V Bahnen 2203
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SBB CFF FFS

Statistical Vade Mecum

The SBB in Figures 2003

Contents

Key Figures

		2000	2001	2002	**2003**	03–02 ± %
Finances						
Operating revenues	CHF mn	5,942	6,031	6,324	6,490	2.6
Operating expenses		–5,620	–5,786	–6,130	–6,313	–3.0
Operating income before ARR 16 allocation		321	246	194	177	–8.6
Allocation ARR 16 to staff provident inst.		–	–	–183	–132	27.9
Operating income after ARR 16 allocation		321	246	11	45	311.6
EBIT		353	452	122	200	63.8
Group result		140	314	–12	25	307.6
Workforce of the whole group	Number[1]			28,786	28,707	–0.3
SBB AG and SBB Cargo AG		28,272	27,387	27,617	27,104	–1.9
Traffic						
Transported passengers[2]	mn	222.0	229.6	245.3	250.3	2.0
Passenger transport performance[2]	mn pkm	10,877	11,509	12,232	12,290	0.5
Transported net tons	mn tons	60.50	59.00	54.93	54.78	–0.3
Net tonne-km	mn tkm	10,786	10,534	9,732	9,936	2.1
Infrastructure						
Network length	km	2,973	2,986	2,982	3,080	3.3
Train path kilometres, normal gauge	mn tpkm	130.8	132.9	135.5	138.0	1.8
Quality						
Train punctuality on arrival	%					
– Passenger trains with delays of < 5 min.		94	94	95	95	0.3
– Freight trains with delays of < 30 min.[3]		95	94	91	91	0.2
Productivity						
Passenger traffic						
– Operating expenses per train-km	CHF	–25.94	–25.33	–26.83	–26.71	0.4
– Efficiency in reducing need for grants in regional traffic, grant per train-km		10.19	9.35	8.88	8.27	–6.9
Freight traffic						
– Operating expenses per train-km		–48.85	–49.11	–50.96	–48.92	4.0
Infrastructure, cost efficiency						
– Operating expenses per train path km		9.34	8.48	7.90	7.96	0.8

1 Workforce, yearly average in full-time equivalents.
2 Values on passenger numbers and performances recalculated starting from a new basis.
3 From 2002 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.

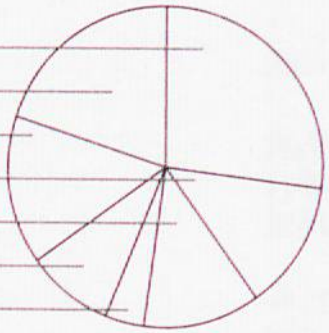
We fulfill our performance mandate
- by maintaining high quality standards which means offering safe, punctual and comfortable transport in clean surroundings,
- by a further development of our offers in passenger and goods transport, and by increasing the sales of train paths, also to third parties,
- 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.

The SBB franc

Income:
Where does the money come from?

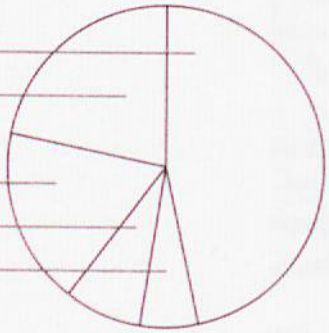
Passengers traffic CHF 0.27
Federal government infrastructure payements CHF 0.20
Freight traffic CHF 0.15
Miscellaneous CHF 0.13
Ancillary income CHF 0.12 cents
Grants CHF 0.09
Rents CHF 0.04



Expense:
Where does the money go to?

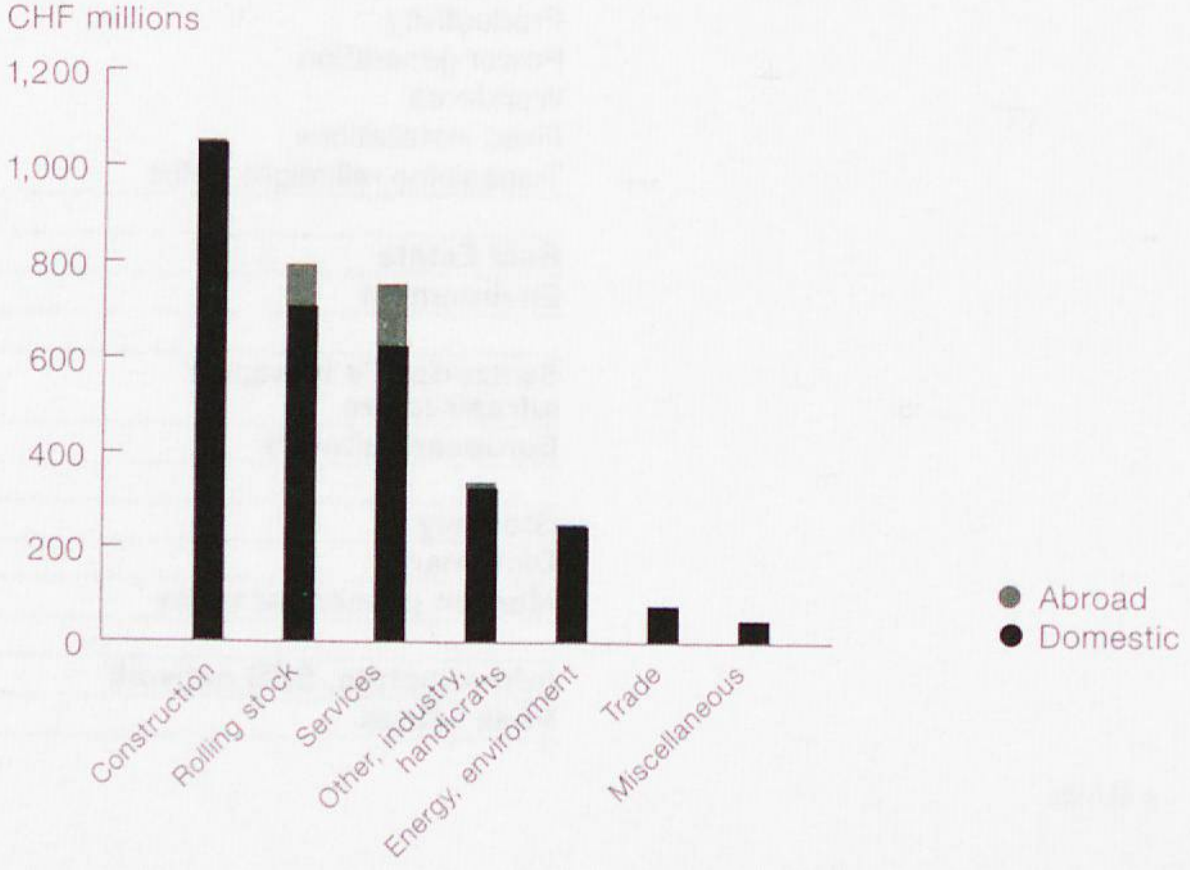
Personnel CHF 0.47
Miscellaneous CHF 0.22

Depreciations CHF 0.18
Materials CHF 0.8
Not capitalisatal: sable expenses CHF 0.06 cents



SBB as contract placer

40,877 suppliers, 97% of which domestic.
Outlay CHF 3.315 billion, 92% of which domestic.



Consolidated Income Statement

		2000	2001	2002	**2003**	03–02 ± %
Operating revenues	CHF mn	5,942	6,031	6,324	**6,490**	2.6
Traffic revenues		2,849	2,920	2,917	2,906	–0.4
– Passenger traffic		1,635	1,714	1,797	1,796	–0.1
– Freight traffic		1,089	1,049	985	990	0.4
– Operating services		114	141	119	101	–15.1
– Infrastructure		12	15	15	19	20.8
Federal and cantonal grants		621	637	618	617	0.0
Rental revenue from real estate[1]		249	263	280	288	2.9
Other operating revenues		529	540	588	754	28.3
Other revenues		15	25	151	108	–28.5
Own work capitalised		457	577	549	603	9.7
Fed. government grants for infrastructure		1,295	1,225	1,307	1,333	2.0
Revenue reductions		–73	–156	–86	–118	–37.2
Operating expenses		–5,620	–5,786	–6,130	**–6,313**	–3.0
Expenses for materials		–341	–445	–466	–479	–2.7
Personnel expenses		–2,864	–2,855	–3,022	–2,987	1.1
Other operating expenses		–1,211	–1,194	–1,138	–1,350	–18.7
Depreciations		–879	–1,003	–1,180	–1,201	–1.8
Non-capitalisable investment expenses		–326	–289	–324	–296	8.7
Operating revenues before ARR 16 paymt.		321	246	194	**177**	–8.6
Provisions ARR 16 staff provident institutions		–	–	–183	–132	27.9
Operating revenues after ARR 16 paymt.		321	246	11	**45**	311.6
EBIT		353	452	122	**200**	63.8
Net profit of SBB Group		140	314	–12	**25**	307.6

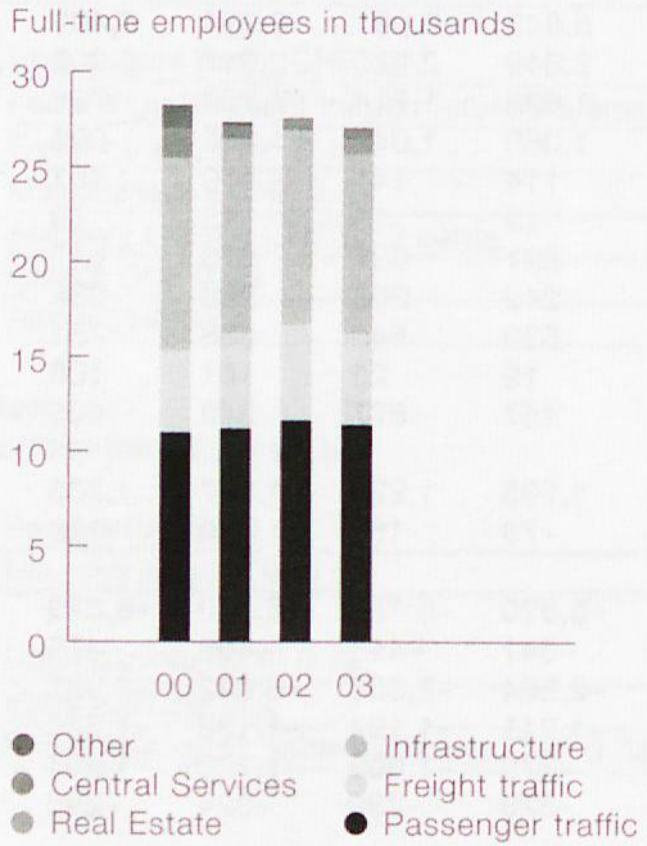
Balance sheet

Assets	CHF mn	29,020	28,547	28,783	**28,779**	0.0
Current assets		2,578	2,221	2,273	2,048	–9.9
Fixed assets		26,442	26,325	26,510	26,731	0.8
– Financial investments		5,030	4,302	3,150	2,275	–27.8
– Tangible assets and assets under construction		21,379	21,940	23,156	24,246	4.7
– Intangible assets		33	83	204	209	2.7
Liabilities		29,020	28,547	28,783	**28,779**	0.0
Current liabilities		2,046	2,398	2,113	2,014	–4.7
Non-current liabilities		15,634	14,487	15,019	15,082	0.4
Minortiy shareholdings		13	17	17	23	35.4
Equity		11,327	11,645	11,634	11,660	0.2

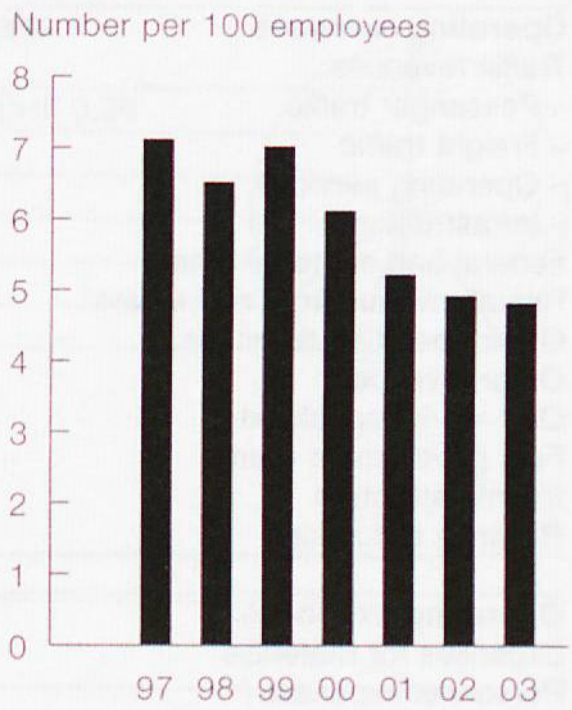
1 Not identical to Real Estate unit.

