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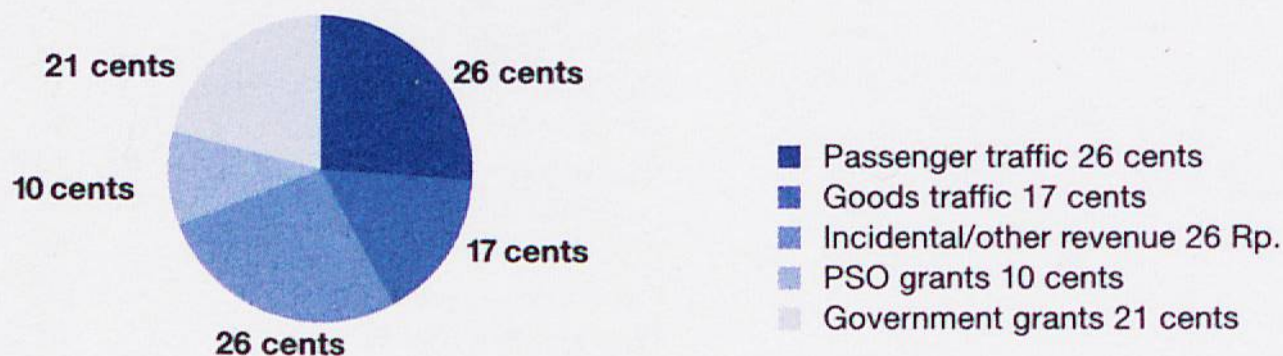
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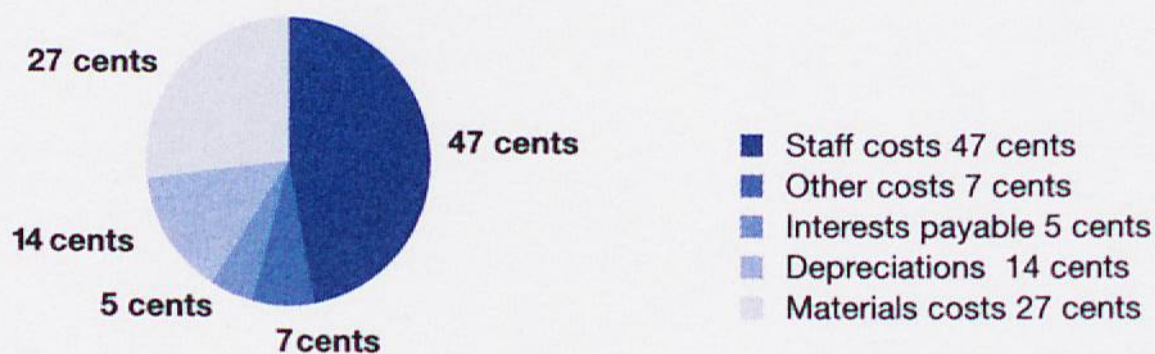
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Where did the money come from in 2000?



Where did the money go in 2000?

