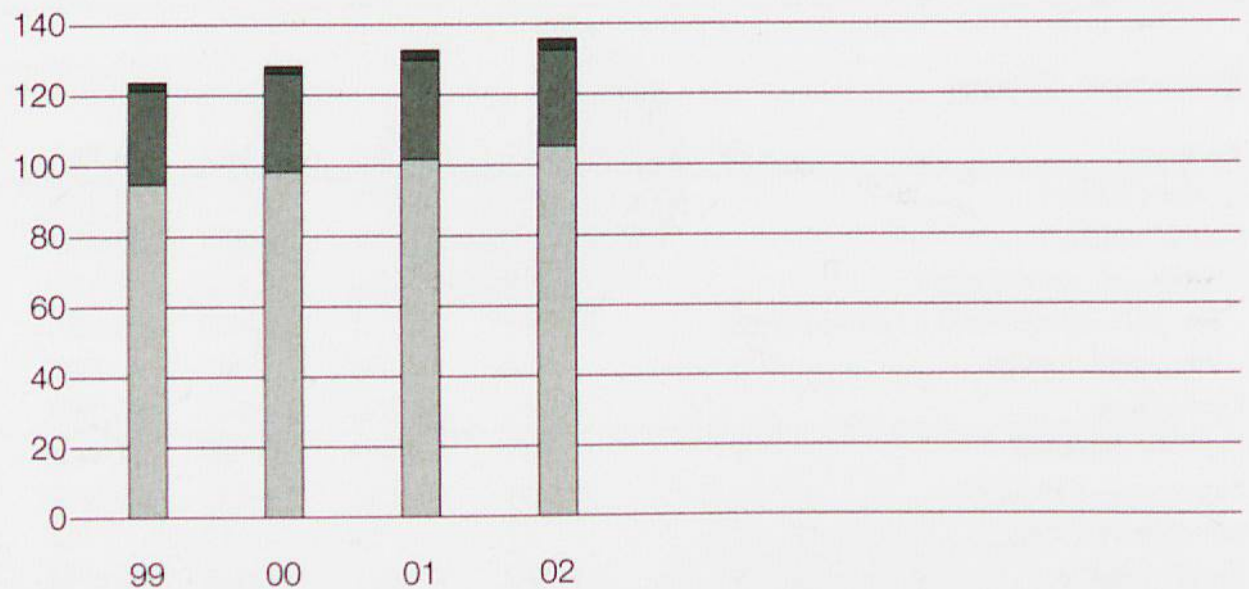
%



■ Woman
 ■ Non-Swiss nationals
 ■ In training, partially in Login

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

Million train-km



■ Passenger traffic ■ Freight traffic ■ Other trains

Quantities relating to SBB Group.

		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
Infrastructure		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 training ⁵		3.0	2.8	0.4	2.2	7

Network length	km	2,979	2,973	2,986	2,982	–0.2
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Fleet, as at 31 December⁶ ±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 performances.

						02-01 ± in %
Traffic						
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 mn 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 network

Train path sales	mn trpath-km	127.5	130.8	132.9	135.5	2.0
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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	02-01 ± in %
Income¹	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		...	2,704.9	2,793.7	2,877.1	3.0
Gross proceeds 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 HB ³	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.

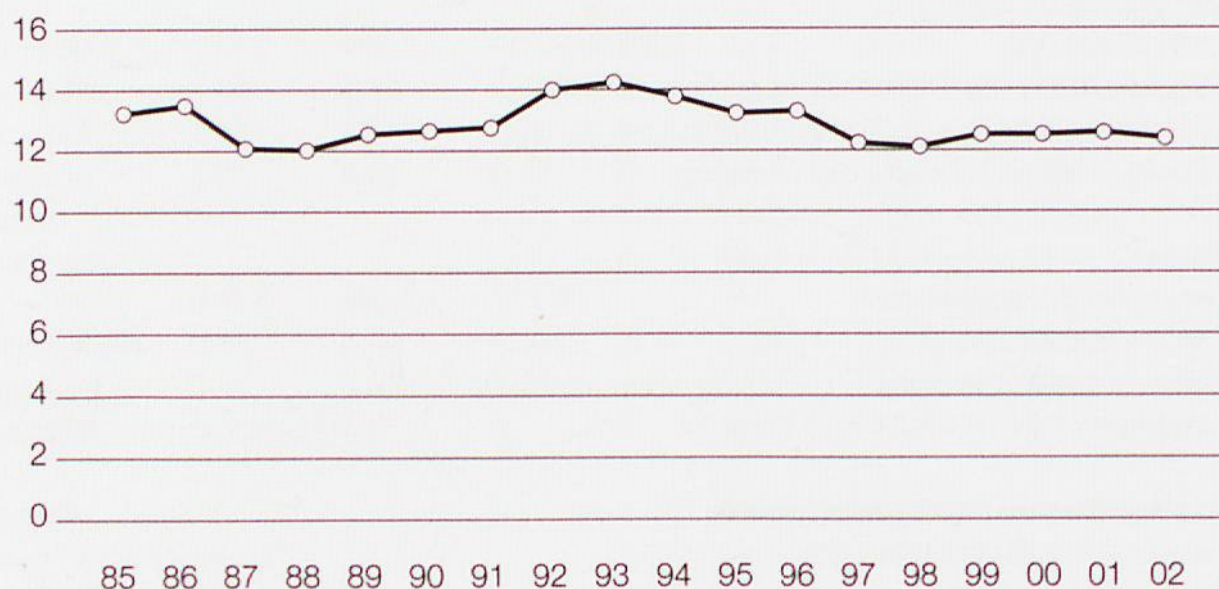
Environment.

		1999	2000	2001	2002	02-01 ± in %
Energy						
Use of primary energy						
for train traction	GWh	1,993	2,004	2,057	2,069	0.6
– Share of renewable sources of energy	%	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 energy	%	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 scheme	%	0	3.3	5.5	11.9	116.0
Site contamination commitments						
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 products						
Diesel oil	1,000 l	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, chemicals	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		...	522	253	240	–5.1
Scrap metal		46	50	50	39	–23.1
Fluorescent tubes	Number	87,450	96,560	80,890	113,600	40.4
Burnable waste	t	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	13.0
Aluminium tins		25	29	30	32	6.7
Batteries		21	16	13	20	53.8

Development of fares.

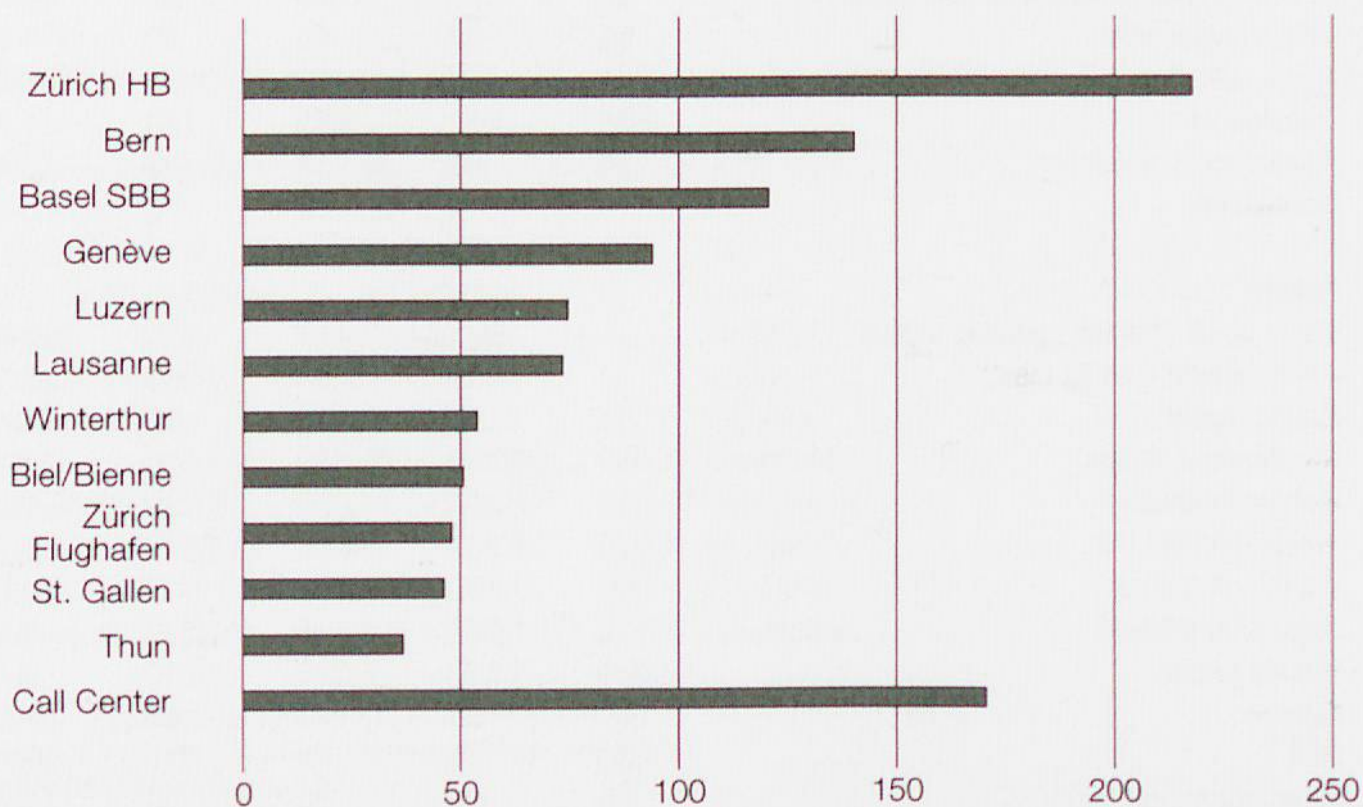
Average nominal income per passenger-km

Cents/pkm



The biggest railway stations.