Personnel

Workforce[1] per business field



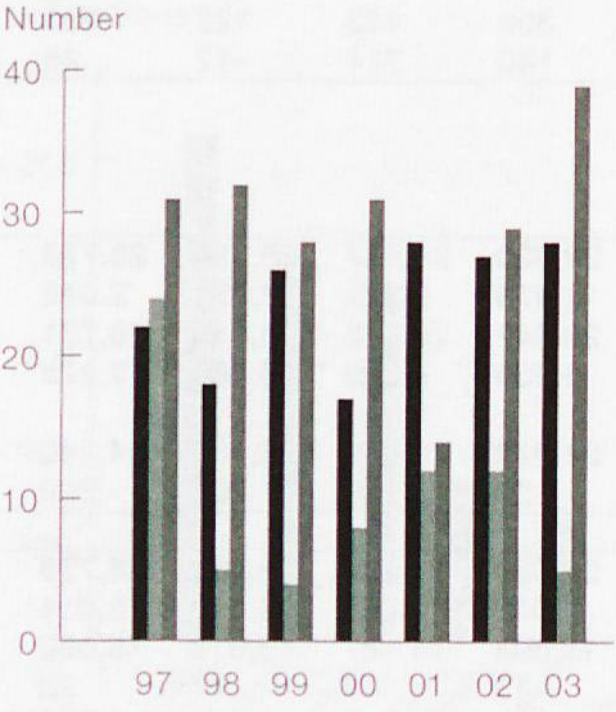
Industrial accidents[1]

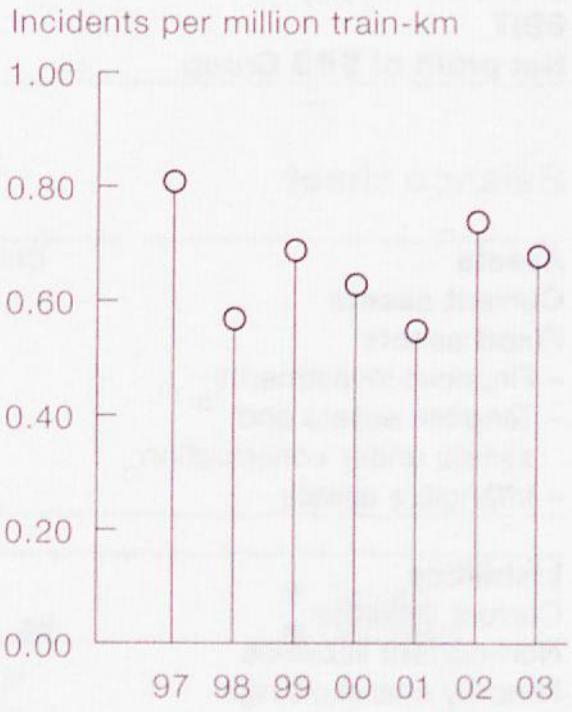


1 SBB AG and SBB Cargo AG

Accidents

Registered in accordance with the standards of the International Union of Railways UIC.





- Collisions (incl. shunting runs)
- Incidents on level crossings
- Personal accidents in connection with moving vehicles

Workforce, vehicle fleet, line length

		2000	2001	2002	**2003**	03–02 ± %
Personnel						
SBB Group (consolidated)	Number[1]			28,786	28,707	–0.3
SBB AG and SBB Cargo AG[2]		28,272	27,387	27,617	27,104	–1.9
Passenger Traffic		10,945	11,160	11,598	11,369	–2.0
Freight traffic		4,370	5,091	5,107	4,851	–5.0
Infrastructure		10,166	10,247	10,256	9,469	–7.7
Real Estate[2]		–	–	–	790	
Central Services		1,575	701	656	625	–4.7
Other[3]		1,216	188	–	–	[3]
– Women	%	8.9	9.1	9.9	10.2	3.0
– New entries, in full-time terms		3.3	7.7	6.2	3.8	–38.7
– Non-Swiss nationals		10.3	10.7	11.5	10.6	–7.8
Subsidiaries		–	–	1 169	1 603	37,1
"chance"		–	–	150	163	8.7

Fleet as at 31.12.[4]						± 03–02
Vehicles	Number	18,754	18,635	18,236	17,702	–534
– Power vehicles for line service		1,029	1,024	1,055	1,141	86
– Power vehicles for shunting		583	565	532	507	–25
– Passenger cars		4,125	3,925	3,856	3,883	27
– Freight wagons		13,017	13,121	12,793	12,171	–622
Railway line network	km	2,973	2,986	2,982	3,080	98

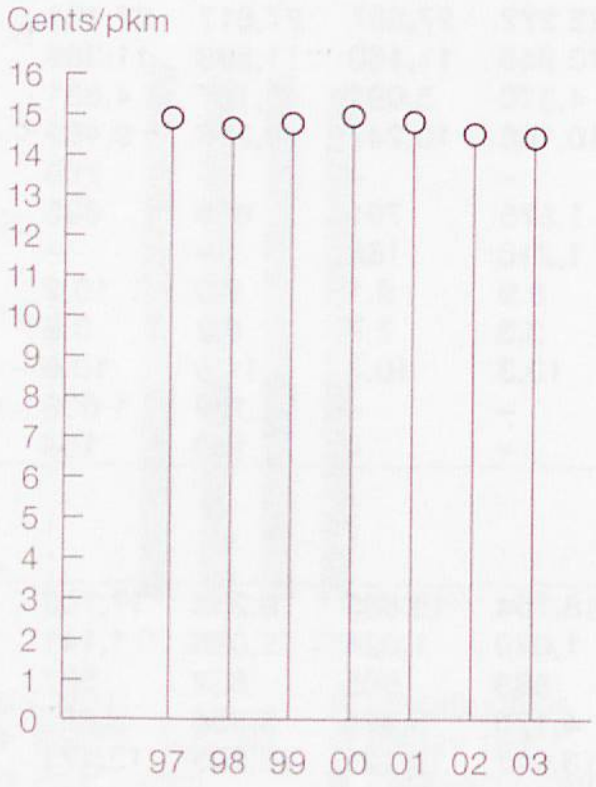
Traffic volumes and performances

						03–02 ± %
Traffic						
Transported passengers	mn	222.0	229.6	245.3	250.3	2.0
Passenger traffic performance	mn pkm	10,877	11,509	12,232	12,290	6.3
Transported net tons	mn tons	60.50	59.00	54.93	54.78	–0.3
Freight traffic performance	mn tkm	10,786	10,534	9,732	9,936	2.1
Kilometric performances						
– Passenger traffic[5]	mn trkm	97.9	101.6	105.0	109.3	4.1
– Freight traffic[5]		28.0	28.0	26.8	26.7	–0.4
– Other trains		1.7	2.7	3.4	1.7	–49.3
Infrastructure serv. SBB network						
Train path sales	mn tpkm	130.8	132.9	135.5	138.0	1.8

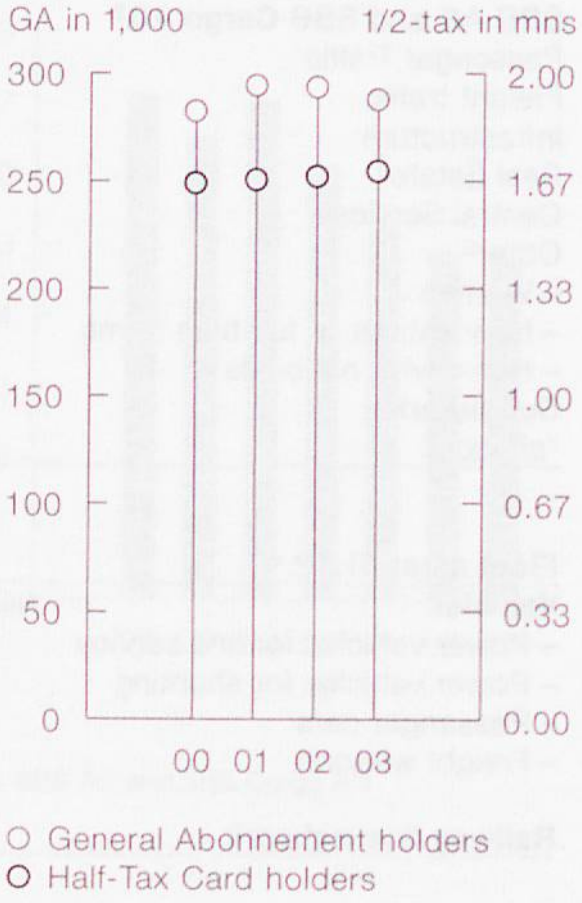
1 Workforce in yearly average of full-time jobs.
2 New unit of Central Services, formerly part of Infrastructure.
3 Until 2000 including heavy maintenance. 2003 new structure.
4 Without service vehicles. From 2003 including Thurbo
5 Figures on passenger numbers and passenger traffic performances newly calculated from another base.