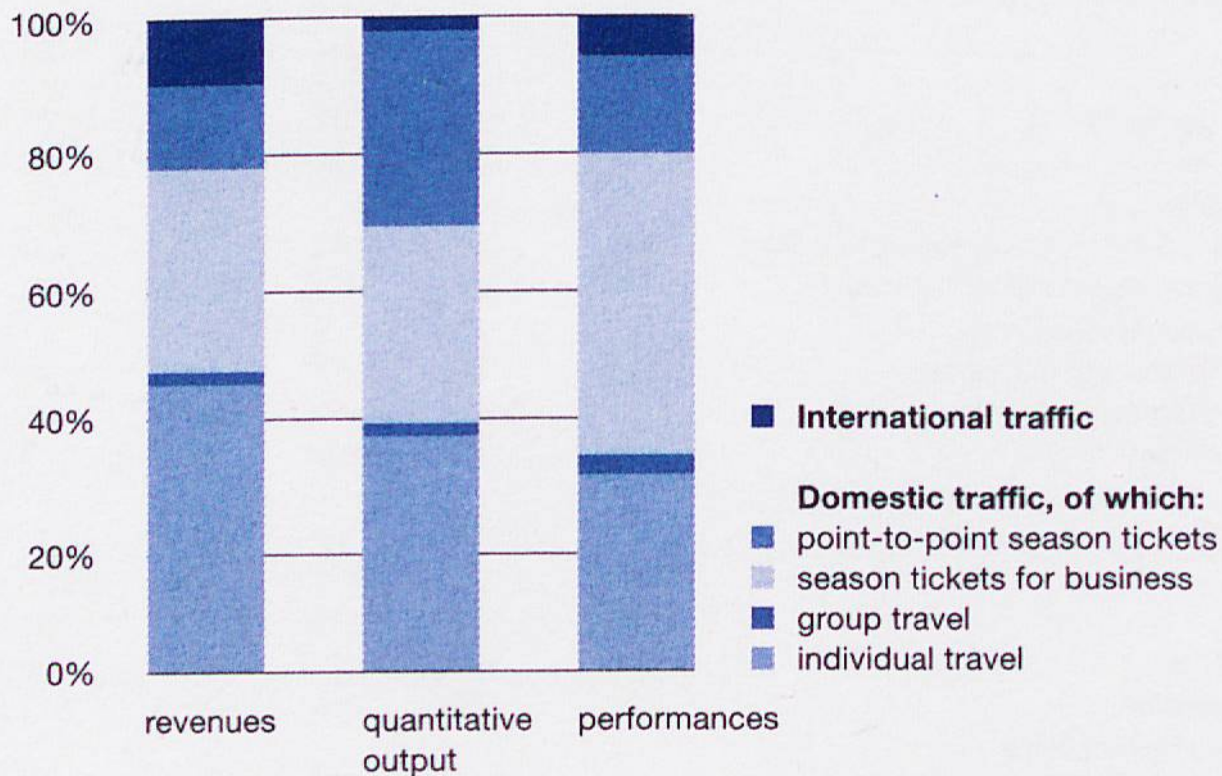


		1985	1990	1995	1999	2000
Profit and Loss Account						
Income ¹⁾	CHF m	3 870	5 367	6 244	5 984	6 235
Traffic income		3 062	3 301	3 429	3 300	3 332
– Passenger traffic		1 191	1 423	1 578	1 604	1 630
– Freight traffic		1 179	1 286	1 033	1 013	1 081
– PSO grants ¹⁾		604	592	818	683	621
Additional income (incl. operation services)		510	593	842	790	831
Own services for investment account ¹⁾		140	264	311	299	371
Own services for Alp Transit				8		
Services for storage mandates		112	69	77	83	86
Federal government grants ¹⁾			1 090	1 450	1 273	1 316
Other earnings		46	50	127	239	299
Expenses ¹⁾		4 151	5 364	6 740	5 864	6 089
Staff		2 431	3 006	3 481	2 990	2 856
Materials		904	1 134	1 278	1 351	1 653
Depreciations		499	598	847	831	829
Interests payable		225	460	676	131	313
Major maintenance from investment mandates		85	118	286	304	326
Infrastructure contribution to Confederation ¹⁾			37			
Other expenses		7	11	172	257	112
Profit/loss ¹⁾		-281	3	-496	120	146
Covering of expenses	%	93.2	100.1	92.6	102.1	102.4
Investment Statement						
Total (gross)		1 011	1 932	1 814	1 881 ²⁾	1 946 ²⁾
– Fixed assets and installations		817	1 396	1 411	1 881	1946
– Vehicles		194	537	369		
– Reduction of input tax VAT				34		
Contribution from third parties, various earnings		-222	-157	-107	-109	-118
Balance sheet/Statement of assets (purchase values)						
– Fixed assets and installations		9 938	11 717	15 996	19 282	20 046
– Vehicles		5 256	6 545	8 006	9 920	9 937

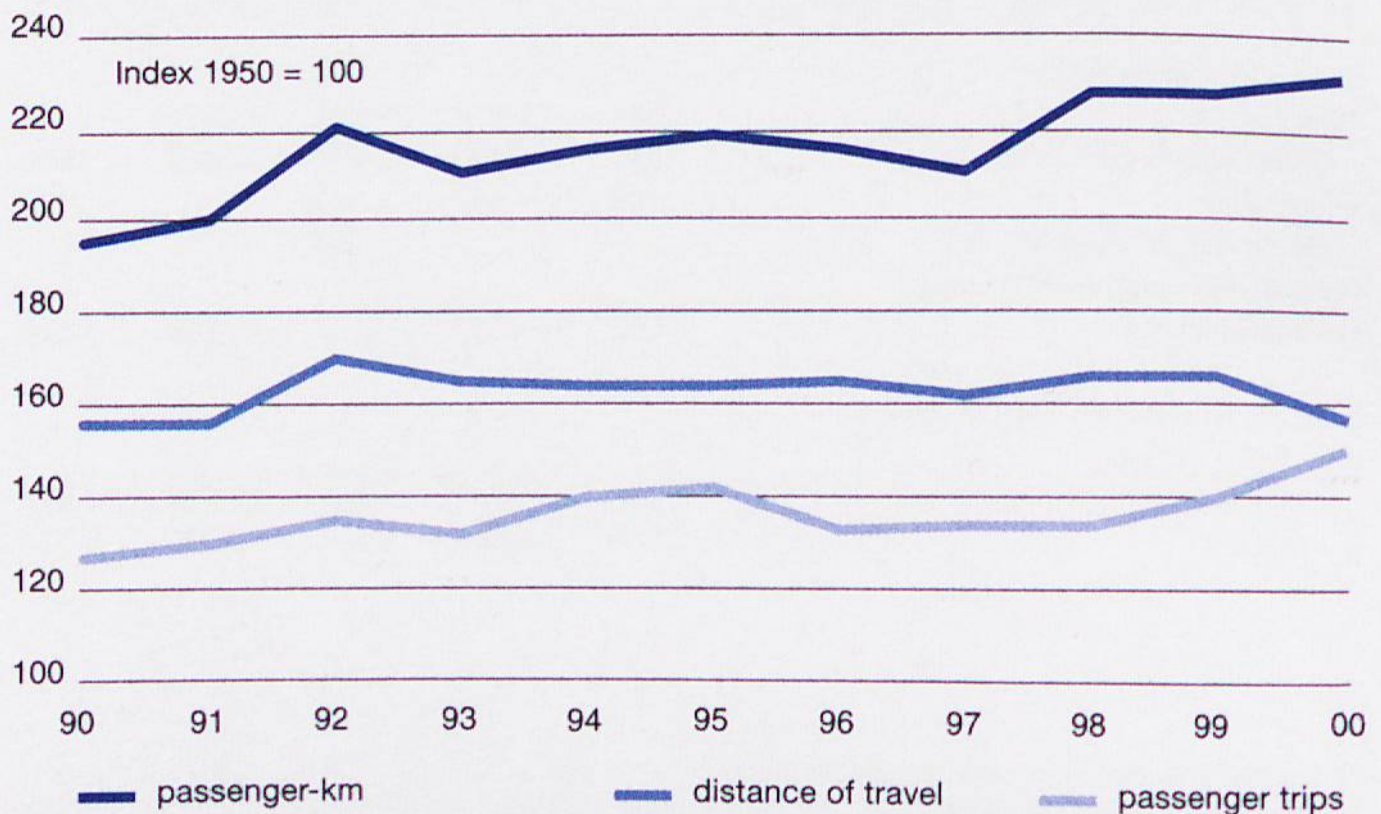
¹⁾ From 1987 new PSO mandate, comparisons of figures and indications with previous years have only limited value.

²⁾ Incl. vehicles

Structure of passenger traffic 2000



Development of passenger traffic



		1985	1990	1995	1999	2000
Total earnings	CHF m	1 191	1 423	1 578	1 604	1 630⁴⁾
Transportation of passengers¹⁾		1 166	1 392	1 547	1 581	1 608
Domestic traffic		900	1 145	1 334	1 402	1 445
– Individual travel		555	597	603	625	689
– Group travel		41	44	35	33	38
– Season tickets business/tourist travel		120	248	437	498	505
– Point-to-point season tickets		184	210	260	258	213
– Other earnings			45	–1	–12	2
International traffic		263	248	213	178	163
Luggage, incl. special performances¹⁾		21.5	24.1	26	22.3	22
Accompanied motor vehicles¹⁾		3.5	6.6	1	0.5	0.0
Shipping services Lake of Constance				4		
Total quantity output million passenger trips		197	244	254	276	287
Transportation of passengers¹⁾		197.3	244.4	253.2	275.9	286.8
Domestic traffic		187.5	236.2	246.4	270	282.3
– Individual travel		81.3	84.2	68.1	75.6	105.5
– Group travel		5.8	5.9	4.0	5.4	5.7
– Season tickets business/tourist travel ²⁾		9.7	39.3	72.0	83.4	86.0
– Point-to-point season tickets		90.7	106.8	102.3	106.3	85.1
International traffic		9.8	8.2	6.7	5.9	4.5
Shipping services Lake of Constance				0.9		
Total performances	million pkm	8 793	11 001	11 721	12 615	12 835
Transportation of passengers¹⁾		8 793	11 001	11 711	12 615	12 835
Domestic traffic		7 200	9 514	10 637	11 778	12 084
– Individual travel		3 544	4 151	3 367	3 363	3 804
– Group travel		474	506	341	304	327
– Season tickets business/tourist travel		1 114	2 345	4 690	5 908	6 037
– Point-to-point season tickets		2 067	2 512	2 239	2 303	1 916
International traffic		1 593	1 487	1 075	837	751
Shipping services Lake of Constance				10		
Tickets sold	1000	63 153	69 278	58 509	54 961	55 848
of which sold with ticket machines	1000	12 106	19 421	18 585	21 418	23 752
Reserved seats	1000	1 989	3 256	3 377	3 699	3 790
Special trains for firms and associations		659	774	1 175	1 357	1 080
General Abonnements in circulation		17 700	58 738	163 943	224 027	230 895
Bicycles hired out		58 902	110 959	89 429	75 000	75 000
Mean values						
Earnings per passenger trip	cents	591	570	611	573	561
Earnings per pkm		13.3	12.7	13.2	12.5	12.6
Travel distance per person	km	44.6	45	46.3	45.7	44.7