Turnover in million CHF



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

Operating expenses per train-km	CHF	...	25.9	25.3	26.8	5.7
Mean number of passengers per train	Number	...	131.2	131.5	135.4	3.0
Passenger-km per staff unit	pkm	...	1.17	1.20	1.23	2.6
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

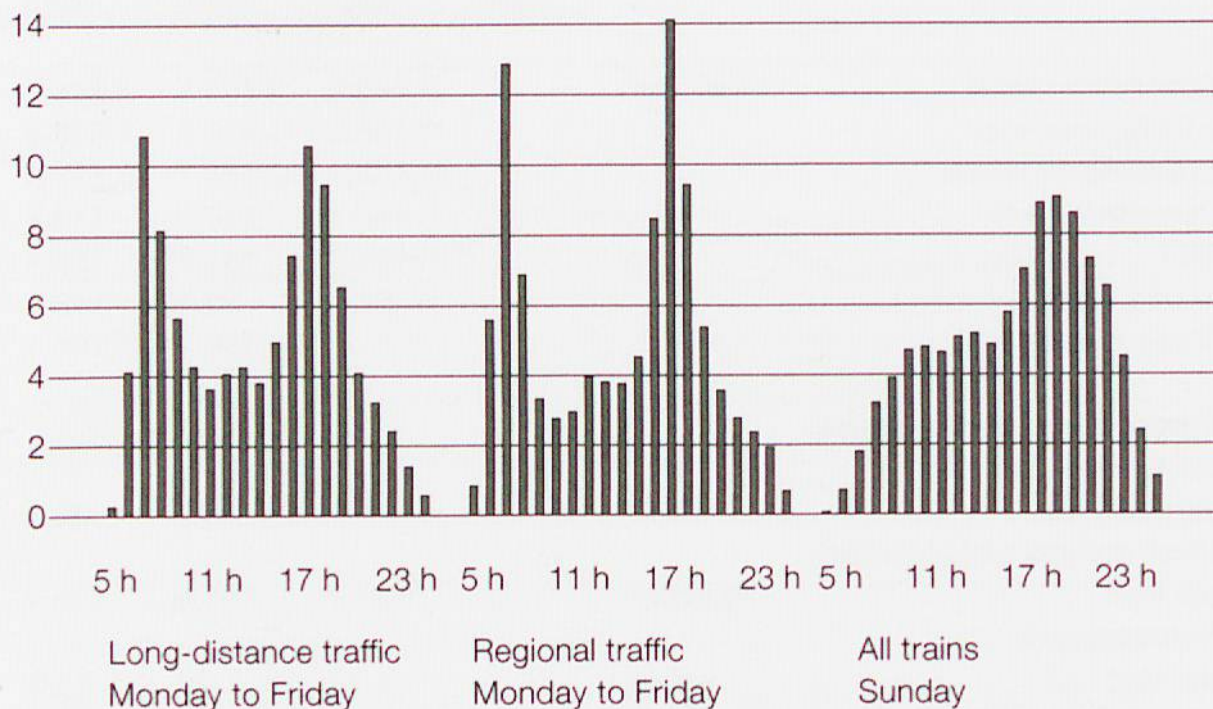
Regular customers

Passes and cards in circulation.

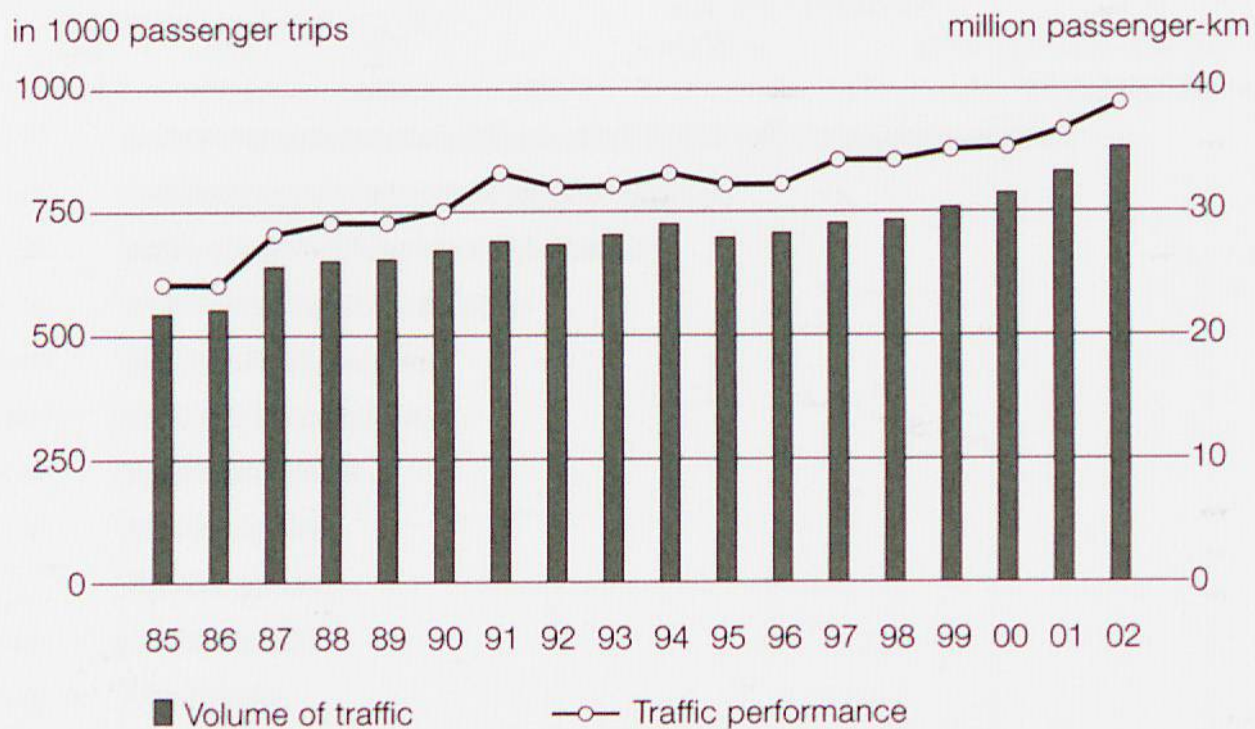
	Average of the year					
–General Abonnements	in 1000	...	226	235	247	5.2
–Half-tax Cards		1,883	1,884	1,965	1,958	-0.4

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

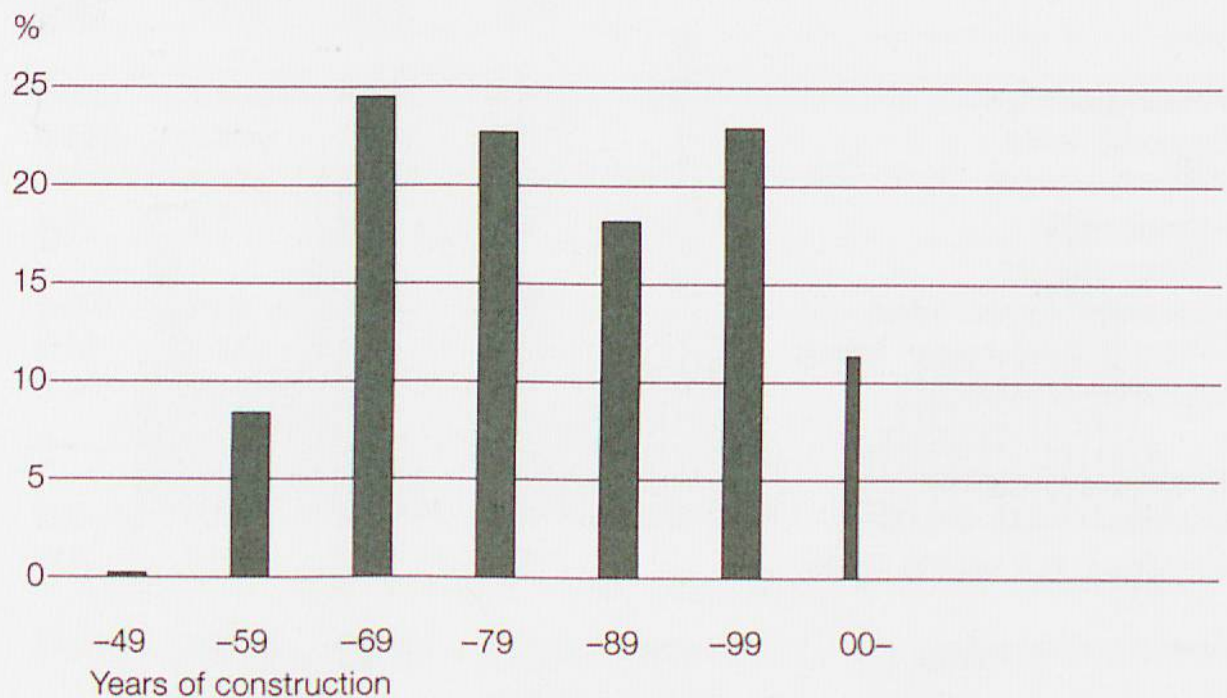
Operating performances.