Development of fares

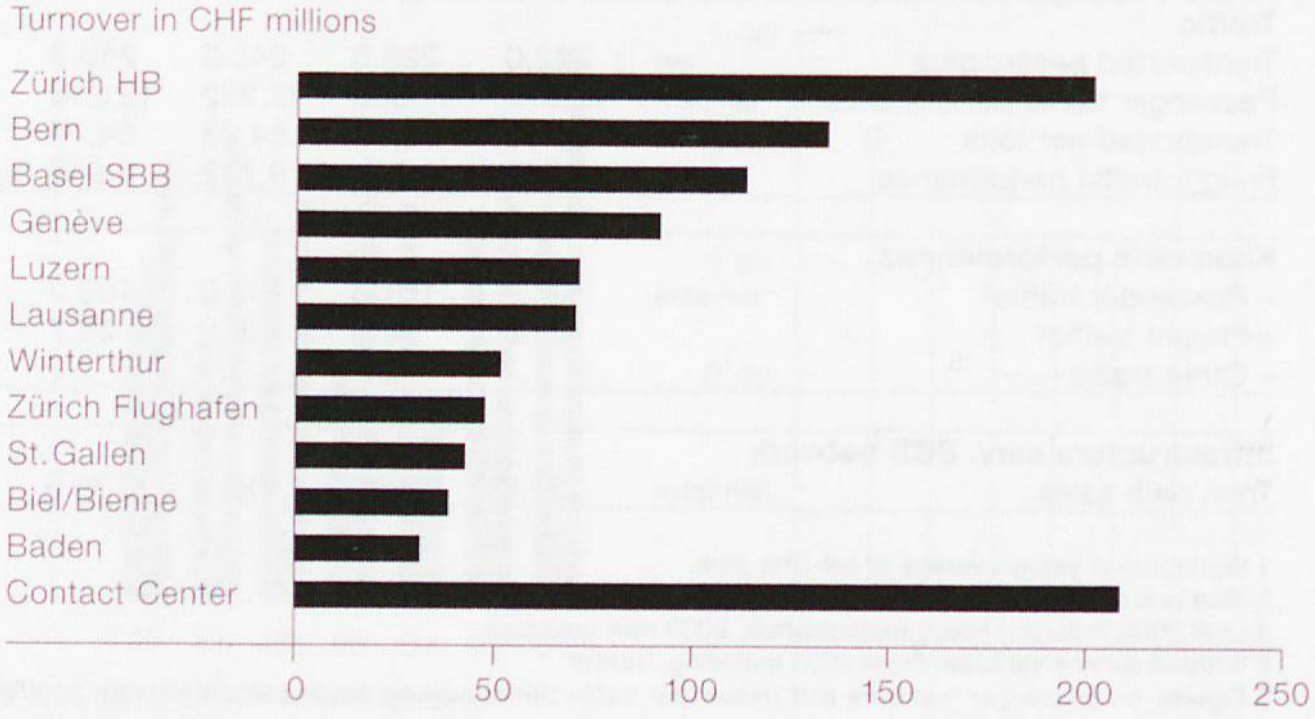
Average nominal income per passenger-km



Regular customers



The biggest Railway stations

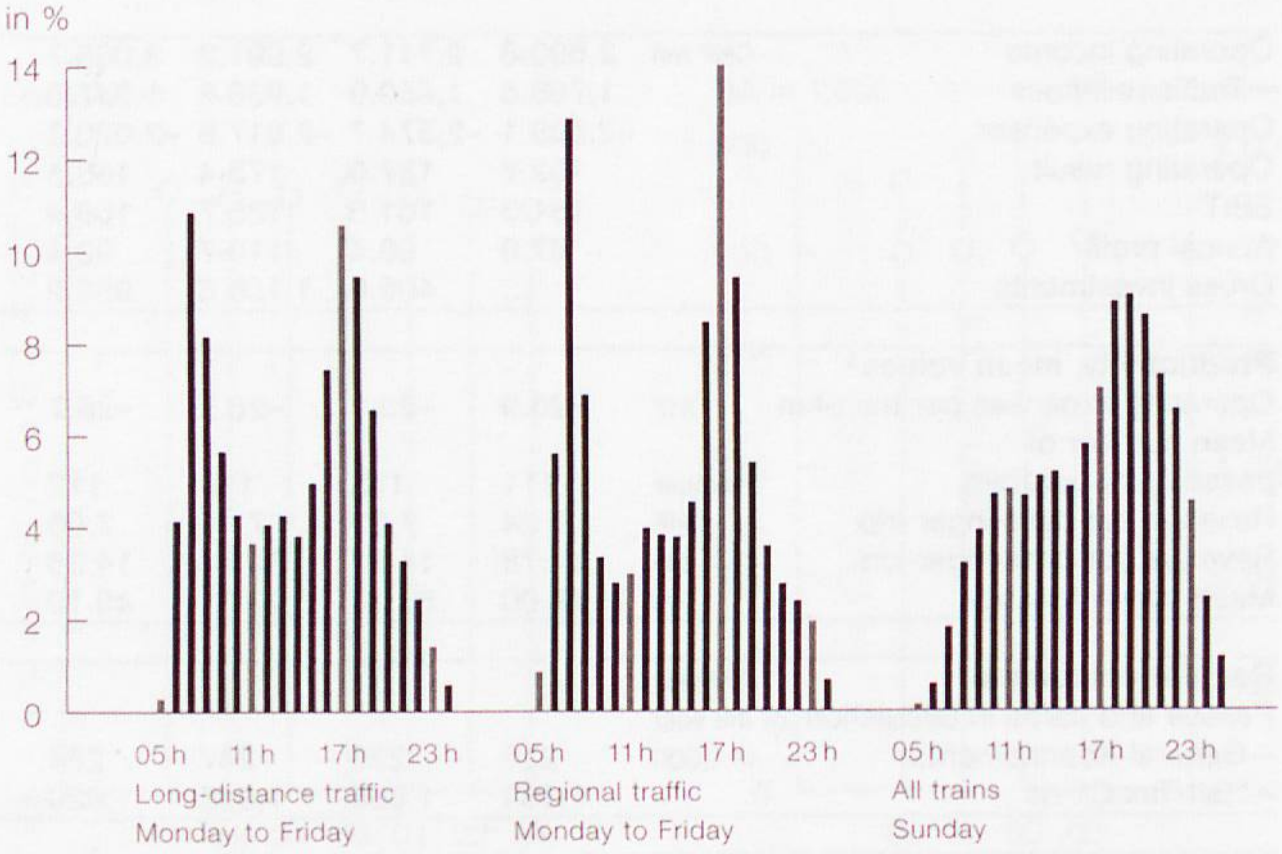


Financial matters[1]

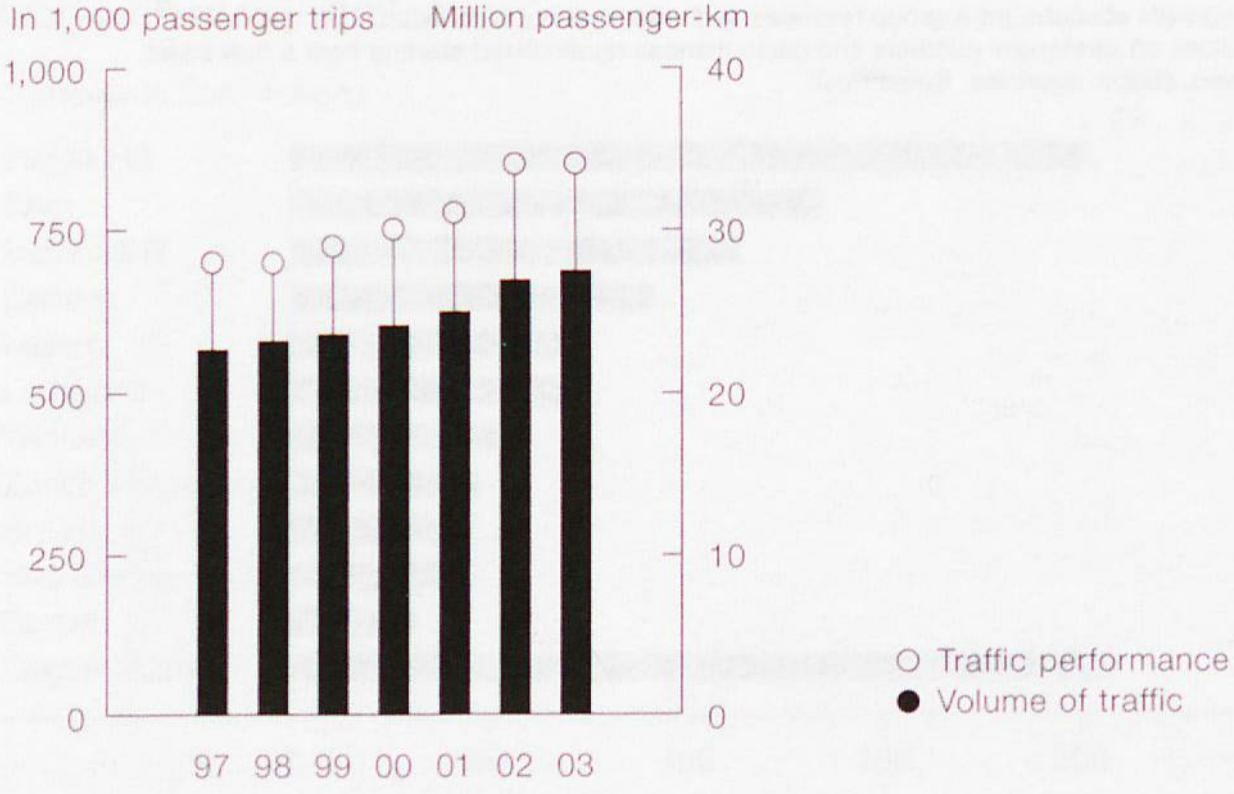
		2000	2001	2002	**2003**	03–02 ± %
Operating income	CHF mn	2,690.8	2,711.7	2,991.2	3,085.7	3.2
– Traffic revenues		1,798.5	1,850.9	1,936.8	1,947.6	0.6
Operating expenses		–2,538.1	–2,574.7	–2,817.8	–2,920.2	–3.6
Operating result		152.7	137.0	173.4	165.5	–4.6
EBIT		181.3	161.5	185.7	166.4	–10.4
Annual profit		67.8	80.4	113.7	93.4	–17.8
Gross investments		...	406.0	1 106.6	958.2	–13.4
Productivity, mean values[2]						
Operating expenses per train-km	CHF	–25.9	–25.3	–26.8	–26.7	–0.4
Mean number of passengers per train	Number	111	113	116	112	–3.3
Revenue per passenger trip	CHF	7.24	7.33	7.40	7.05	–4.7
Revenue per passenger-km	cts	14.78	14.61	14.84	14.36	–3.2
Mean travel distance	km	49.00	50.13	49.87	49.10	–1.5
Regular customers	Average					
Passes and cards in circulation	of the year					
– General Abonnements	in 1,000	226	235	247	264	6.9
– Half-Tax Cards		1,884	1,965	1,958	1,920	–1.9
Sales points SBB	Number	...	...	788	761	–3.4
attended by SBB staff		...	...	334	305	–8.7
attended by third party staff[3]		...	...	69	43	–37.7
with self-service		...	...	385	413	7.3

1 Segment account. Intra-group revenues and expenses not eliminated.
2 Values on passenger numbers and performances recalculated starting from a new basis.
3 avec. shops, agencies, Swiss Post.

Train passenger numbers in the day timeline



Mean daily traffic volumes and performances



Traffic volume and performance[1]

		2000	2001	2002	**2003**	03–02 ± %
Passenger trips	mn	222.0	229.6	245.3	250.3	2.0
Domestic traffic		213.7	220.4	232.9	240.4	3.2
– Individual travel		123.8	124.9	137.2	142.2	3.6
– Group travel		3.1	3.3	4.2	3.3	–21.4
– Season tickets for business+touristic travel		57.7	62.0	64.7	68.1	5.3
– Point-to-point season tickets		29.1	30.2	26.8	26.8	0.0
International travel		8.3	9.2	12.4	9.9	–20.2
Registered luggage						
Suitcases, bags, skis, etc.	1,000	682	621	583	496	–14.8
Bicycles in self-loading mode		363	387	393	450	14.5
Passenger-kilometres[1]	mn pkm	10,877	11,509	12,232	12,290	0.5

Operating performances

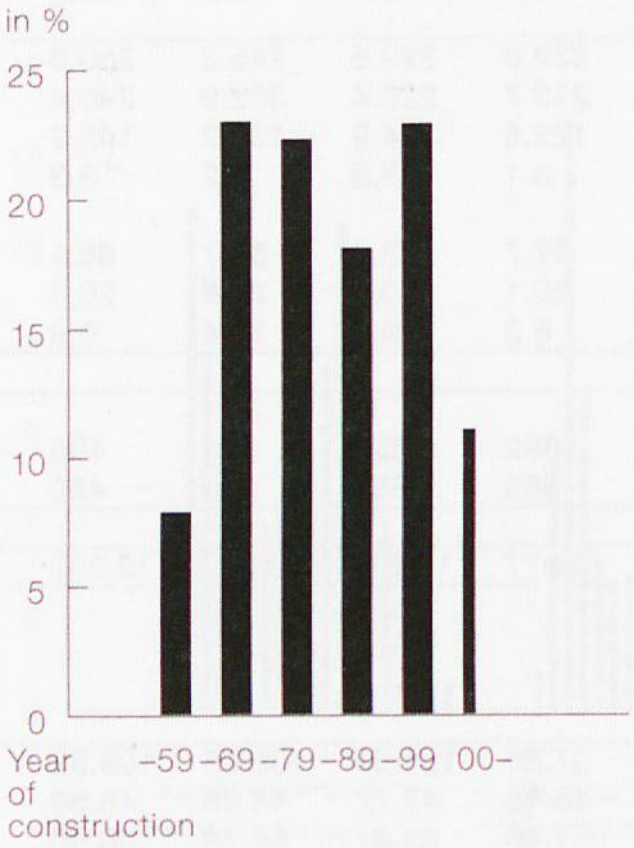
Mileages of passenger trains	mn trkm	97.85	101.64	105.03	109.32	4.1
– Long-distance traffic		46.45	47.77	48.25	48.66	0.8
– Regional traffic		51.40	53.87	56.78	60.66	6.8

