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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, receivables, 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 (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. <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. 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.