Total mileage						
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

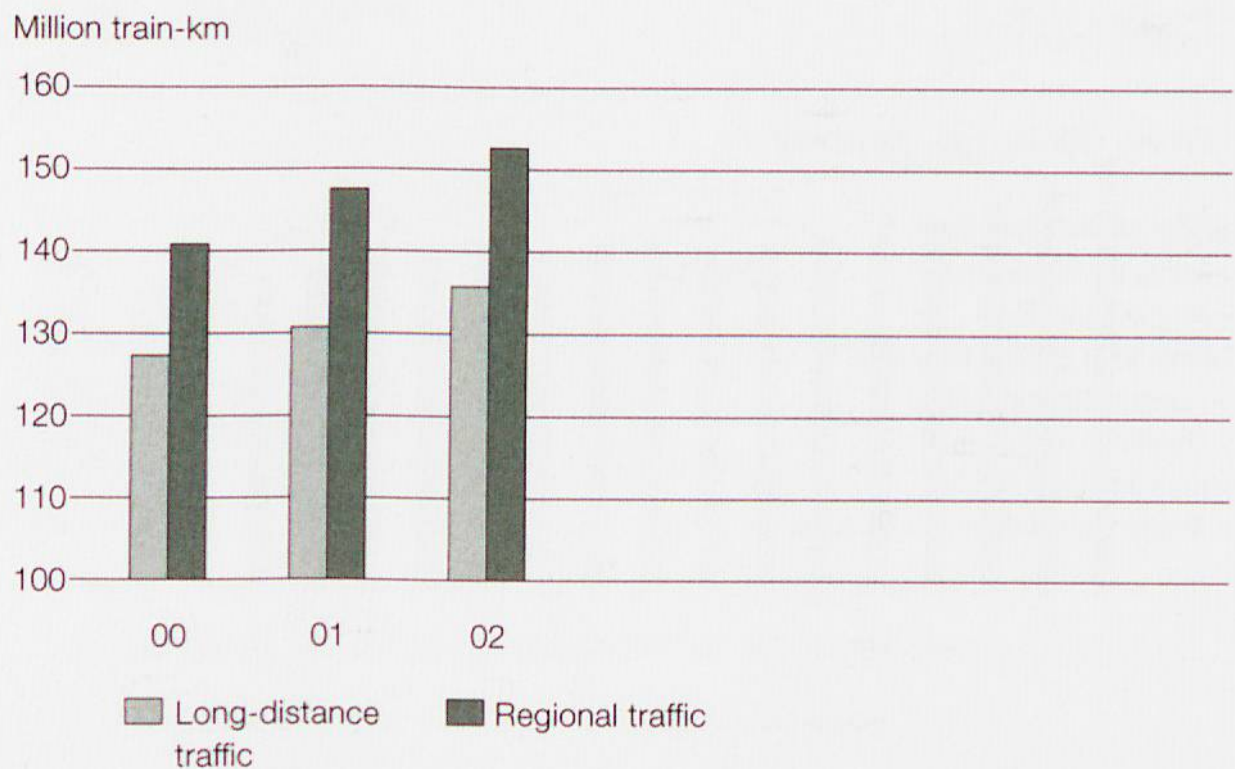
Offer, demand, quality.

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		17.0	17.4	17.2	17.7	2.9
Punctuality on arrival						
– Trains delayed by ≤ 4 minutes		94	94	95	95	–

Age structure of passenger cars.



Average daily mileage of passenger trains.



Workforce strength, rolling stock quantities.

		1999	2000	2001	2002	02-01 ± in %
Workforce, annual mean in						
number of full-time jobs	Number	8,950	10,945	11,160	11,598	1
Central offices		2	2	757	922	1
Sales, customer service		2	2	1,625	1,776	1
Production		2	2	6,718	6,494	1
– Drivers of line locomotives		2	2	2,243	2,260	1
– Train staff		2	2	1,695	1,645	1
Maintenance		2	2	1,871	1,843	1
– Rolling stock		2	2	1,778	1,731	1
In training ³		2	2	86	428	1
Other		2	2	103	135	1

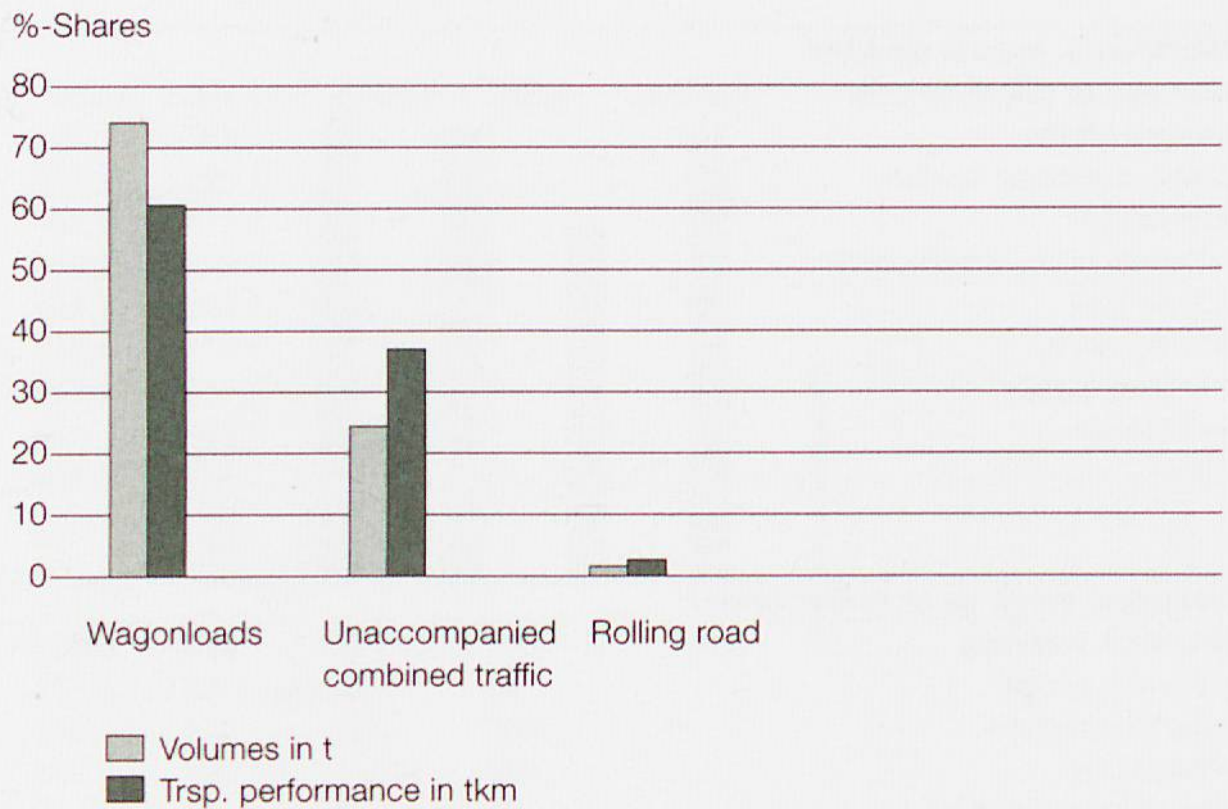
Vehicles, stock as at 31 December					Rating kW/vcl
Traction vehicles	695	708	679	694	...
– Narrow gauge	35	33	33	32	1,900
Line locomotives	306	308	304	322	4,552
Power cars	269	271	262	275	2,012
Shunting locomotives	63	68	60	57	467
– Diesel-powered	10	10	8	7	752
Shunting tractors	57	61	53	40	147
– Diesel-powered	39	42	38	25	133

Passenger cars					Seats/vcl
SBB-own	4,222	4,125	3,925	3,856	–
– Narrow gauge	112	97	90	80	–
– 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	–