Supply and demand

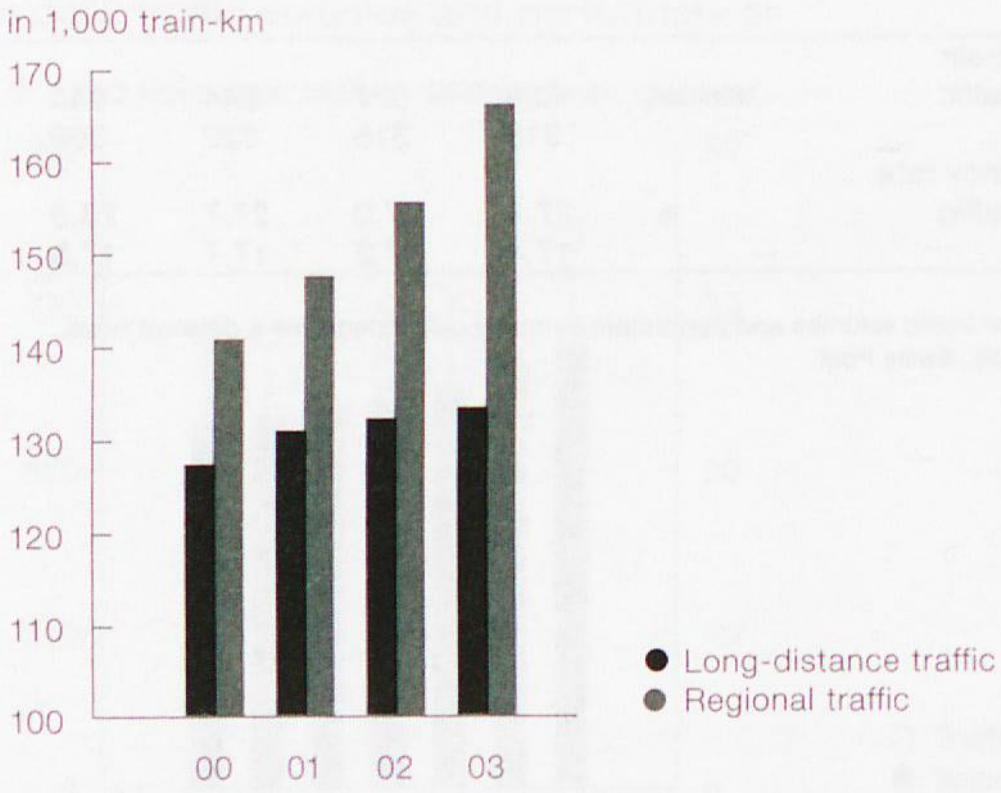
Seats offered per train						
– Long-distance traffic	Number	628	627	644	645	0.2
– Regional traffic		318	315	322	309	–4.0
Mean seat occupancy rate						
– Long-distance traffic	%	27.4	27.9	27.7	28.5	3.0
– Regional traffic		17.4	17.2	17.7	17.8	0.5

1 Figures on passenger traffic volumes and performances newly calculated from a different base.
2 avec. shops, agencies, Swiss Post.

Age structure of passenger cars



Average daily mileage of passenger trains



Workforce, size of vehicle fleet

Personnel		2000	2001	2002	**2003**	03–02 ± %
Workforce (consolidated)	Number[1]			12 506	12 608	0.8
SBB AG,						
Passenger Traffic Division		10,945	11,160	11,598	11,369	–2.0
Central offices		[2]	757	922	918	–0.4
Sales, customer service		[2]	1,625	1,776	1,832	3.2
Production		[2]	6,718	6,494	6,546	0.8
– Drivers of line locomotives		[2]	2,243	2,260	2,342	3.6
– Train staff		[2]	1,695	1,645	1,662	1.0
Maintenance		[2]	1,871	1,843	1,719	–6.7
– Rolling stock		[2]	1,778	1,731	1,630	–5.8
Other		[2]	189	563	354	–37.1
Subsidiaries		–	–	908	1,239	36.5

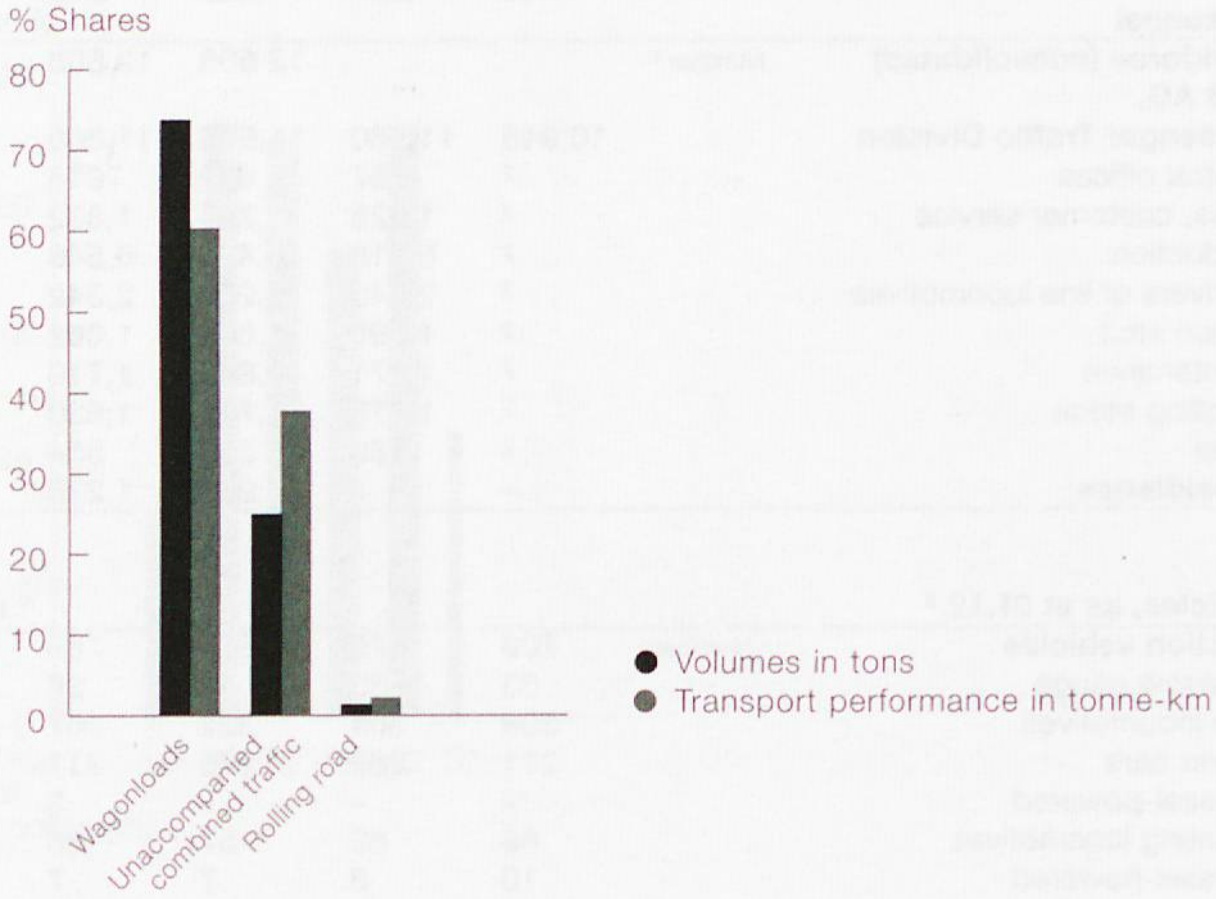
Vehicles, as at 31.12.[3]						Rating kW/unit
Traction vehicles	Number	708	679	694	780	2 796
– Narrow gauge		33	33	32	28	794
Line locomotives		308	304	322	367	4 151
Power cars		271	262	275	311	1 984
– Diesel-powered		–	–	–	3	550
Shunting locomotives		68	60	57	66	531
– Diesel-powered		10	8	7	7	452
Shunting tractors		61	53	40	36	159
– Diesel-powered		42	38	25	27	135

						Seats/ car
Passenger cars						
SBB-own		4,125	3,925	3,856	3,883	77.0
– Narrow gauge		97	90	80	78	51.9
– Air-conditioned		1,198	1,375	1,428	1,456	75.0
– Double-deck cars		582	595	638	667	112.2
– Passenger cars 1st and 2nd class		2,983	2,789	2,750	2,677	79.7
– Dining cars[4]		43	37	34	45	53.1
– Couchette/sleeping cars		72	69	50	50	57.4
– Driving trailers		445	444	444	458	80.8
– Articulated cars		390	444	452	534	63.9
– Luggage vans		192	142	126	119	–
Private cars		111	121	123	148	–

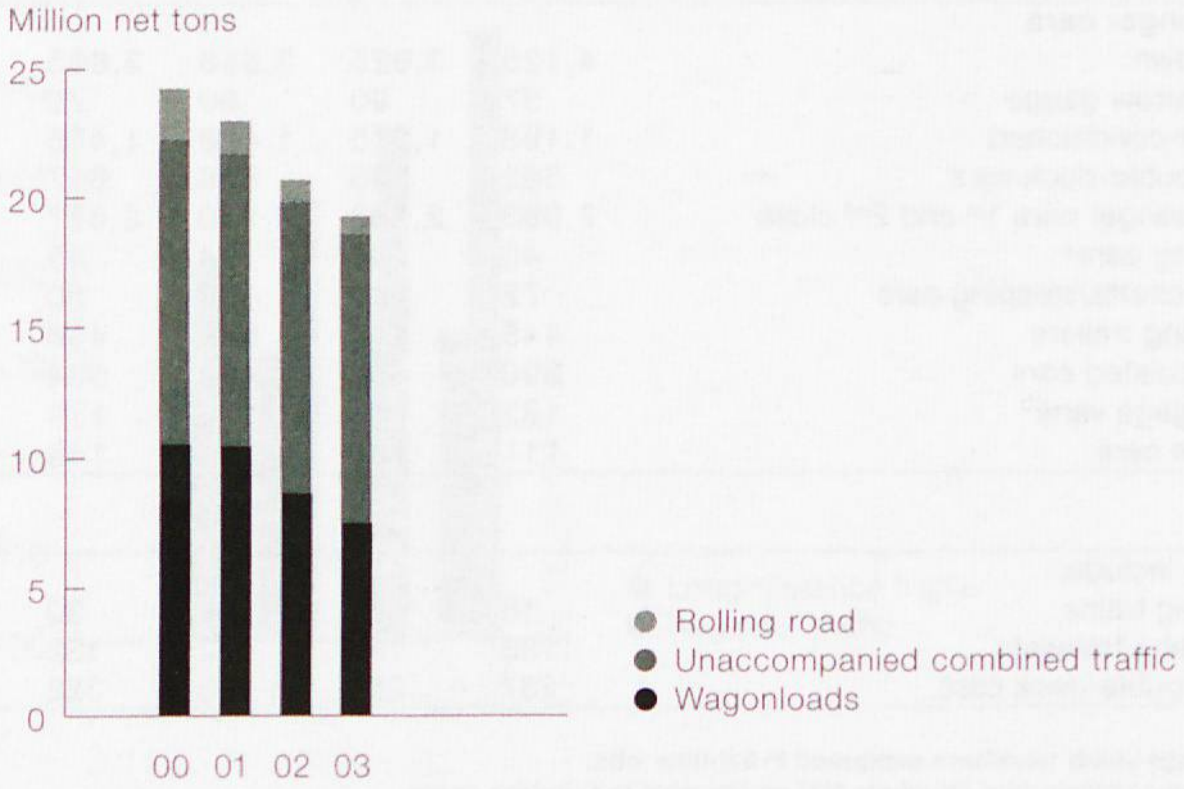
						Rating kW/unit
These include:						
– Tilting trains		16	24	24	30	5,200
– S-Bahn trainsets		133	132	132	132	3,103
– IC double-deck cars		237	250	293	322	–

1 Average yearly workforce expressed in full-time jobs.
2 Different organisation structure. Not comparable to following years.
3 Including Thurbo.
4 Without dining cars in ICNs and Bistro cars in IC2000 trains, but with Brünig dining dars and laid up ones.