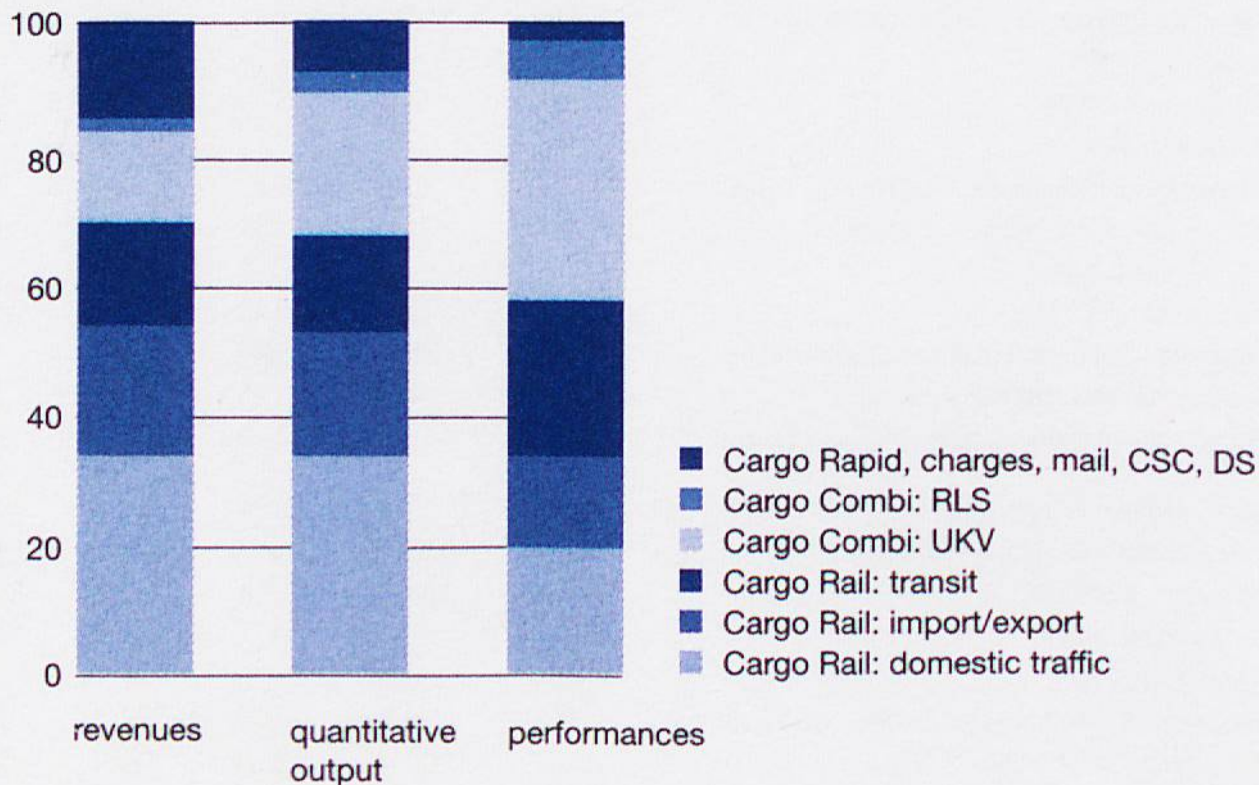
¹⁾ From 1993 without shipping service Lake of Constance