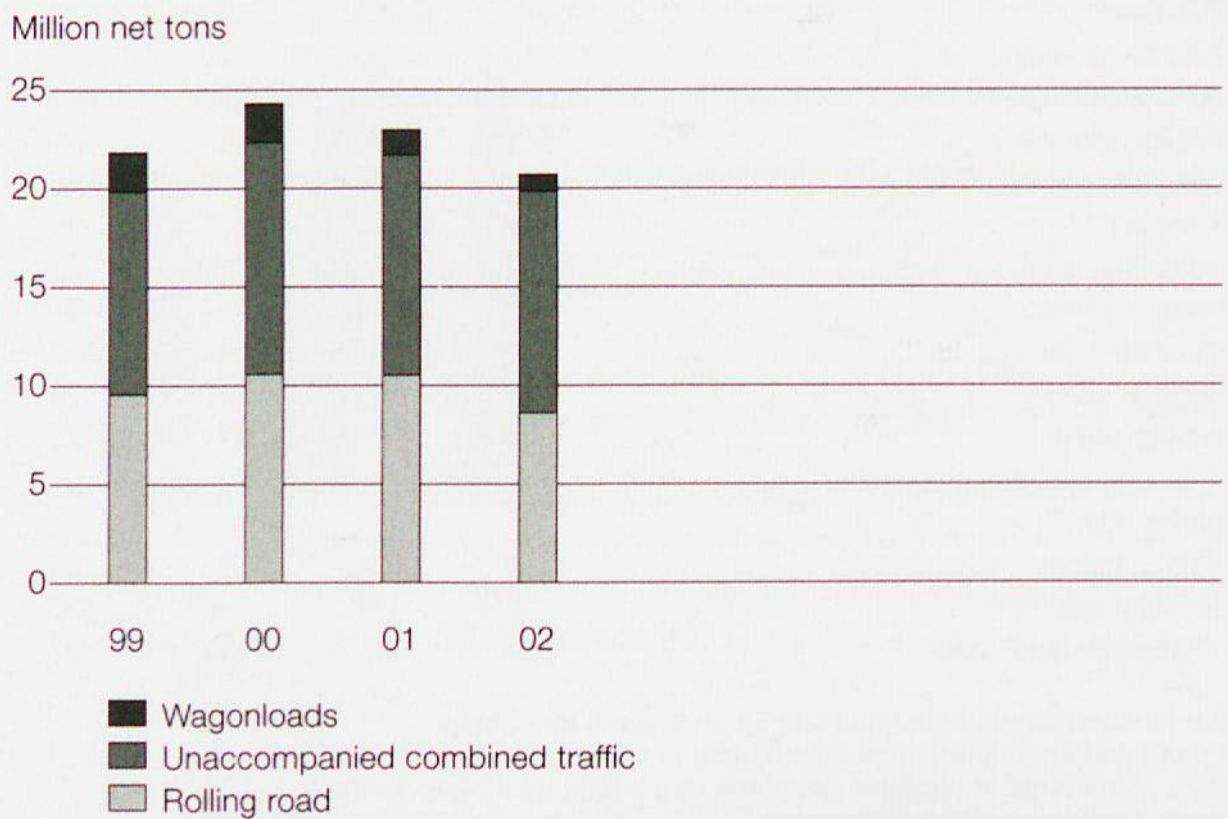
Among them:					Rating kW/vcl
– Tilting trains	1	16	24	24	5,200
– S-Bahn trainsets	133	133	132	132	3,103
– IC double-deck cars	234	237	250	293	–

¹ Due to outsourcings, comparison with previous year is not possible.² Other organisation structure. Not comparable to following years.³ From 2001 without occupations recognised by a federal office (newly in login).⁴ 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	Cents	10.3	11.0	10.9	11.1	1.1
Mean shipment distance per net ton	km	170.9	178.3	178.5	177.2	-0.8

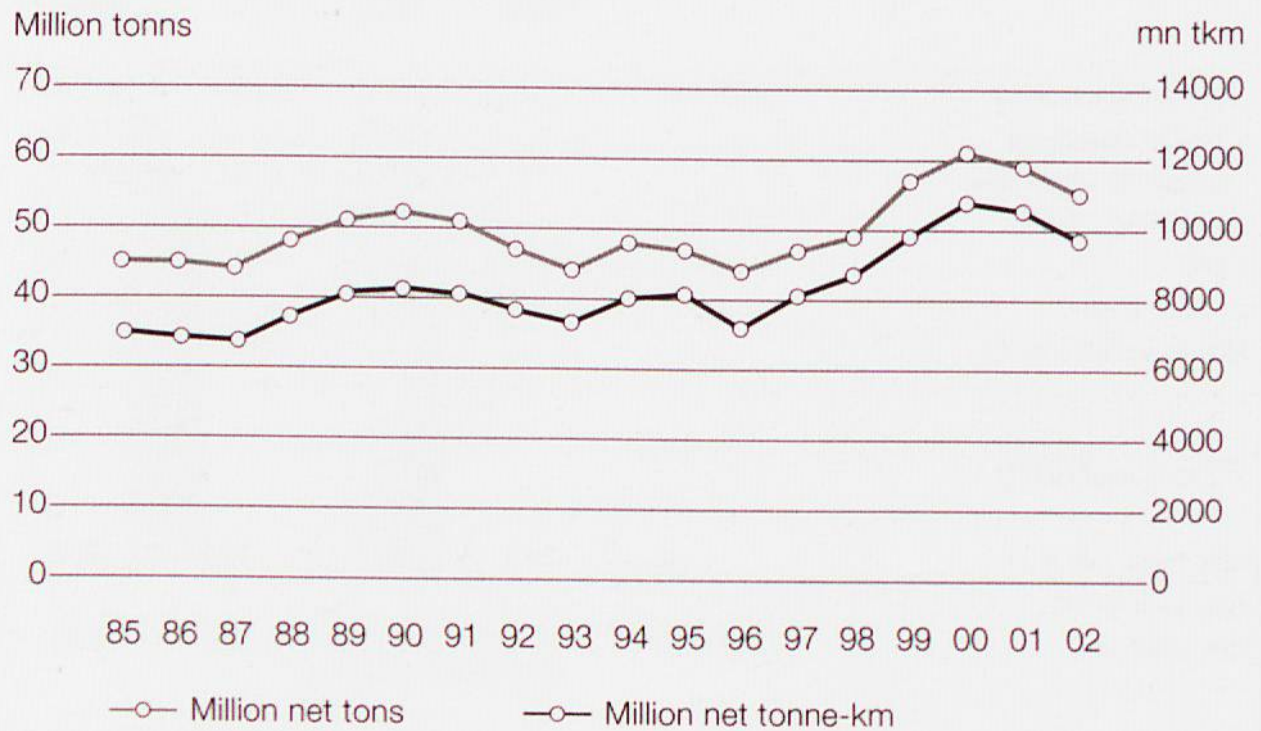
Transalpine traffic of SBB Cargo.

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

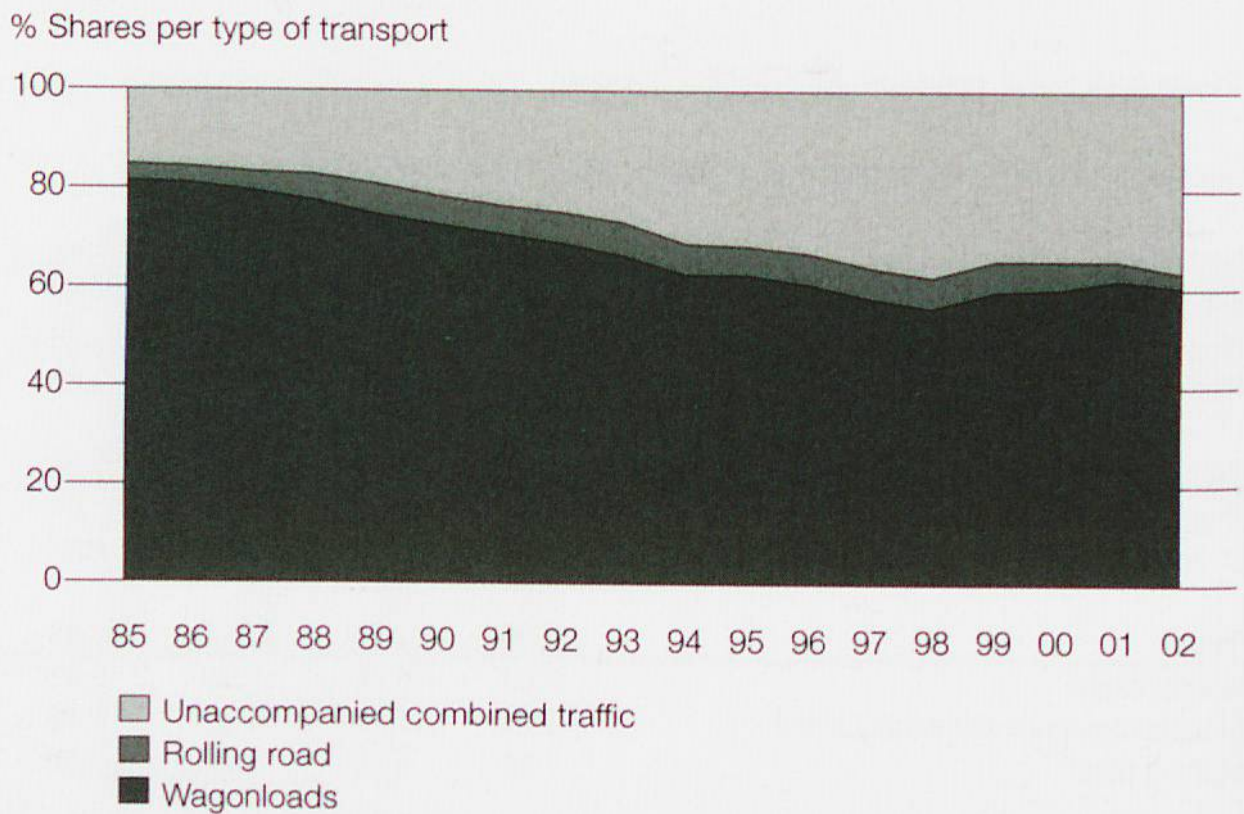
Gotthard	mn t	18.12	20.42	18.98	17.38	-8.4
Wagonloads		6.19	6.87	6.78	5.97	-12.0
Unaccompanied combined traffic		10.03	11.56	10.90	10.55	-3.3
Rolling road		1.90	1.99	1.30	0.87	-32.7
Simplon		3.58	3.80	3.98	3.29	-17.5
Wagonloads		3.34	3.63	3.64	2.64	-27.3
Unaccompanied combined traffic		0.24	0.17	0.34	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.