Structure of freight traffic



Transalpine traffic of SBB Cargo



Financial matters[1]

		2000	2001	2002	**2003**	03–02 ± %
Operating income	CHF mn	1,344.8	1,298.7	1,293.6	1,283.6	–0.8
– Traffic revenues		1,182.5	1,151.5	1,075.8	1,061.6	–1.3
Operating expenses		–1,367.9	–1,375.0	–1,365.8	–1,306.2	4.4
Operating result		–23.1	–76.3	–72.2	–22.6	68.7
EBIT		–24.5	–65.0	–73.8	–19.2	74.0
Annual result		–57.7	–68.0	–96.1	–33.1	65.6
Gross investments		...	95.2	225.7	198.3	–12.1

Productivity, mean values

Revenue per tonne-km	cts	11.0	10.9	11.1	10.7	–3.3
Mean shipment distance per net ton	km	178.3	178.5	177.2	181.4	2.4

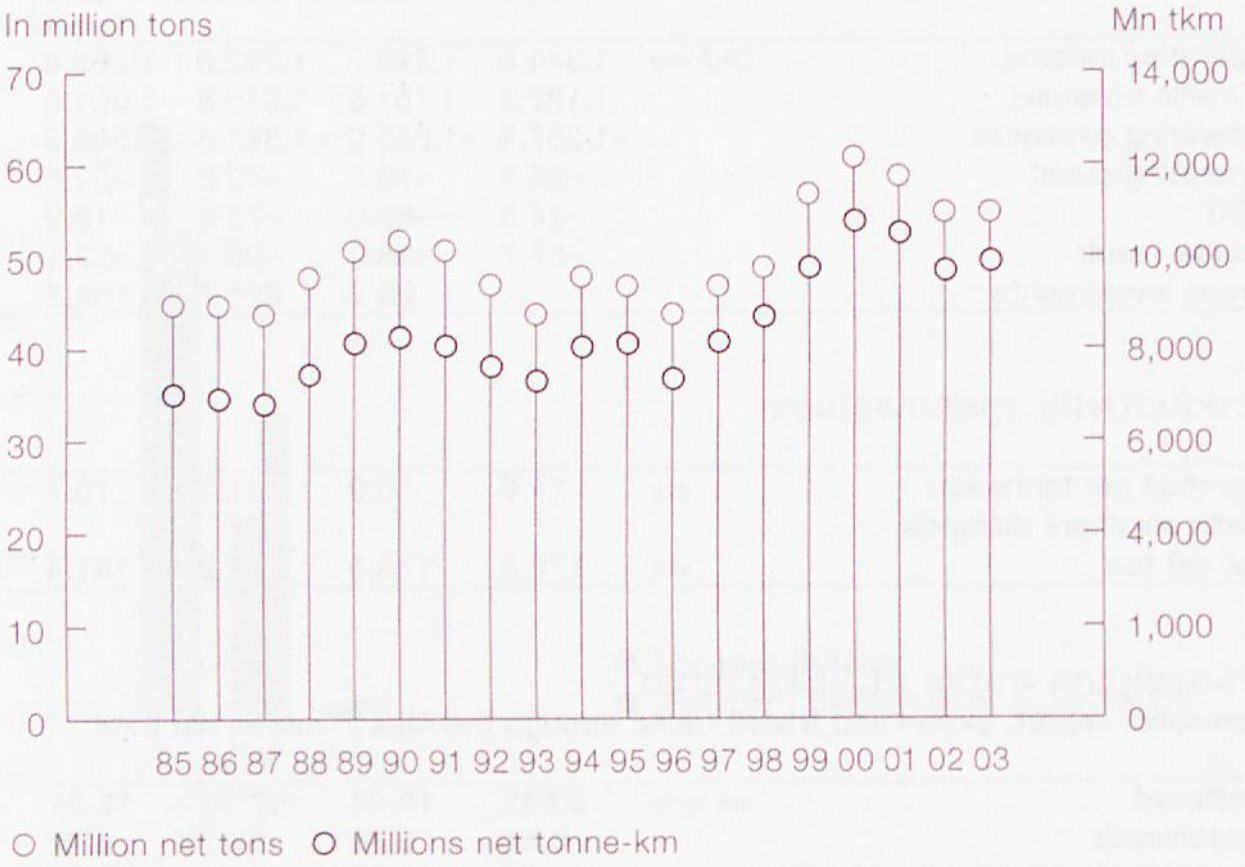
Transalpine traffic of SBB Cargo

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

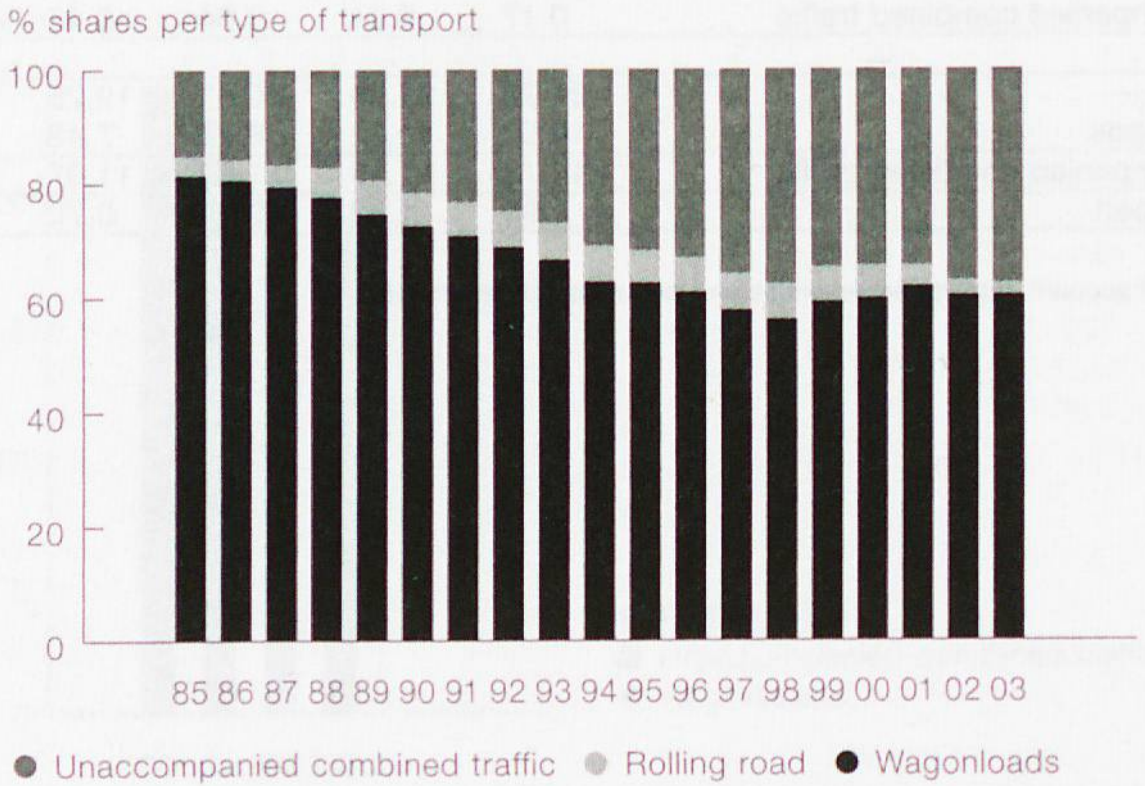
Gotthard	mn tons	20.42	18.98	17.38	17.21	–1.0
Wagonloads		6.87	6.78	5.97	5.62	–5.8
Unaccompanied combined traffic		11.56	10.90	10.55	10.88	3.2
Rolling road		1.99	1.30	0.87	0.70	–19.3
Simplon		3.80	3.98	3.29	2.04	–37.9
Wagonloads		3.63	3.64	2.64	1.86	–29.8
Unaccompanied combined traffic		0.17	0.34	0.64	0.18	–71.3
Total		24.22	22.96	20.67	19.25	–6.9
Wagonloads		10.50	10.42	8.61	7.48	–13.2
Unaccompanied combined traffic		11.73	11.25	11.19	11.07	–1.1
Rolling road		1.99	1.30	0.87	0.70	–19.3

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

Freight traffic volume and performances



Development of freight transport performances



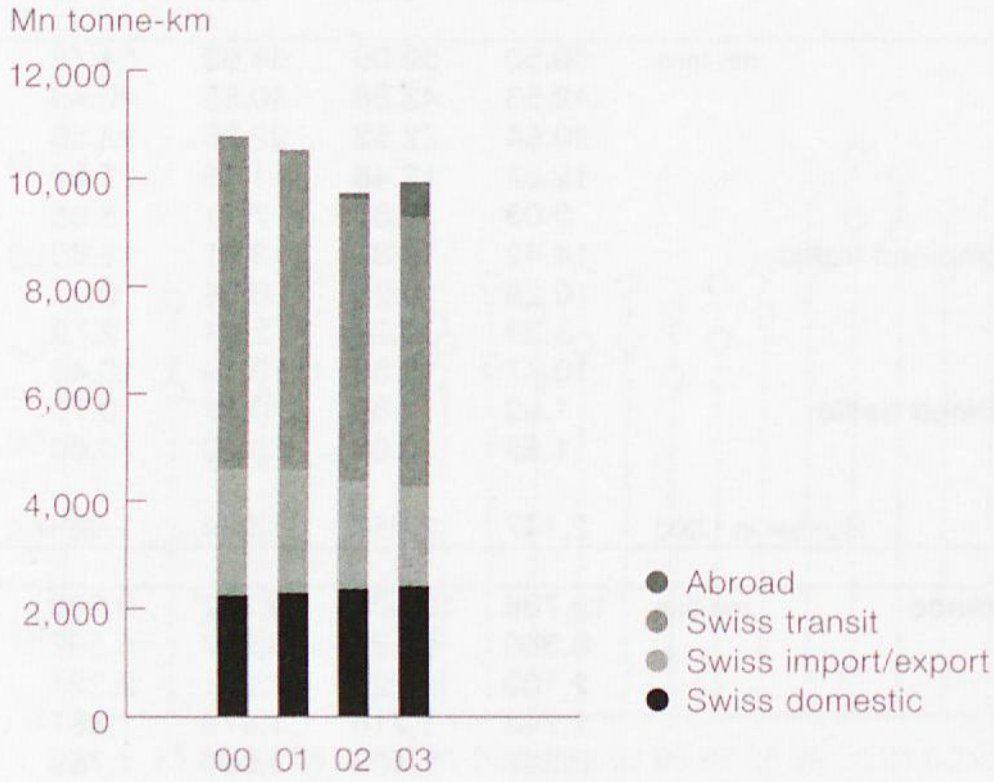
Transport volume and performances

		2000	2001	2002	**2003**	03–02 ± %
Transport volume	mn tons	60.50	59.00	54.93	54.78	–0.3
Wagonloads		42.53	43.88	40.55	40.43	–0.3
– Domestic		20.64	22.53	22.26	22.58	1.5
– Import/Export		12.87	12.48	11.18	11.89	6.4
– Transit		9.03	8.87	7.11	5.95	–16.4
Unaccompanied combined traffic		14.42	13.82	13.51	13.65	1.1
– Domestic		0.26	0.25	0.39	0.43	10.3
– Import/Export		3.39	3.23	2.94	2.79	–4.9
– Transit		10.77	10.33	10.19	10.43	2.4
Accompanied combined traffic		1.99	1.30	0.87	0.70	–19.3
Remainder/other		1.55	0.00	0.00	0.00	–
Loaded wagons	Number in 1,000	2,147	2,057	1,934	1,968	1.7
Transport performance	mn tkm	10,786	10,534	9,732	9,936	2.1
Wagonloads		6,380	6,525	5,827	5,567	–4.5
– Domestic		2,109	2,225	2,261	2,321	2.6
– Import/Export		1,744	1,716	1,479	1,487	0.5
– Transit		2,527	2,583	2,087	1,759	–15.7
Unaccompanied combined traffic		3,665	3,621	3,534	3,509	–0.7
– Domestic		39	42	66	76	13.9
– Import/Export		554	539	474	339	–28.5
– Transit		3,072	3,041	2,994	3,094	3.4
Accompanied combined traffic		612	388	257	210	–18.4
Remainder/other		128	0	0	0	–
Transport performance abroad		...	...	113	651	474.5

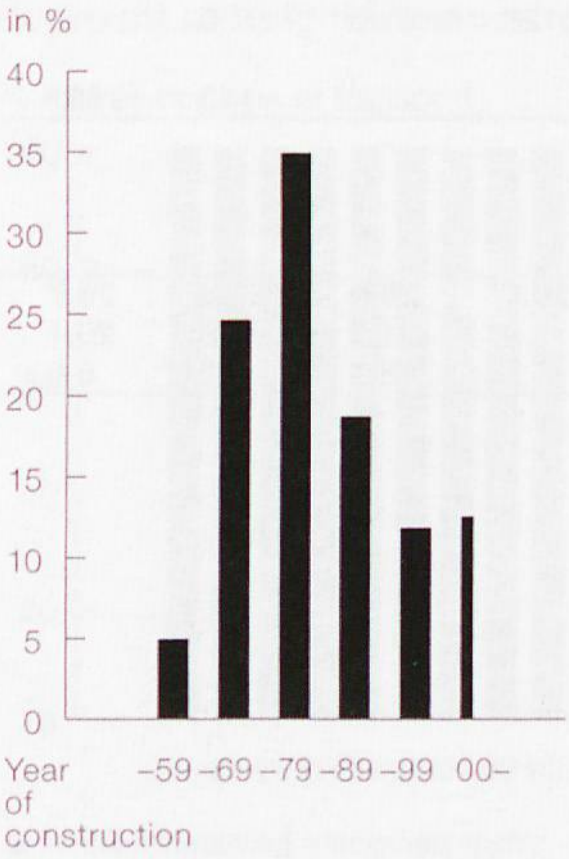
Operating performances

Mileages of the trains	mn km	28.0	28.0	26.8	26.7	–0.4
– Wagonload traffic		...	21.3	20.6	20.1	–2.2
– Combined traffic		...	6.7	6.2	6.6	5.8