²⁾ As from 1987 inclusion of children travelling free

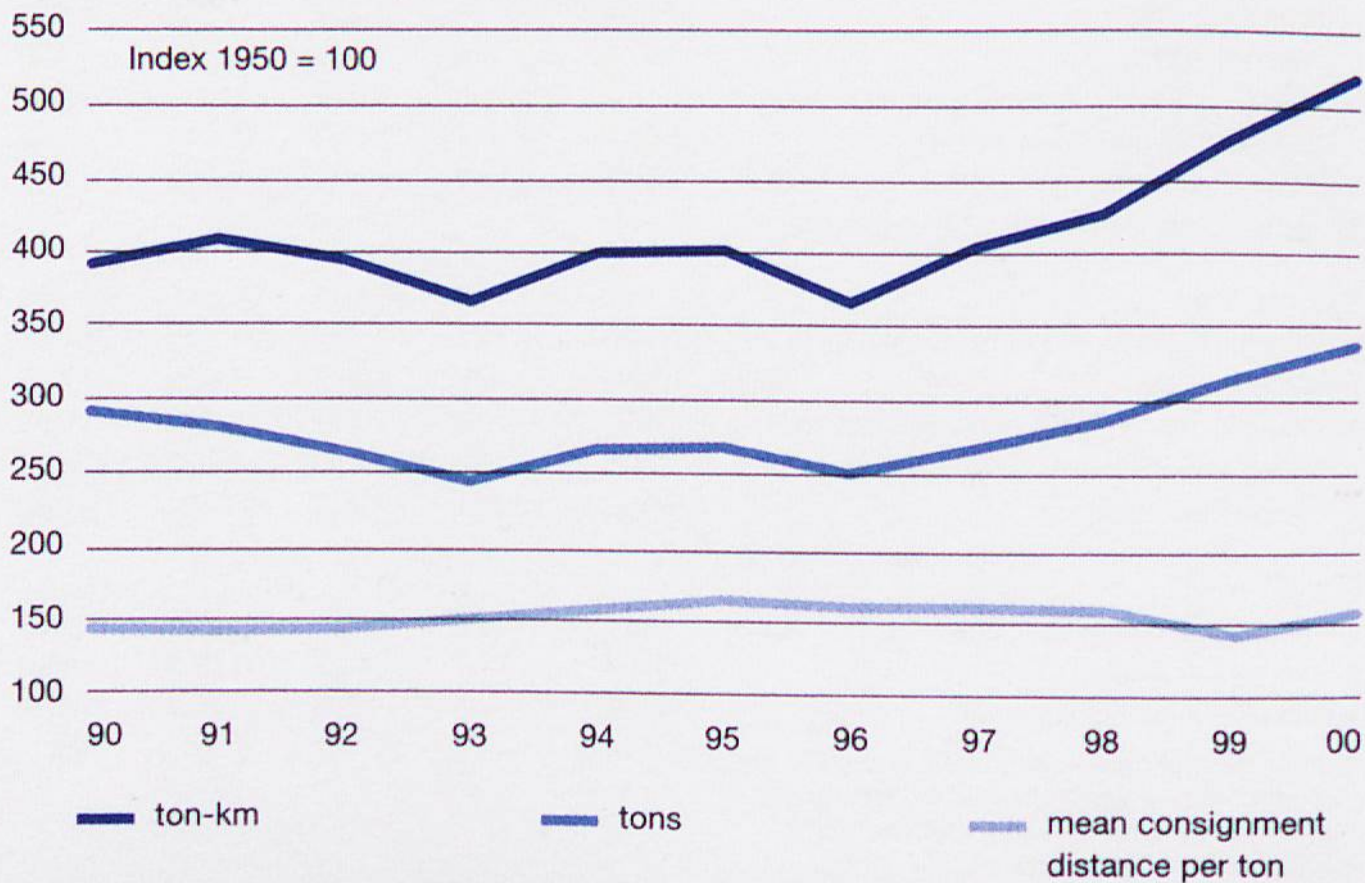
³⁾ As from 1986 new calculation method

⁴⁾ 2000: without Cargo Rapid

Structure of goods traffic 2000



Development of goods traffic

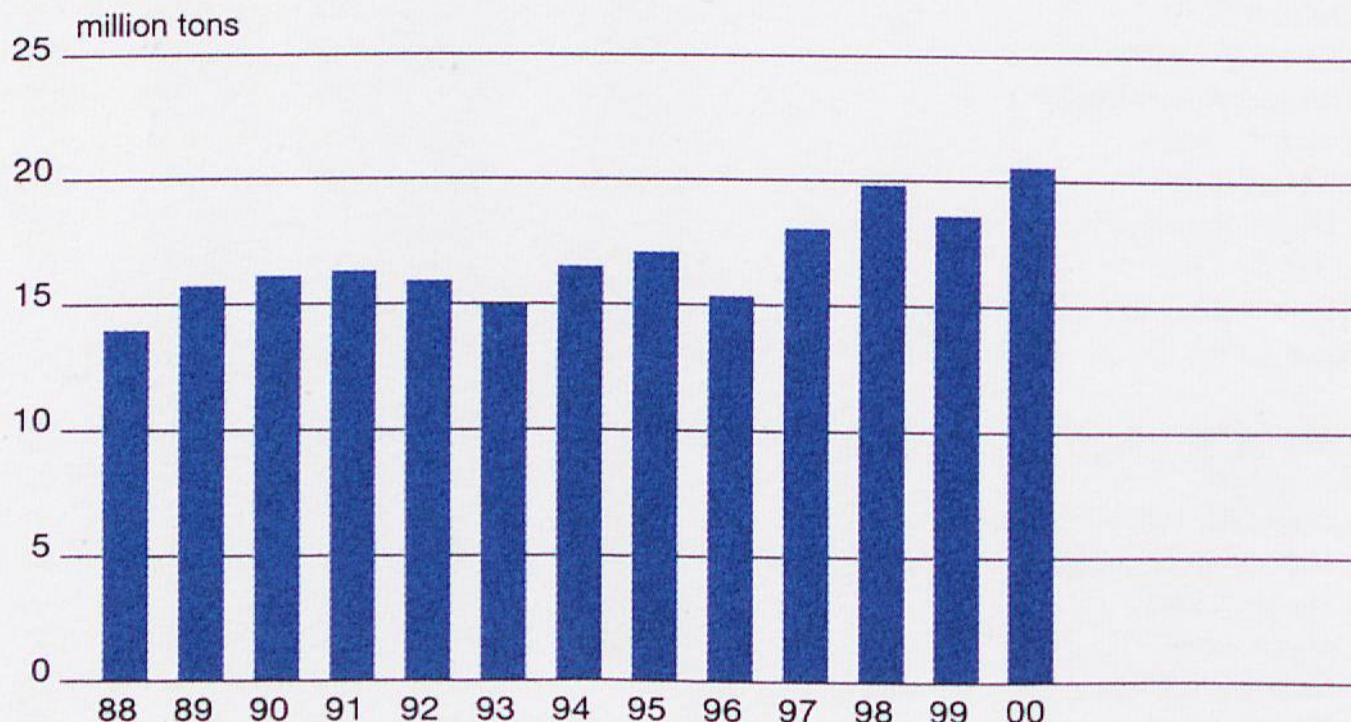


		1985	1990	1995	1999	2000
Total earnings	CHF m	1 179	1 286	1 033	1 013²⁾	1 081
Cargo Rail		797	857	752	740	792
– Domestic traffic		316	338	348	357	401
– Import/export traffic		283	281	239	215	226
– Transit traffic		198	238	165	168	165
Cargo Combi		59	90	95	177	228
– Unaccompanied intermodal traffic			78	83	155	197
– Rolling Road			12	11	22	31
Cargo Rapid, charges, mail, CSC		322	339	186	114	61
Earnings per ton (Cargo Rail and Combi) cents		2 516	2 385	2 097	1 726	1 730
Total transported tons,	in millions	44.52	51.83	47.35	57.34	60.50
Cargo Rail		38.29	41.48	35.07	38.49	42.53
– Domestic traffic		17.62	18.14	15.69	19.07	20.64
– Import/export traffic		13.31	13.49	10.67	11.05	12.87
– Transit traffic		7.36	9.85	8.71	8.37	9.03
Cargo Combi		4.97	8.87	11.74	14.65	16.41
– Unaccompanied intermodal traffic			7.30	10.28	12.74	14.42
– Rolling Road			1.57	1.46	1.90	1.99
Cargo Rapid, charges, mail, CSC ¹⁾		1.27	1.47	0.54	4.20	1.55
Total performances	million tkm	7 050	8 303	8 157	9 797	10 786
Cargo Rail		5 612	5 896	5 067	5 614	6 380
– Domestic traffic		1 783	1 750	1 518	1 838	2 109
– Import/export traffic		1 638	1 552	1 329	1 401	1 744
– Transit traffic		2 191	2 593	2 220	2 375	2 527
Cargo Combi		1 282	2 231	3 030	3 858	4 278
– Unaccompanied intermodal traffic			1 750	2 570	3 283	3 665
– Rolling Road			480	459	575	612
Cargo Rapid, charges, mail, CSC ¹⁾		156	176	60	325	128
Mean transport distance per ton	km	158.3	160.2	172.3	170.9	178.3