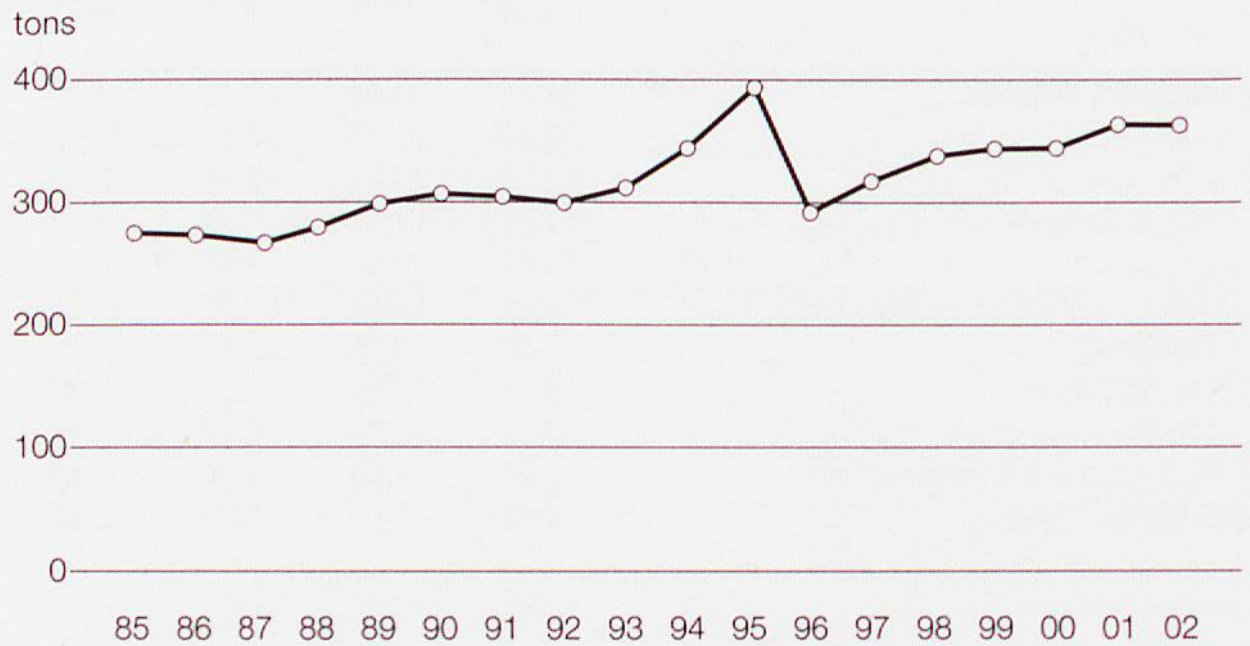
Transport volume and performances.

		1999	2000	2001	2002	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 traffic		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 traffic		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 traffic		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	-
Transport performance abroad		-	-	-	113	-

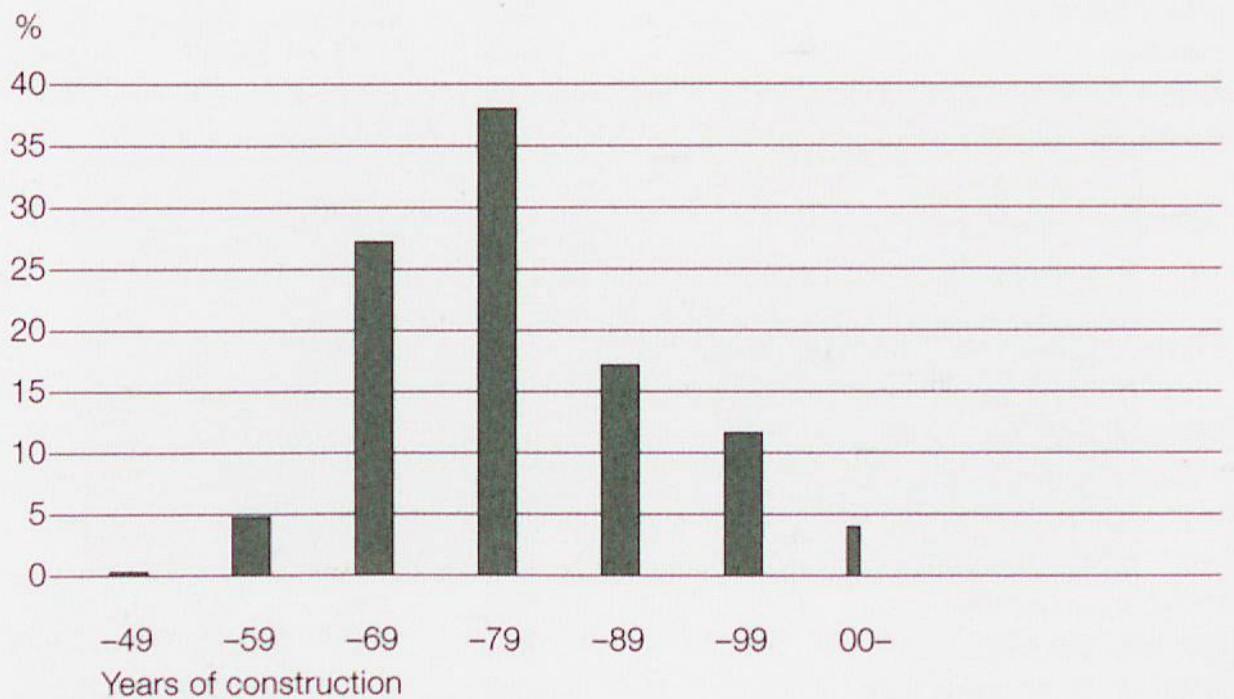
Operating performances.

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						
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

					Rating kW/vcl
Vehicles as at 31 December					
Power vehicles	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- t/wagon
Freight wagons					
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 SBB fleet	6,770	6,851	7,214	7,429	60.88

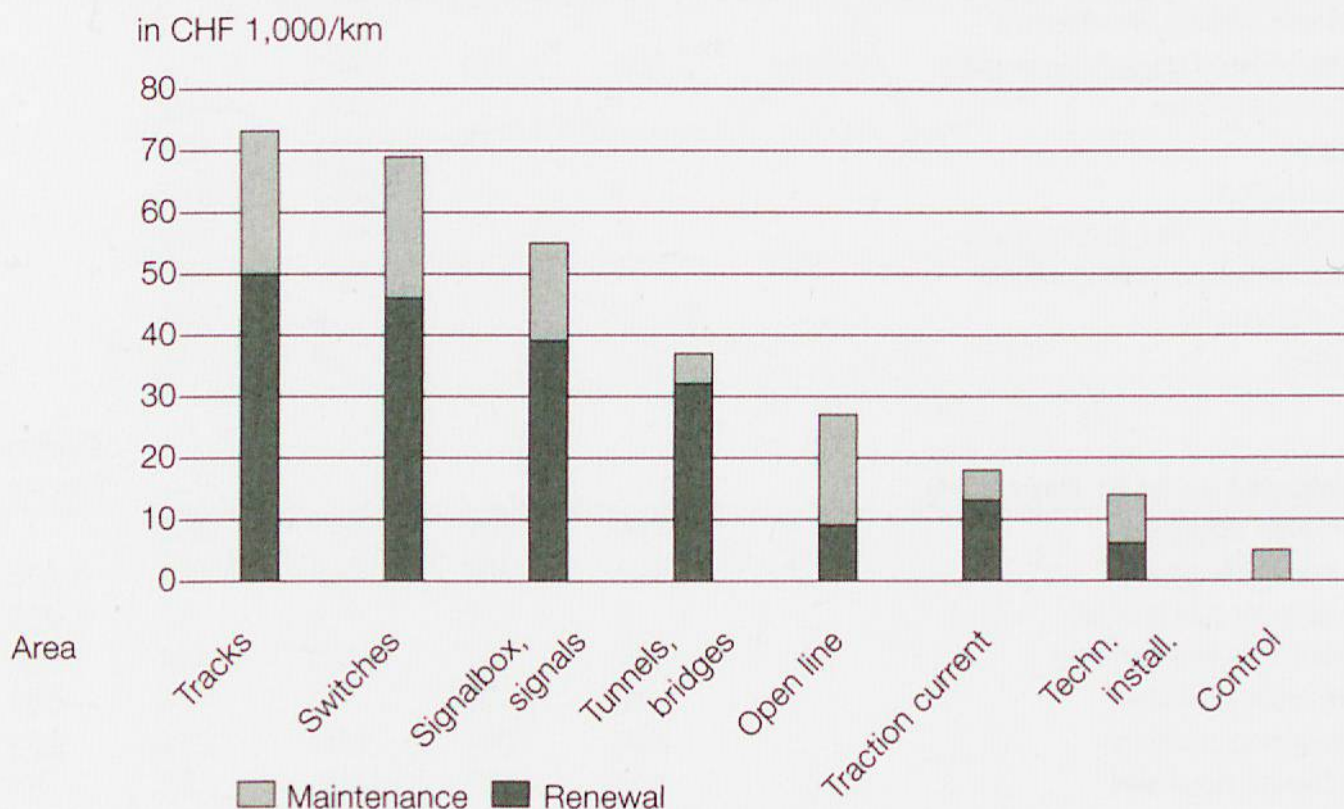
¹ Due to outsourcings, comparison with the previous year is not possible.