Transport performances per type of traffic



Age structure of the fleet of freight wagons



Workforce, fleet of vehicles

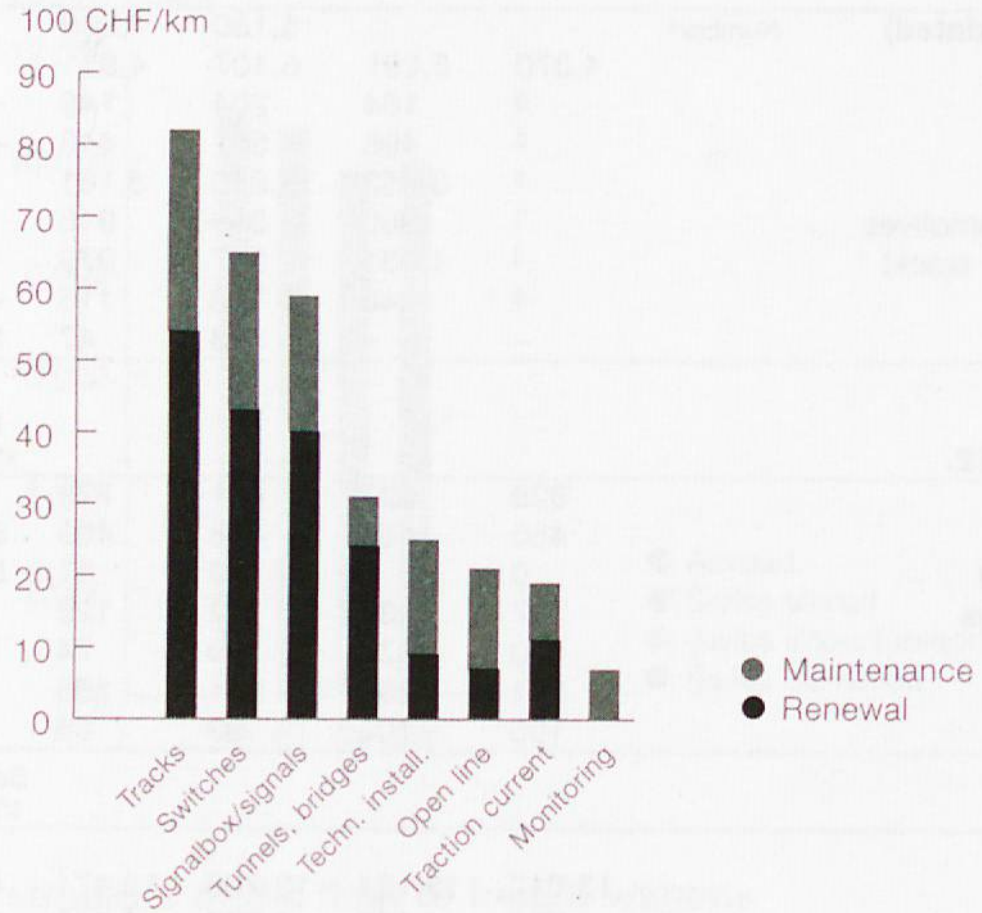
Personnel		2000	2001	2002	**2003**	03–02 ± %
Workforce (consolidated)	Number[1]			5,130	4,898	–4.5
SBB Cargo AG[2]		4,370	5,091	5,107	4,851	–5.0
Central offices		[3]	164	204	149	–27.0
Sales		[3]	496	502	446	–11.2
Production		[3]	3,352	3,276	3,161	–3.5
– Drivers of line locomotives		[3]	960	953	916	–3.9
Maintenance (rolling stock)		[3]	1,031	957	979	2.3
Other		[3]	48	168	116	–31.0
Subsidiaries		–	–	23	47	104.3

Vehicles, as at 31.12.						Rating kW/unit
Traction vehicles		828	827	801	776	...
Line locomotives		450	458	458	463	5,317
– able to run abroad		0	0	13	57	5,218
Shunting locomotives		137	136	132	128	520
– Diesel-powered		70	70	70	74	558
Shunting tractors		241	233	211	185	211
– Diesel-powered		105	103	93	86	200
						Capacity t/wagon
Freight wagons						
SBB-own		13,017	13,121	12,793	12,171	40.73
– 4-axle wagons		4,720	4,570	4,589	4,709	64.63
– Open wagons		2,898	2,854	2,799	2,745	50.03
– Covered wagons		4,433	4,862	4,659	4,204	26.53
– Flat wagons with 2 axles		1,324	1,315	1,247	1,114	27.94
– Flat wagons with 4 axles		2,524	2,357	2,302	2,328	67.99
– Sliding/pivoting-roof wagons		1,336	1,334	1,390	1,399	35.54
– Special wagons		502	399	396	381	35.28
Private wagons in SBB fleet		6,851	7,214	7,429	7,139	61.83

1 Workforce in a yearly average, expressed in full-time jobs.
2 SBB Cargo AG, including business field "Service Rollmaterial".
3 Different organisation structure. Not to be compared with the following years.

What an SBB line kilometre costs

Average expenses for maintenance and renewal of the rail infrastructure



Key projects

	Overall costs CHF mn	Start of constr. Year	End of constr. Year	Part under constr. CHF mn	Part completed CHF mn
Network of the future					
Rail 2000, 1st phase	[1]5,900	1988	2007	3,100	2,300
Seven S-Bahn systems[2]	1,594	2002	2007	32	16
"Facelifting" of stations	340	2002	2016	24	41
AlpTransit Gotthard	[1]9,233	1996	2014	1,554	0
Rail 2000 2nd phase	5,900	2011	2022	0	0
New technologies					
Automation of 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 Forecast of end costs.
2 1st phase, without link Genève–Eaux-Vives–Annemasse and without second through station Zürich HB.

Financial matters[1]

		2000	2001	2002	**2003**	03–02 ± %
Operating revenues	CHF mn	3,041.1	3,092.9	3,105.0	2,954.1	–4.9
–Use of infrastructure		668.5	616.0	540.9	540.2	–0.1
Operating expenses		2,854.3	2,902.7	3,023.6	3,065.9	1.4
Operating result		186.8	190.2	81.4	–111.8	–237.4
EBIT		227.3	184.4	143.7	–69.9	–148.6
Annual profit		986.9	1 019.7	1 100.3	850.3	–22.7
Gross investments		1,565.0	1,767.2	1,936.5	1,674.8	–13.5

Operating performance

Normal gauge	mn trkm	130.8	132.9	135.5	138.0	0.8
SBB		...	129.4	131.1	133.2	0.6
– Passenger trains		...	96.5	99.0	102.9	0.7
– Freight trains		...	30.3	28.9	28.4	–1.6
– Service trains		...	2.6	3.2	1.9	–5.6
Third parties		...	3.5	4.4	4.8	2.3
– Passenger trains		...	2.7	3.1	2.9	–7.8
– Freight trains		...	0.7	1.2	1.9	2.3
– Service trains		...	0.1	0.1	0.1	...
Narrow gauge		1.5	1.6	1.6	1.6	0.8
SBB		...	1.4	1.4	1.4	0.6
– Passenger trains		...	1.3	1.3	1.3	0.7
– Freight trains		...	0.1	0.1	0.1	–1.6
– Service trains		...	0.0	0.0	0.0	–5.6
Third parties		...	0.2	0.2	0.2	2.3
– Passenger trains		...	0.2	0.2	0.2	2.3
– Freight trains		...	0.0	0.0	0.0	...
– Service trains		...	0.0	0.0	0.0	...

Productivity

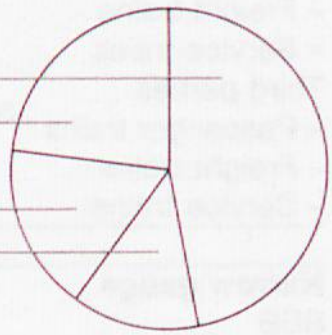
Train path revenues per line-km	CHF mn	0.22	0.21	0.18	0.18	–3.3
Train path revenues per train path km	CHF	5.05	4.58	3.94	3.87	–1.9
Operating grant per train path km		4.44	3.60	3.61	3.33	–7.9
Share of train path revenues in operating expenses	%	23.4	21.2	17.9	17.6	–1.5

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

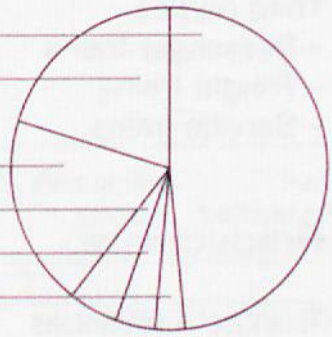
Power generation

		2000	2001	2002	**2003**	03–02 ± %
Total produced and used	GWh	4,684	4,337	3,465	3,951	14.0
Use for train traction ex substation	GWh	2004	2 057	2 069	2 080	0.54
– from renewable sources of energy	%	99.8	96.9	87.2	88.6	1.6
– SBB network		1,821	1,871	1,878	1,898	1.06
– Other networks		183	186	191	182	–4.48
Specific energy use of SBB	kWh/pkm					
– Passenger traffic	kWh/tkm	0.090	0.106	0.094		–100.0
– Freight traffic		0.079	0.079	0.073		–100.0

Source



Use



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

Workforce, fixed installations, stations, rolling stock

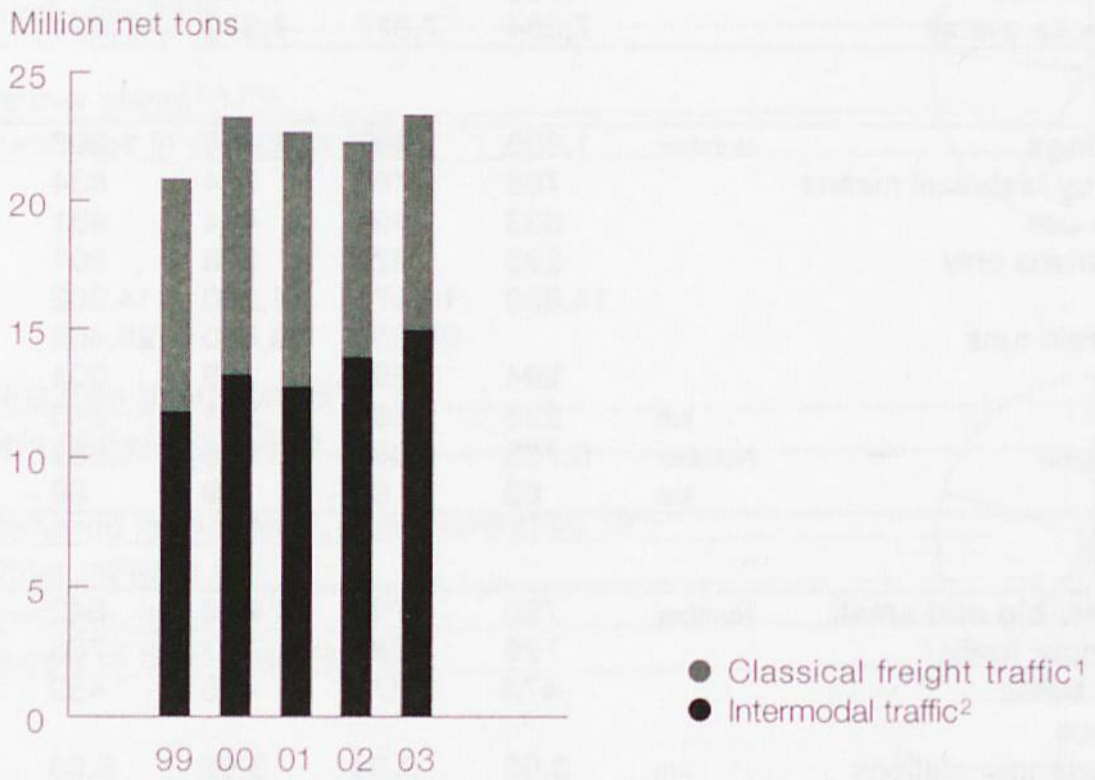
		2000	2001	2002	2003	03–02 ± %
Personnel						
Workforce (consolidated)	Number[1]			10,271	9,478	–7.7
SBB AG, Infrastructure div.		10,166	10,247	10,256	9,469	–7.7
Central offices		[2]	1,317	1,683	1,688	0.3
Sales		[2]	31	18	5	–72.2
Production		[2]	4,327	4,153	3,594	–13.5
Maintenance		[2]	4,405	4,180	3,985	–4.7
Other		[2]	167	222	197	–11.3
Subsidiaries		–	–	15	9	–40.0
Fixed installations						± 03–02
Operated lines	km	2,973	2,986	2,982	3,080	98
– not electrified		17	17	17	0	–17
– for freight traffic only		95	94	89	70	–19
– Narrow gauge		74	74	74	74	0
Own lines		3,000	3,008	3,003	2,982	–21
– Single-track lines		1,390	1,394	1,389	1,356	–33
Length of tracks overall		7,364	7,377	7,372	7,224	–148
Level crossings	Number	1,503	1,447	1,388	1,395	7
– Protected by technical means		766	762	754	834	80
– For private use		533	494	464	431	–33
– For pedestrians only		233	220	208	201	–7
Switches		14,850	14,575	14,300	14,202	–98
Signals for train runs			25,250	26,860	28,408	1,548
Tunnels		294	296	298	304	6
– Length	km	228	230	231	243	11.4
Railway bridges	Number	5,768	5,858	5,898	5,982	84
– Length	km	89	89	89	89	0.5
SBB stations, big and small	Number	790	792	809	842	33
– For passenger traffic[2]		729	734	737	765	28
– For freight traffic		473	475	475	459	–16
Mean distance between passenger stations	km	3.95	3.94	3.92	3.93	0.01
Rolling stock	Number	4,324	4,063	3,817	3,676	–141
Traction vehicles		520	505	513	480	–33
– Diesel powered		501	486	494	461	–33
Service cars and wagons		3,804	3,558	3,304	3,196	–108