¹⁾ 1995 outsourcing of Cargo Domizil services;
1996 outsourcing of Cargo Services Center Basel
1999 service consignments included

²⁾ decreases in revenue excluded (18 mFr)

Development of transalpine transit traffic through Switzerland on the railway



Definitions

Conventional traffic

WLV = Wagonload traffic with traditional freight wagons.

Combined traffic

UKV = The unaccompanied combined traffic is a future-oriented traffic system based on containers which can be transported on special railway wagons, on road lorries, and in part also on ships. Among them are high-volume containers, swap bodies and semi-trailers. They are transshipped by cranes.

RLS = The Rolling Road (both the driver and his lorry are travelling on the train) is an offer directed to road hauliers who have not (yet) adapted their fleet for unaccompanied combined traffic. The driver drives the whole lorry onto the train composed of low-floor wagons with continuous loading platform. The driver is accommodated in a special carriage where he can rest.

Nota bene: payloads

In combined traffic, the tare weight of the road vehicle (lorry, semi-trailer), resp. of the swap body or high-volume container is included. With wagonload traffic, only the weight of the transported goods is charged.

A presentation taking only the weight of the transported goods into account, is edited by the Federal Department for Transport and Energy «Dienst für Gesamtverkehrsfragen», under the title «Alpinfo» (GVF-News). It can be ordered by telephone 031 322 40 60, by fax 031 322 78 69).

			1995	1996	1997	1998	1999	2000
Transalpine transit traffic as per product								
Gotthard	WLV	million tons	4.77	3.62	4.17	4.53	4.98	5.31
	UKV		6.68	6.39	8.13	9.14	8.98	10.08
	RLS		1.46	1.42	1.67	1.76	1.90	1.99
	Total		12.91	11.43	13.97	15.43	15.86	17.38
Simplon	WLV		3.39	3.10	3.38	3.40	2.68	2.85
	UKV		0.52	0.30	0.29	0.29	0.22	0.16
	Total		3.91	3.40	3.67	3.69	2.90	3.01
Total	WLV		8.16	6.72	7.55	7.93	7.66	8.16
	UKV		7.20	6.69	8.42	9.43	9.20	10.24
	RLS		1.46	1.42	1.67	1.90	1.90	1.99
	Total		16.82	14.83	17.64	19.12	18.76	20.39

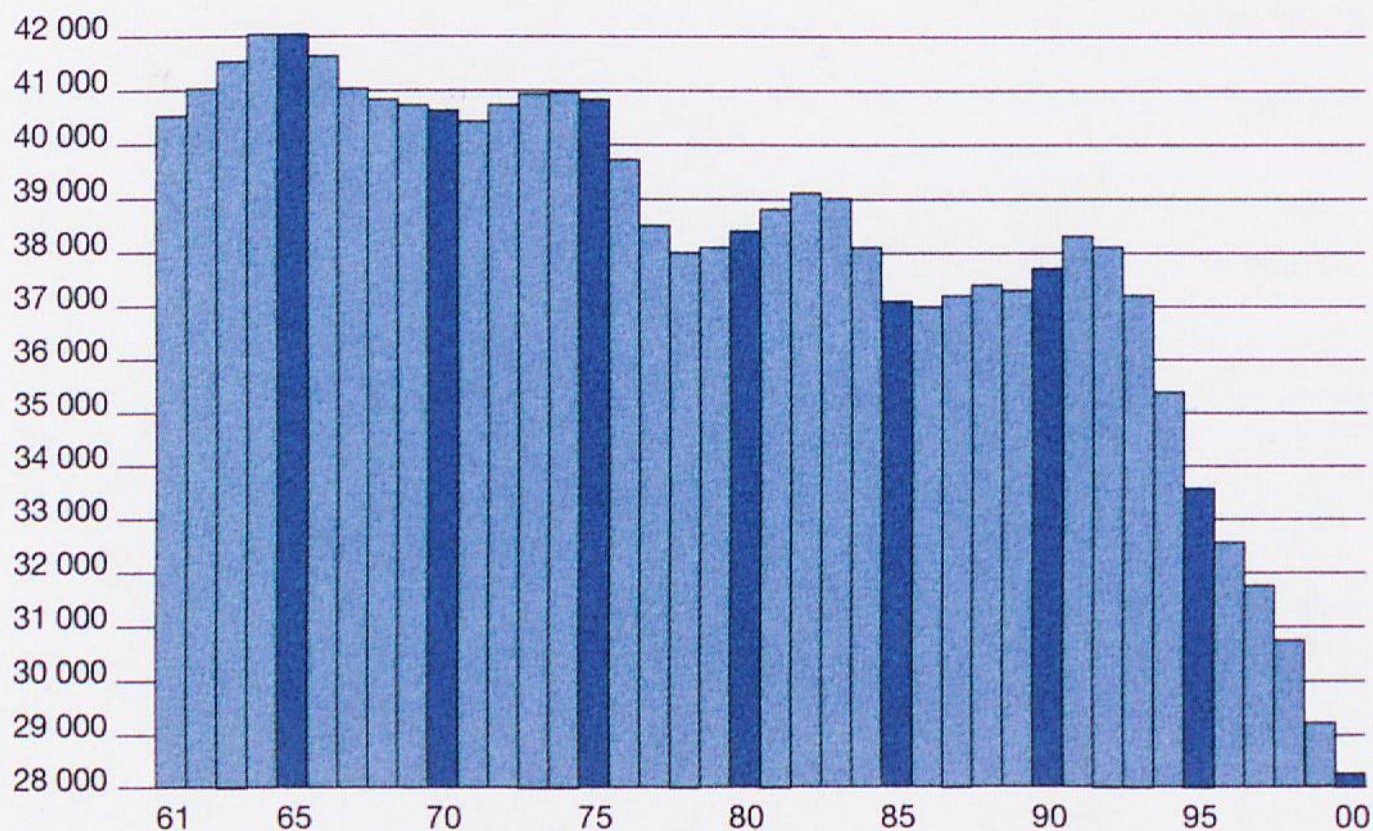
Total transalpine traffic as per product
(domestic, export, import, transit)