² Other organisation structure. Not comparable to following years.

³ 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 CHF mn	Start of constr. Year	End of constr. Year	Share under cons. CHF mn	Share realised CHF mn
Network of the future					
Rail 2000, 1 st phase	5,900 ¹	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	9,233 ¹	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 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 performance.

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-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 path 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

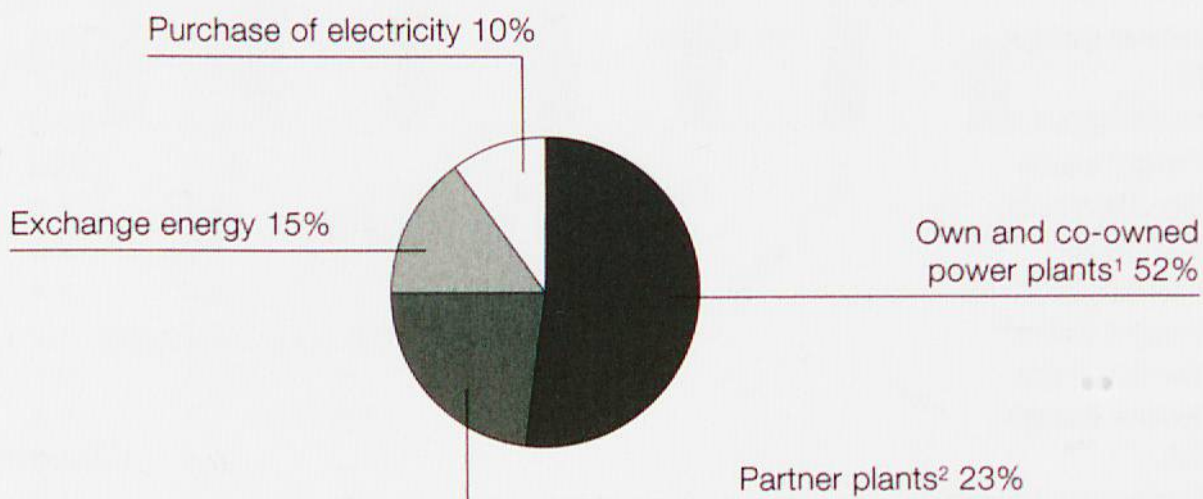
¹ Segment account. Intra-group revenues and expenses not eliminated.

² Other accounting structure, not comparable with subsequent years.

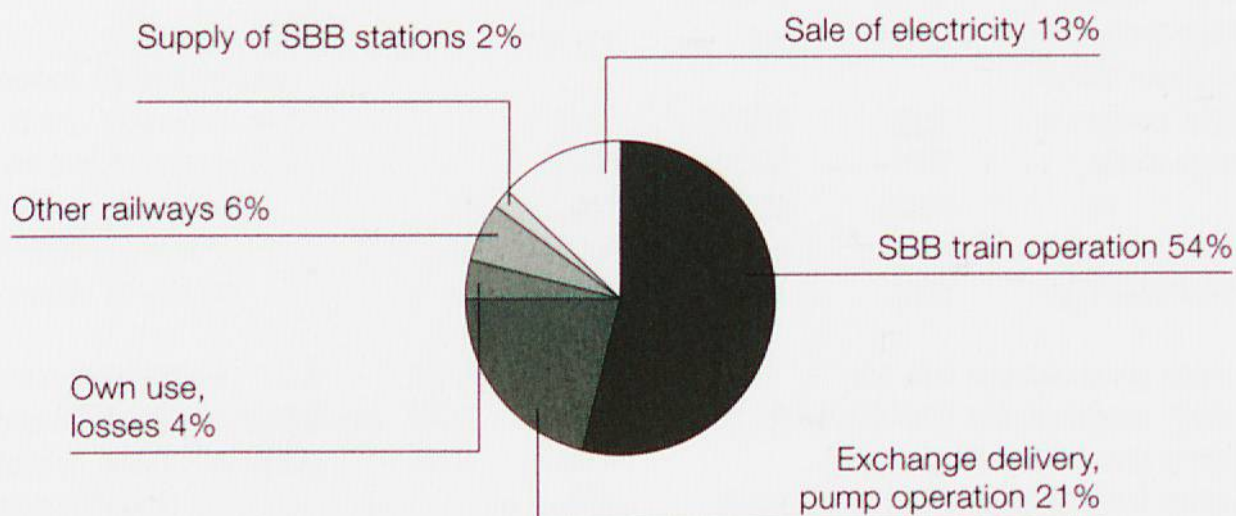
Energy.

		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	kWh/pkm	0.100	0.090	0.106	0.094	-11.0
– Freight traffic	kWh/tkm	0.072	0.079	0.079	0.073	-8.1

Origin



Use



¹ Amsteg, Ritom, Vernayaz, Châtelard-Barberine, Massaboden, Trient, Etzel, Göschenen, Wassen, Ruppertswil-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
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.

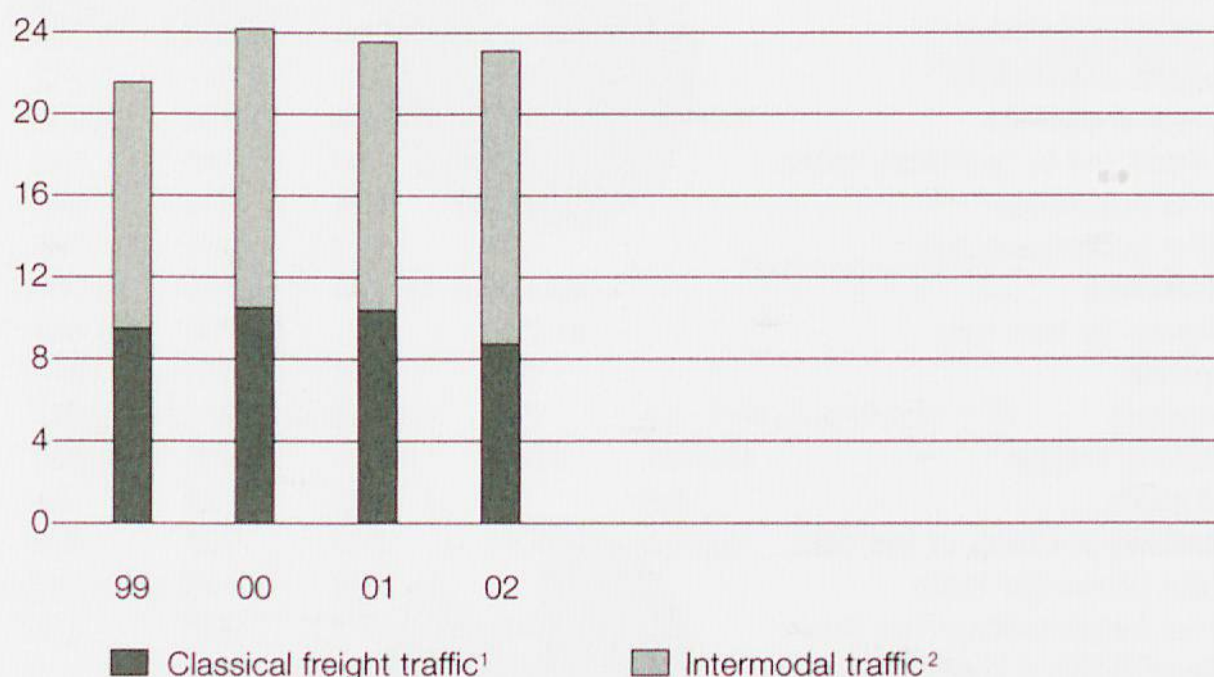
² Other organisation structure. Comparison with subsequent years is not possible.