1 Workforce, yearly average, expressed in full-time jobs.
2 Stopping places on the network, including STB and Thurbo.

Transalpine railfreight traffic

in net tons		2000	2001	2002	**2003**	03–02 ± %
Gotthard	mn t	20.4	19.0	17.4	17.3	–0.3
Classical freight traffic[1]		6.9	6.8	6.0	5.8	–4.0
Intermodal[2]		13.5	12.2	11.4	11.6	1.6
Simplon		3.8	4.6	5.8	7.0	20.9
Classical freight traffic[1]		3.6	3.6	2.8	3.1	8.9
Intermodal traffic[2]		0.2	1.0	3.0	4.0	32.0
Total		24.2	23.6	23.2	24.4	5.0
Classical freight traffic[1]		10.5	10.4	8.8	8.8	0.1
Intermodal traffic[2]		13.7	13.2	14.4	15.5	7.9

Transalpine railfreight traffic



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 of intermodal traffic that 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/de/verkehr/alpinfo/index.html

Real Estate

		2000	2001	2002	2003	03–02 ± %
Financial matters[1]	CHF mn					
Operating revenues		–	–	–	491.9	[2]
– Rental revenues third parties[3]		230.8	251.6	270.4	283.3	4.8
– Park & Rail[4]		–0.1	12.3	15.0	15.9	6.0
Operating expenses		–	–	–	364.0	[2]
Operating result		–	–	–	127.9	[2]
EBIT		–	–	–	152.1	[2]
Annual result		–	–	–	–4.6	[2]
Investments		85.1	158.7	177.0	175.0	–1.1
Book value of fixed assets		2,704.9	2,793.7	2,877.1	3,020.5	5.0
Proceeds from sale of assets		35.8	43	64.3	39.8	49.5
Workforce	Number[5]					
Workforce (consolidated)		–	–	–	795	[2]
Real Estate unit		–	–	–	790	[2]
Subsidiaries		–	–	–	5	[2]
avec. shops		3	9	14	20	42.9
Aperto shops		25	26	25	26	4.0
Station kiosks		324	313	316	317	0.3
Poster boards and posts		...	...	...	9,311	[2]

Railway stations, gates into the city and out to the wide world

Arriving and departing passengers on average per day in the year 2000

Zürich HB[6]	311,066	Zug	54,693
Bern[7]	135,526	Baden	53,038
Zürich Stadelhofen[8]	134,835	Luzern	50,659
Zürich Oerlikon	110,059	Thun	45,258
Winterthur	100,689	Uster	42,244
Olten	86,416	Genève	41,924
Lausanne	76,754	Biel/Bienne	38,518
Zürich Flughafen	68,622	St. Gallen	37,405
Basel SBB	67,311	Fribourg	33,950
Aarau	66,688	Neuchâtel	28,929

1 Segment account. Intra-group revenues and expenses not eliminated.
2 Self-standing business unit since 1 January 2003. Was formerly part of Infrastructure.
3 Without rental revenues from companies within the SBB Group.
4 Park & Rail included in Passenger Traffic until 2000.
5 Workforce on a yearly average, expressed in full-time jobs.
6 Without Sihltal Railway SZU.
7 Without Regionalverkehr Bern–Solothurn RBS.
8 Without Forchbahn FB.

Environment

		2000	2001	2002	2003	03–02 ± %
Energy						
Use of primary energy for train traction	GWh	2,004	2,057	2,069	2,080	0.5
– Share of renewable sources of energy	%	99.8	96.9	87.2	88.6	1.6
Noise						
Low-noise passenger cars	Number	2,046	2,219	2,833	2,960	4.5
– Share of total fleet	%	49.6	56.5	73.5	77.6	5.6
Low-noise freight wagons	Number	80	127	504	534	6.0
– Share of total fleet	%	0.6	1.0	3.9	4.4	11.4
Noise protection screens to debit of Public Transport Financing Fund	km	9.0	15.0	17.1	21.4	25.1
– Attained share of total works planned	%	3.3	5.5	6.3	7.9	25.1
Site contamination commitments						
Listed sites presumably contaminated	Number	10	1 325	4 051	4341	7.2
– Cleaned-up sites		1	1	4	4	0.0
Use of environment-sensitive products						
Diesel oil	1000 l	8,695	8,130	10,016	10,321	3.0
Fuel oil		3,363	3,882	2,787	3,086	10.7
Lubricants		333	335	301	315	4.7
– For the maintenance of switches		70	69	63	68	7.0
– Bio-degradable		62	68	60	66	9.6
Acids, alkaline solutions, chemicals	t	272	263	324	373	15.1
Detergents		657	673	750	781	4.1
Paints and varnishes		63	53	61	64	3.8
Herbicides		4	5	5	4	–13.4
Waste						
Track spoil (ballast, gravelly sand)	1000 t	653	413	320	240	–25.0
– Processed and re-used		522	253	240	180	–25.0
Scrap metal		50	50	39	29	–24.8
Fluorescent tubes	Number	96,560	80,890	113,600	95,107	–16.3
Burnable waste	t	12,450	14,070	15,190	16,100	6.0
Waste wood		2,235	7,505	13,277	12,591	–5.2
Waste oil		420	320	312	294	–5.8
Waste cardboard		1,350	1,415	1,375	1,320	–4.0
Waste paper		3,680	3,830	4,210	3,880	–7.8
Glass		190	194	189	190	0.5
PET		65	69	78	85	9.0
Aluminium tins		29	30	32	33	3.1
Batteries		16	13	20	21	5.0

Switzerland's transport infrastructure

		1970	1980	1990	2000[1]	2002[1]
Network lengths per transport mode on a yearly average						
Railway, operated lines	km	5,228	5,182	5,183	5,209	5,214
SBB (incl. Brünig line)		2,981	2,985	2,972	2,973	2,982
Private railways		2,093	2,043	2,057	2,079	2,075
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	1,833
Tramways		169	167	174	187	192
Trolley buses		311	327	313	330	319
Line buses		1,172	1,606	953	1,202	1,322
Road[2,3]		60,139	66,544	70,970	71,132	71,186
National roads[2]		651	1,170	1,495	1,638	1,673
Cantonal roads[2]		17,860	18,667	18,278	18,097	18,115
Municipal roads[3]		41,628	46,707	51,197	51,397	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	512,912	...
Aerial cableways, length of lines		502	686	795	871	894
Pipelines		610	1,389	1,839	2,084	...
– Oil		222	239	239	108	108
– Gas		388	1,150	1,600	1,976	...

1 Indications on lines operated partly based on estimations starting from presumed length of lines owned. Source: LITRA.
2 Indication under the year 2002 corresponds to value 2001.
3 Values are those established on 31 December 1984.
4 Indication under the year 2000 corresponds to the value 1997.

Sources: Federal Statistics Office, for the year 2002 also LITRA.

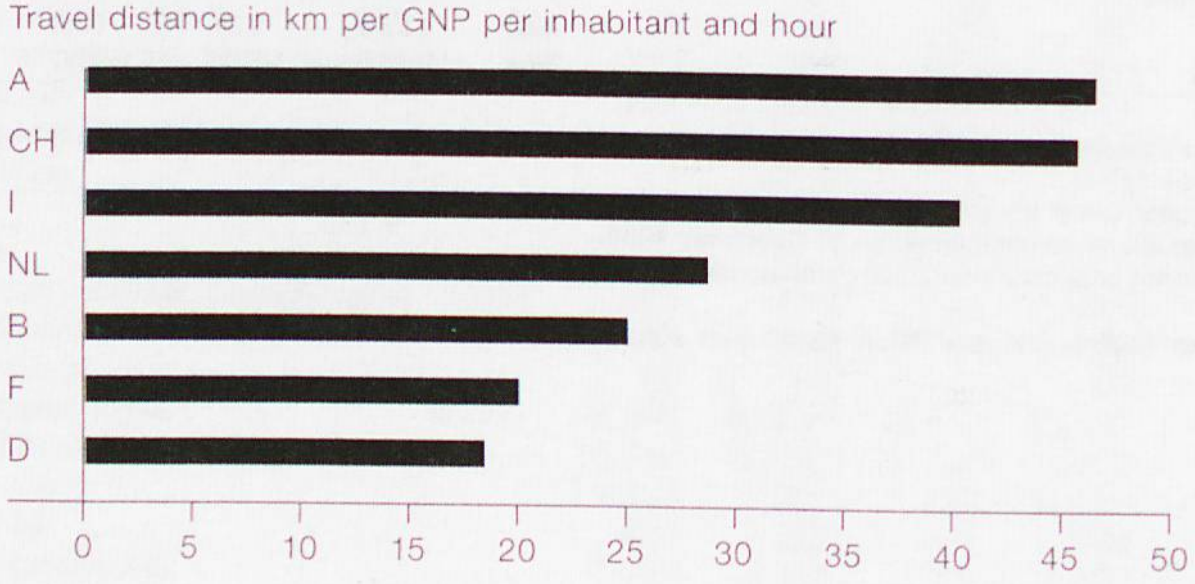
European railways in comparison, figures 2002

Railway	Country	Network length km	Network length of which electrified %	Workforce in 1,000	Trips per inhabitant
CD	Czechia	9,499	30.8	81.8	17
CFL	Luxembourg	274	95.3	3.2	31
DB AG	Germany	35,755	53.9	162.5	20
DSB/BS[1]	Denmark	2,047	30.5	8.0	28
FS	Italy	15,985	68.1	102.6	8
NS/ProRail	The Netherlands	2,806	73.4	23.0	20
ÖBB	Austria	5,647	58.7	46.9	23
RENFE	Spain	12,298	56.5	31.9	12
SBB	Switzerland	2,982	99.4	28.8	34
SNCB/NMBS	Belgium	3,518	83.4	42.5	16
SNCF/RFF	France	29,352	49.3	177.5	15