Gotthard	WLV	million tons	6.44	4.88	5.32	5.67	6.19	6.87
	UKV		7.74	7.32	9.00	10.10	10.03	11.56
	RLS		1.46	1.42	1.67	1.76	1.90	1.99
	Total		15.64	13.62	15.99	17.53	18.12	20.42
Simplon	WLV		3.99	3.70	4.03	4.07	3.34	3.63
	UKV		0.55	0.35	0.31	0.31	0.24	0.17
	Total		4.54	4.05	4.34	4.37	3.58	3.80
Total	WLV		10.43	8.58	9.35	9.74	9.53	10.50
	UKV		8.29	7.67	9.31	10.40	10.27	11.73
	RLS		1.46	1.42	1.67	1.76	1.90	1.99
	Total		20.18	17.67	20.33	21.90	21.70	24.22

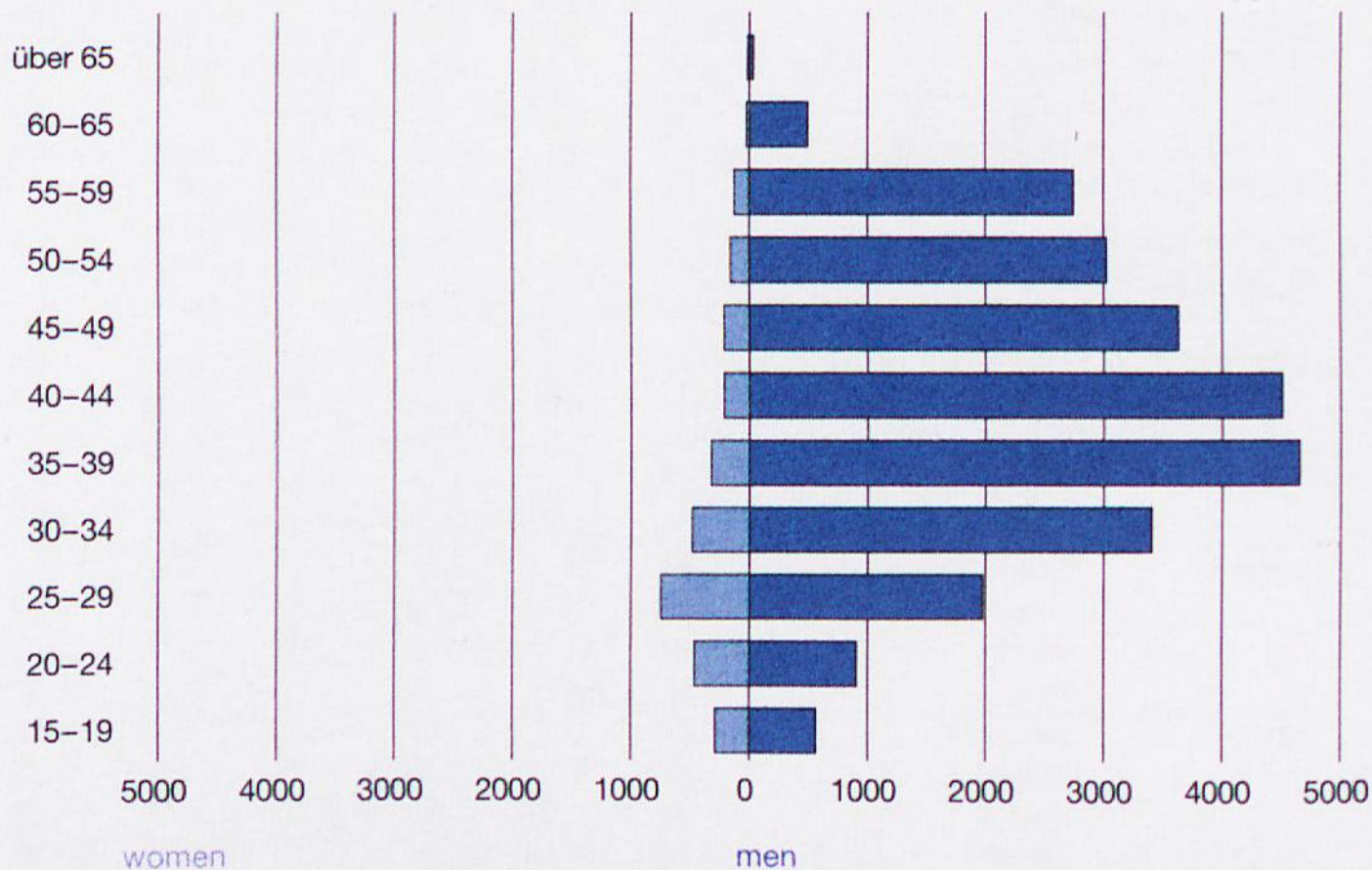
**Total transalpine traffic
as per type of traffic**

Gotthard	Domestic	million tons	0.65	0.50	0.47	0.44	0.43	0.60
	Export		1.10	0.88	0.85	0.93	1.04	1.43
	Import		0.97	0.80	0.70	0.73	0.79	1.02
	Transit		12.91	11.43	13.97	15.43	15.86	17.37
	Total		15.63	13.61	15.99	17.53	18.12	20.42
Simplon	Export		0.37	0.46	0.48	0.45	0.46	0.58
	Import		0.26	0.19	0.19	0.23	0.22	0.21
	Transit		3.91	3.40	3.67	3.69	2.90	3.01
	Total		4.54	4.05	4.34	4.37	3.58	3.80
Total	Domestic		0.65	0.50	0.47	0.45	0.43	0.60
	Export		1.47	1.34	1.33	1.38	1.50	2.01
	Import		1.23	0.99	0.89	0.95	1.01	1.23
	Transit		16.82	14.83	17.64	19.12	18.76	20.38
	Total		20.17	17.66	20.33	21.90	21.70	24.22

Workforce 1961-2000

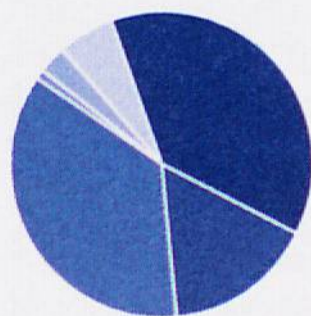


Age structure of staff 2000



		1980	1990	1999	2000
Workforce	annual mean	38 367	37 694	29 202	28 272
– women		1 725	3 047	2 629	2 525
– non-Swiss nationals		1 803	3 681	3 047	2 910
– in training ¹⁾		1 687	2 694	889	800
Entries	number	2 292	3 725	387	919
in percent of workforce	%	6.0	9.9	1.3	3.3
Employees	per 100 000 train-km	39.8	30.8	24.0	21.6