³ 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 traffic ¹		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 traffic ¹		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

Million net tons



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

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

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 Spatial 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>

Switzerland's transport infrastructure.

		1970	1980	1990	2000 ¹	2001 ¹
Network lengths per transport mode 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
Urban 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
Waterways ⁴		...	...	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	...

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

² Indication for the year 2000 corresponds to value 1999.

³ 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.

⁴ Indication for the year 2000 corresponds to value 1997.

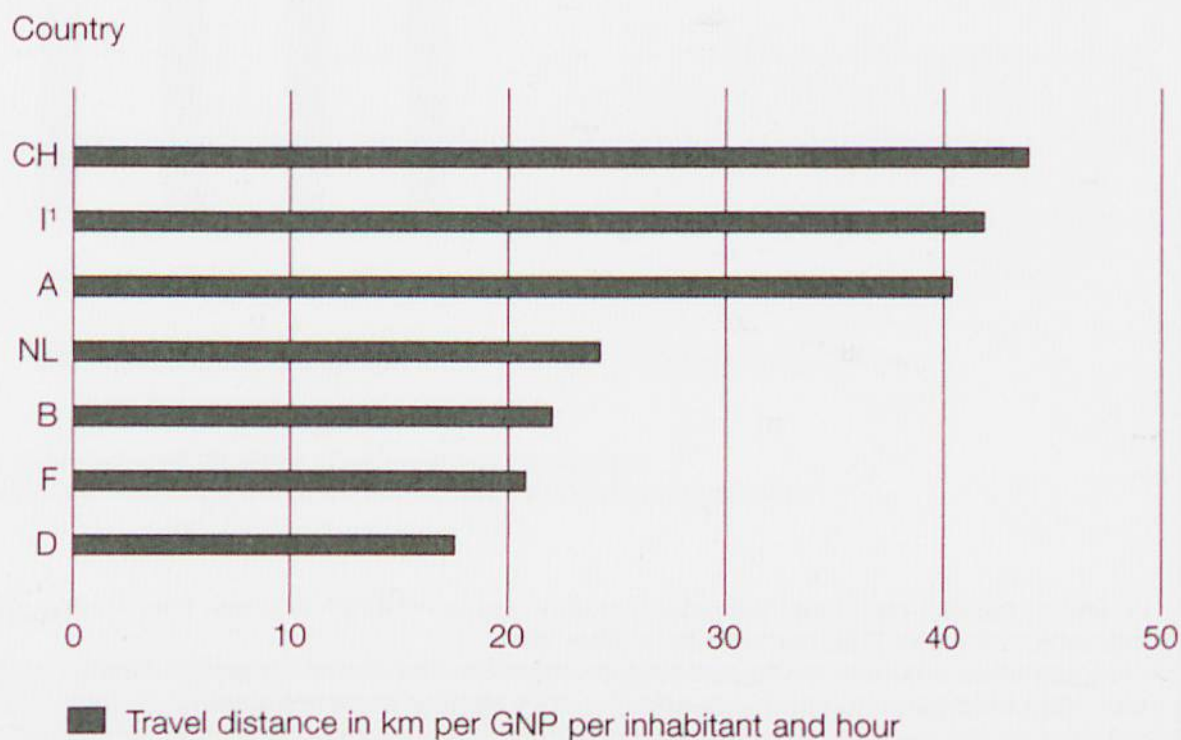
⁵ In 1997 shutdown of a 130 km long transit pipeline, not taken account of here.

European railways in comparison, figures 2001.

Railway	Country	Network length		Workforce in 1,000	Trips per inhabitant
		km	of which electrified %		
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).

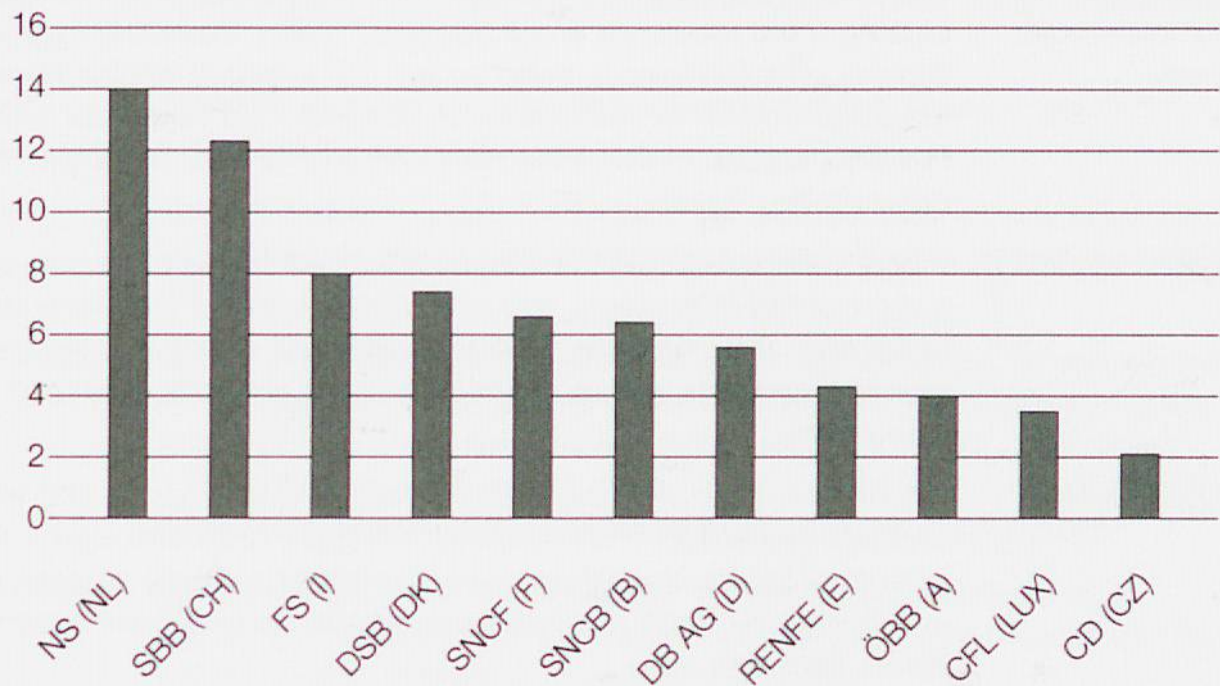
Number of km of a train ride that the gross national product per inhabitant and hour buys.
How far can an inhabitant with his/her one hour's GNP travel by train?



¹ Year 2000 figures.

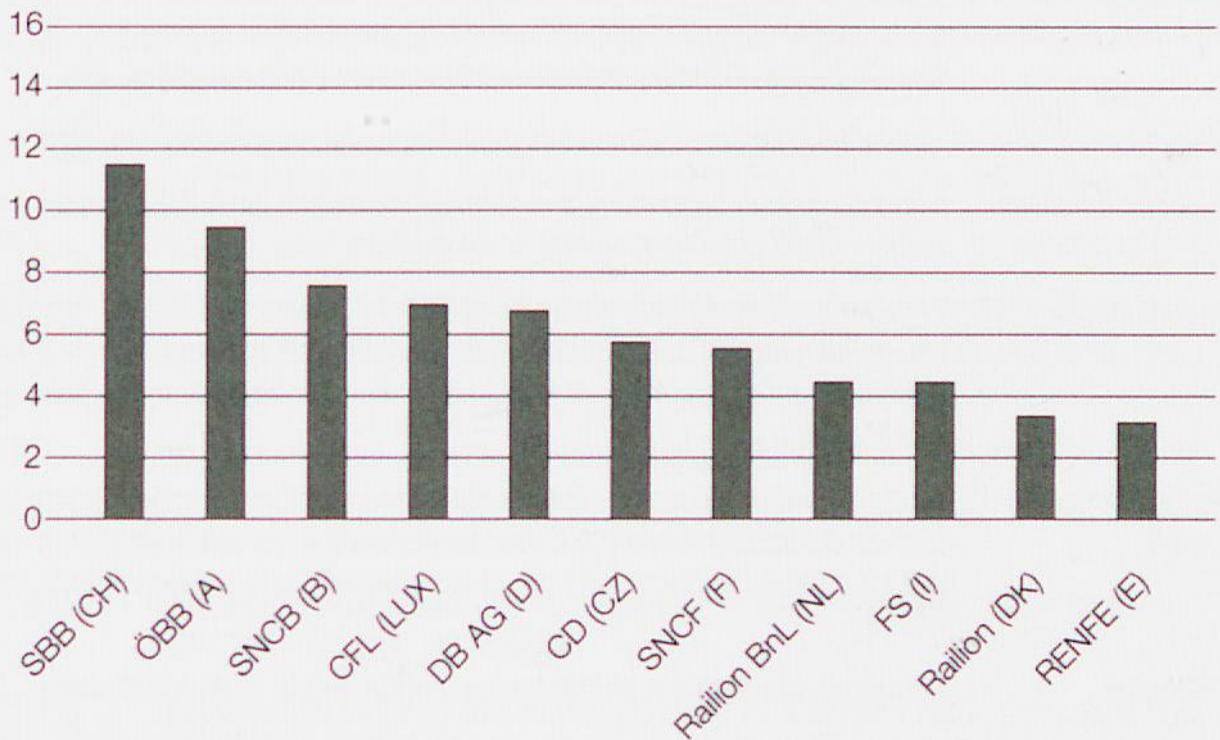
Mean number of passengers per day an line¹ 2001.

in 1,000 persons



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

in 1,000 tons



¹ (pkm/network length/365 days)

² (tkm/network length/310 working days)

Explanation of terms.