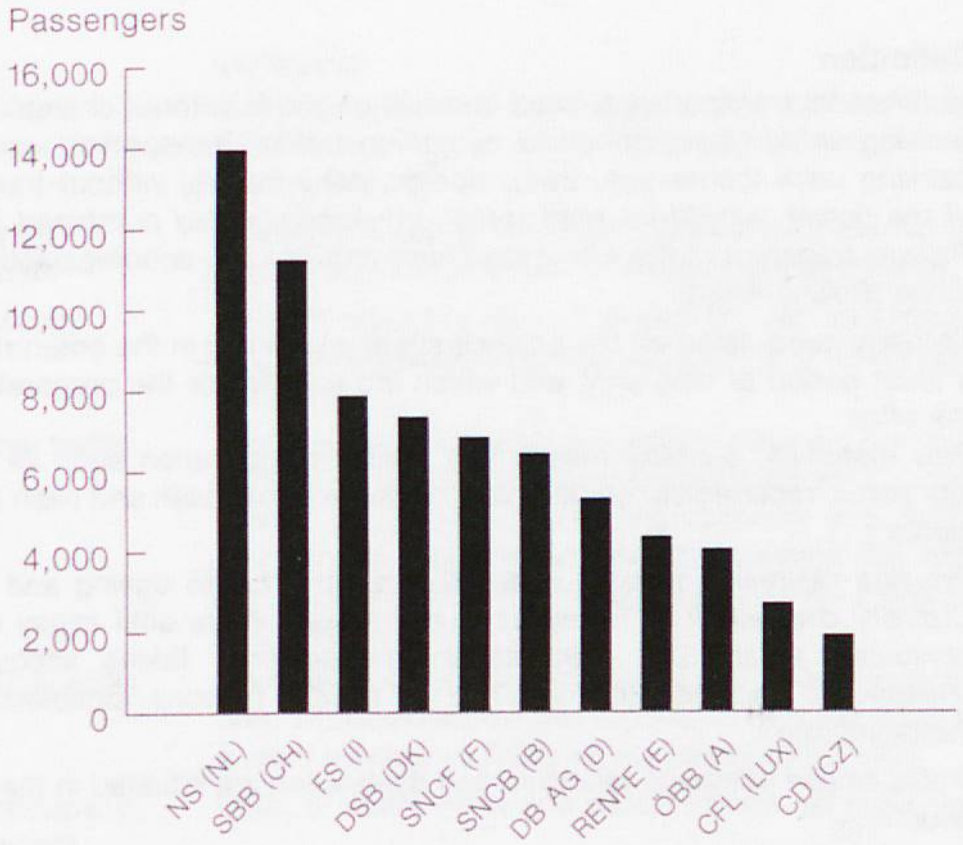
1 2002

Where GNP-weighted train fares carried the farthest (2002)

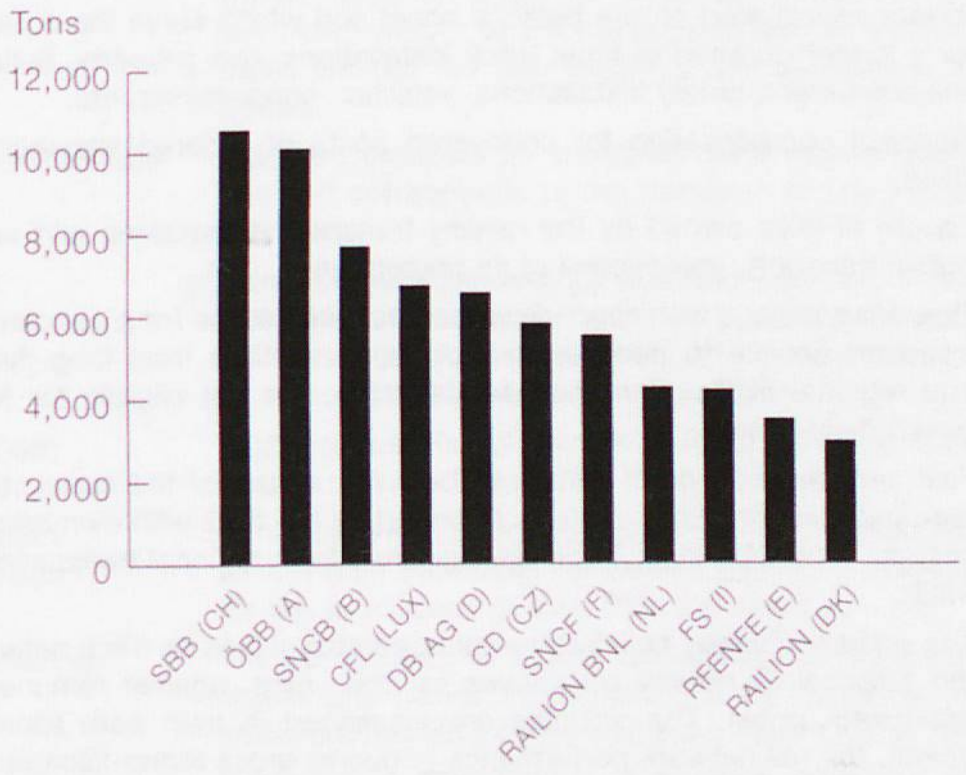
Number of km of a train ride that the gross national product per inhabitant and hour buys. How far can an inhabitant with his/her one hour's GNP travel by train?



Mean number of passengers per day and line[1] 2002



Mean volume of transported goods per working day and line[2] 2002



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; *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, receivables, 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 (obsolescence, damages, 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.
Network access (free)	The system whereby an infrastructure operator places its track network at the disposal of railway companies for train runs, against remuneration (train path price). The volumes are expressed in train path kilometres (tpkm), the rail network performance in overall gross tonne-kilometres.
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.

Term	Definition
Operating performance	Railway services, in passenger and freight traffic expressed in train-kilometres, and from an infrastructure standpoint expressed in train path kilometres (network access).
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 services 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. *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 (tkm)	Standard measure for transport performance (demand) in freight traffic. The unit corresponds to the transport of one ton over a distance of one kilometre.
Traffic performance	Transport services used by customers within a specified period. They are measured in passenger traffic in passenger-kilometres (pkm), in freight traffic in tonne-kilometres (tkm), and in network access (rail network performance) in train path kilometres (tpkm).
Train path	Right to use the infrastructure for a train run, defined as to place and time.
Train path kilometres,	Services of infrastructure operators. Corresponds to the train paths used by the train operating companies against remuneration (train path price) for the production of their train transport services.
Train traction	The conveyance of trains. Depending on the source of energy, type of engine and power transmission, a distinction is made 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/wagon- or seat -kilometres.

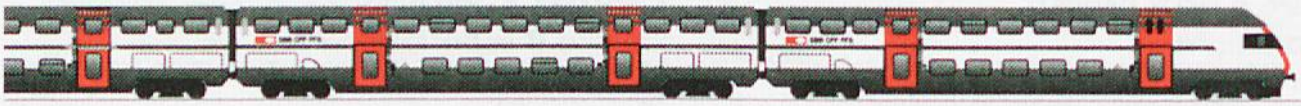
Dictionary

English	German
Block train	Ganzzug
Catenary	Fahrleitung
Combined traffic	Kombinierter Verkehr
Domestic traffic	Binnenverkehr
Double-deck car	Doppelstockwagen
Export traffic	Exportverkehr
Freight train	Güterzug
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
Maintenance	Unterhalt
Net ton	Nettotonne
Operational performance	Betriebsleistung
Passenger train	Reisezug
Passenger-km	Personenkilometer
Piggyback traffic	Huckepackverkehr
Punctuality on arrival	Ankunftspünktlichkeit
Rail network performance	Netzleistung Schiene
Railway (railway company)	Bahn(unternehmen)
Railway station	Bahnhof, Station
Regional traffic	Regionalverkehr
Rolling stock	Rollmaterial
S-Bahn (rapid transit system)	S-Bahn
Suburban traffic	Nahverkehr
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

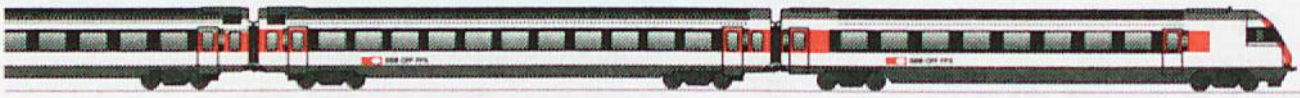
French	Italian
Train complet	Treno completo
Ligne de contact	Linea di contatto
Trafic combiné	Traffico combinato
Trafic intérieur	Traffico interno
Voiture à deux niveaux	Carrozza a due piani
Exportations	Traffico d'esportazione
Train marchandises	Treno merci
Abonnement général	Abbonamento generale
Indemnité 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
Entretien	Manutenzione
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
Prestation du réseau ferroviaire	Prestazione di rete
Réseau (entreprise ferroviaire)	Ferrovia (impresa)
Gare	Stazione
Trafic régional	Traffico regionale
Matériel roulant	Materiale rotabile
RER (réseau express régional)	Treno celere regionale
Trafic local	Traffico locale
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

Modern passenger trains

ICN tilting train, 1999–, up to 900 seats, 580 m



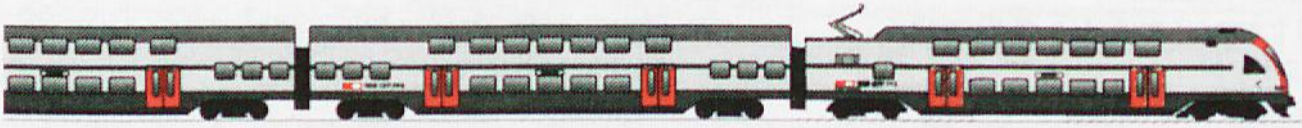
IC 2000 double-decker train, 1997–, up to 1,400 seats, 420 m



Push-pull train EW IV, 1981–1997, up to 1,000 seats, 420 m

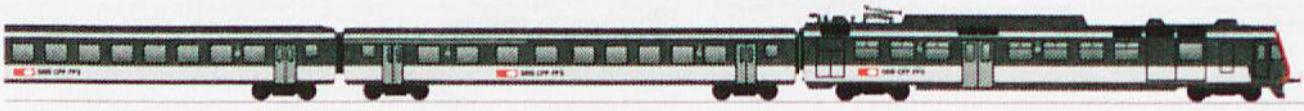
NRF ("Neues Regionalfahrzeug") "Flirt" emu, 2004–, up to 483 seats, 225 m

GTW ("Gelenktriebwagen") "Seetal" emu, 2002–2003, up to 384 seats, 160 m



DTZ ("Doppelstock-Triebzug") double-decker emu, 2005–, up to 1,188 seats, 300 m

DPZ, ("Doppelstock-Pendelzug") double-decker push-pull train 1990–1997,
up to 1,161 seats, 300 m



NPZ ("Neuer Pendelzug") emu, 1984–1995, up to 420 seats, 146 m

SBB network

as at 1 January 2004

Mean number of trains per day, 2002

Peak values

Passenger traffic			
Peak traffic day 2003		26.9.2003	Around 870,000 passengers
The 250,000th GA was sold on		14.11.2002	in Zurich.
Area of validity of the GA	km	23,023	in all, 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	197	including 56 railways and 16 boat companies
Record day in ticket sales	Number	199,351	of which 1/2 at ticket machines (on 8.8.2003)
On average per second (24 hours)		2.57	tickets
Seats offered in double-decker IC	Seats	1,400	of which 472 in 1st class (15 cars)
Freight traffic			
Heaviest freight train	Gross tons	2,200	Solothurn–Frauenfeld (payload 1600 t)
– At the Gotthard		1,800	Traction with 3 locomotives.
– Maximum payload	t	1,200	Equals about 50 fully loaded 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 section
Normal gauge		44.0	On "Vevey-Funi", leased
		40.5	Zürich HB–Zürich Stadelhofen
Longest section of level line	km	2.3	Weiach-Kaiserstuhl–Zweidlen
Longest section of straight line		19.2	Brig–Iselle di Trasquera, Simplon
Highest SBB station	m.a.s.l.	1,141.5	Airolo
Lowest SBB station		201.3	Riazzino-Cugnasco
Longest tunnel	m	19,823	Simplon tunnel II
Longest bridge		1,266	Hardturm, Zürich HB–Zürich Oerlikon
Highest bridge		77	Intschireuss, Amsteg-S.–Gurtnellen
Highest line load	Trains/day	624	Zürich HB–Zürich Stadelhofen, Monday–Friday
Highest average line load			
– on double-track line		559	Zürich HB–Zürich Stadelhofen, every day
– on single-track line		212	Zürich Stadelhofen–Zürich Tiefenbrunnen
Record day at the Gotthard	Gross tons	170,202	on 19.10.2000, Simplon closed
Daily throughput marshalling yard	Wagons	3,595	Marshalling yard Limmattal (on 30.6.2003)

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