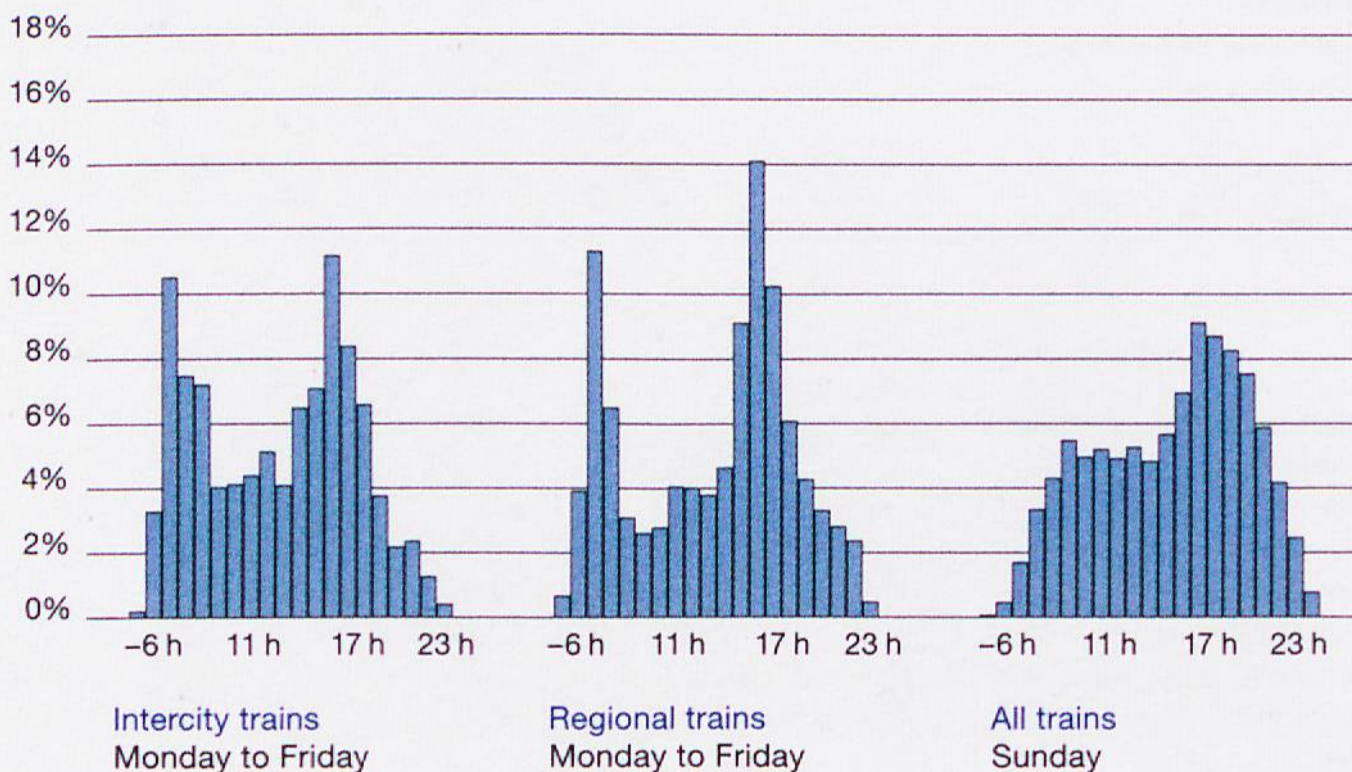
Personnel functions of divisions	1999	2000
Central services	1 032	1 706
Passenger traffic	8 757	10 770
Goods traffic	2 395	4 406
Infrastructure	11 269	10 214
Brünig/Detaché	193	209
Traction/Heavy maintenance of rolling stock	5 427	892
Detaché	129	75
Total	29 202	28 272



- Passenger traffic 38%
- Goods traffic 16%
- Infrastructure 36%
- Brünig/Detaché 1%
- Traction/Heavy maintenance of rolling stock 3%
- Central service 6%

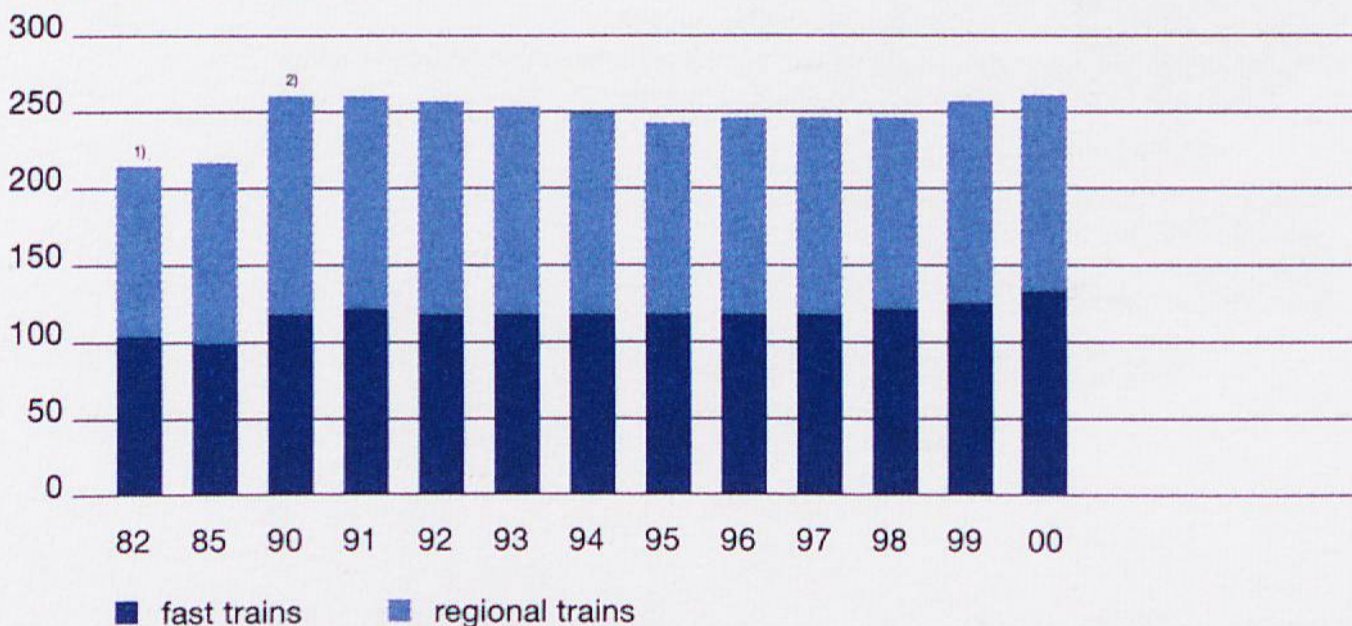
¹⁾ From 1985 including trainees for driving and technical control.