Term	Definition
Combined (or intermodal) traffic	Multi-modal transport (e.g. road and rail) of goods without change of the packing units; <i>Unaccompanied combined traffic</i> : Transport of goods in packing units (containers, swap bodies, semi-trailers) without transport of the power vehicle for road transport; <i>Accompanied combined traffic</i> : 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. <i>Ordinary depreciation</i> : Taking account in yearly rates until expiry of the presumed service life. <i>Extraordinary depreciation</i> : Taking account of unexpected decrease of value due to special reasons (have become out-dated, 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 valued 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 performance	Trains operated, representing transport services offered, shown in train-km.
Passenger-kilometres	Standard measure for traffic performance (demand) in passenger traffic, 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 rate (mean)	Ratio of seats used and seats offered, all trains of all lines considered.
Tonnage	Traffic volume in freight traffic. <i>Overall gross tons</i> : overall weight of a freight train including the tares of the wagons and including the locomotive(s). <i>Gross tons</i> : hauled tonnage, meaning overall weight of the train without locomotive(s). <i>Net tons</i> : actual load of a freight train. <i>Net-net tons</i> : own weight of the transported goods in unaccompanied combined traffic without the tare weight of the containers, swap bodies or semi-trailers.
Tonne-kilometres (tkm)	Standard measure for transport performance (demand) in freight traffic. It 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 kilometres	Performance of infrastructure operators. Corresponds to the train paths 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, diesel-electric and diesel-hydraulic traction, and steam traction.
Transport offer	The product generated by the railway transport company, measured in train-, car- or seat -kilometres.
Transport performance	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).

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.**

Train complet	Treno completo
Ligne de contact	Linea di contatto
Trafic combiné	Traffico combinato
Trafic intérieur	Traffico interno
Voiture à deux niveaux	Carrozza a due piani
Exportations	Traffico d'esportazione
Abonnement général	Abbonamento generale
Indemnité compensatoire	Indennizzo
Tonne brute	Tonnellata lorda
Abonnement demi-tarif	Abbonamento 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
Ferroustage	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
Train-kilomètre	Treno-chilometro
Trafic par wagons complets	Traffico a carri completi
Effectif du personnel	Organico
Amortissements	Ammortamenti

Types of freight traffic.



Wagonload traffic



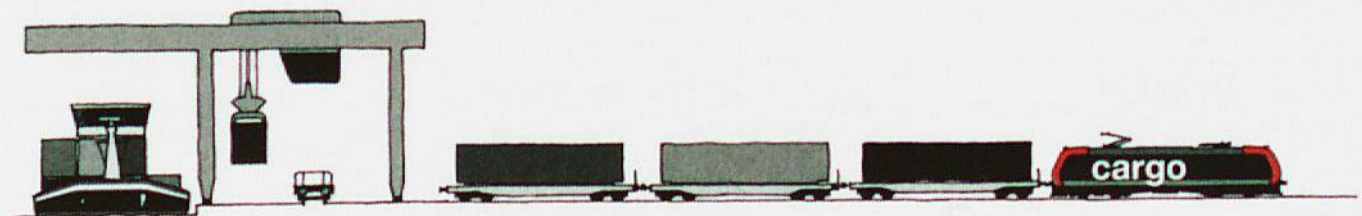
Trainload traffic



Accompanied combined traffic: Rolling Road



Unaccompanied combined traffic: Semi-trailer



Unaccompanied combined traffic: Container



Unaccompanied combined traffic: Cargo Domino

Peak values.

Passenger traffic

Peak traffic day 2002		23.06.02	around 300 special trains, «Eidg. Turnfest», Expo
The 250,000 th GA was sold on		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	Postal and other bus lines
		1,119	Lakeboat lines
Companies participating in the GA	Number	200	among them 56 railways and 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)		2.57	tickets
Offered seats in double-decker IC	Seats	1,400	472 of which in 1 st class (15 cars)

Freight traffic

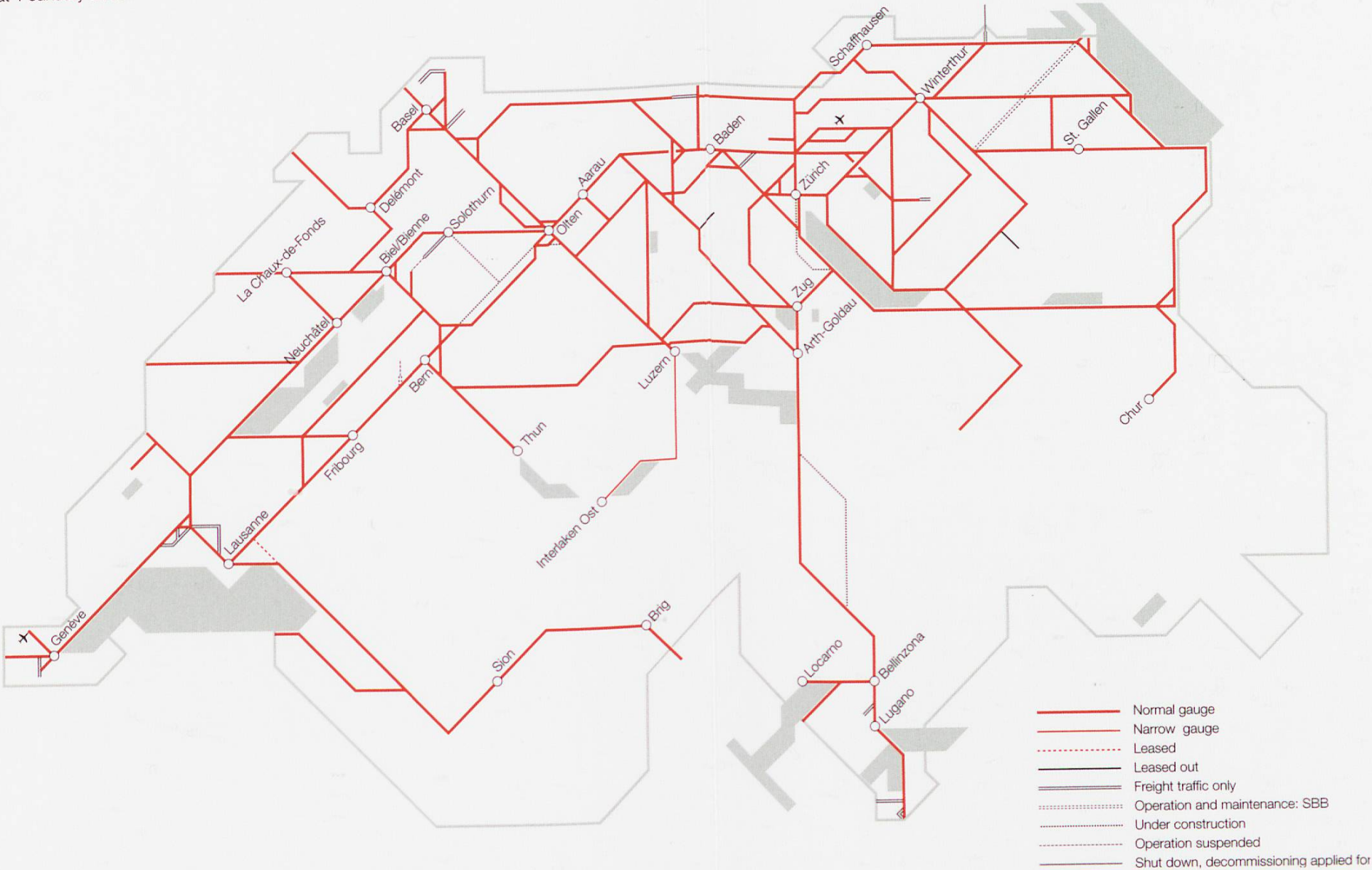
Heaviest freight train	gross tons	2,200	Solothurn–Frauenfeld (payload 1600t)
– at the Gotthard		1,800	Traktion by 3 locomotives
Maximum payload	t	1,200	corresponds to about 40 road lorries
Longest freight train	m	1,600	Trial runs near Laufenburg in January 2001

Infrastructure

Steepest gradient, metre gauge	‰	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 Oerlikon
Highest bridge		77	Inschireuss, Amsteg–S.–Gurtneilen
Highest line load	trains/day	624	Zürich HB–Zürich Stadelhofen, Montay–Friday
– Double-track line		559	Zürich HB–Zürich Stadelhofen, all days
– Single-track line		212	Zürich Stadelhofen–Zürich Tiefenbrunnen
Record performance day			
Gotthard	gross tons	170,202	on 19 October 2000, Simplon closed
Daily performance marshalling yard	Wagons	3,600	Marshalling yard Limmattal

SBB Network.

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