Load factors of passenger trains 2000 in the course of the day



Passenger train timetable

Performances in 1000 km



¹⁾ Introduction of cadenced timetable

²⁾ Introduction of S-Bahn Zurich

		1980	1985	1990	1999	2000
Train movements all trains	million km	96.3	106.6	122.3	127.5	130.8
Passenger trains		66.9	80.1	94.7	94.8	96.7
– long-distance traffic	%	...	46.7	44.4	48.8	49.6
– regional traffic		51.3	49.6	47.3	46.0	47.1
Freight trains	million km	29.0	25.8	27.1	26.6	28.0
Service trains		0.4	0.7	0.5	6.1 ³⁾	6.1 ³⁾

Train traffic density

per day and line	number	89.9	98.3	112.5	120.0	123.1
– Passenger trains		62.5	73.9	85.6	89.3	91.0
– Freight trains		27.1	28.8	24.9	25.0	26.4

Punctuality rate passenger trains ¹⁾	%	90	92	94	94
--	---	-----------	-----------	-----------	-----------

Seats offered per passenger train		424	416	447	472	473
Average number of passengers per passenger train		137	117	119	137	133
Average load factor	%	32.3	28.1	26.7	28.9	28.1

Gross tons per freight train ⁴⁾	t	629	650	702	699	824
Transported tons per freight train		253	272	304	343	343
Proportion net/gross tons	%	40.2	41.8	43.2	49.0	41.6

Shipping service Lake of Constance**Fleet**

- four motor boats with 1970 seats
- ferry boat with 100 seats
- ferry boat EUREGIA with 300 seats

Passengers transported ²⁾	820 921	776 038	838 736
Motorcars transported	57 970	60 850	68 248
Lorries transported	19 374	21 061	24 378
Movements in ship/km	219 842	200 614	211 701

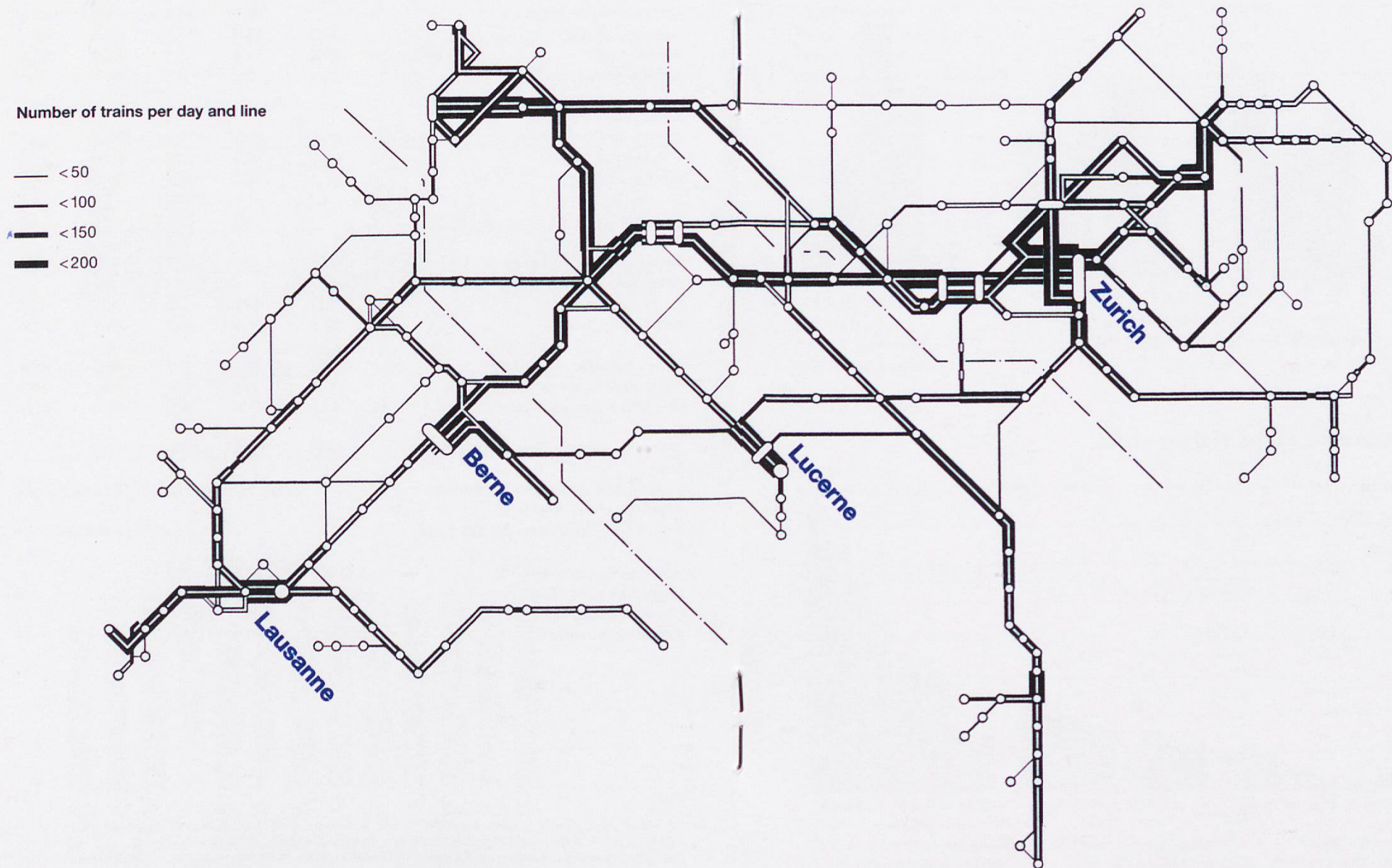
¹⁾ Share of trains departing, that are running on time or delayed by up to 4 minutes, as registered in the stations Basel, Bellinzona, Berne, Biel, Lausanne, Lucerne, Sargans, St. Gallen and Zurich.

²⁾ Including ferry Romanshorn–Friedrichshafen and passenger boats Rorschach–Lindau–Friedrichshafen in joint operation with the DB AG Bodensee-Schiffsbetriebe.

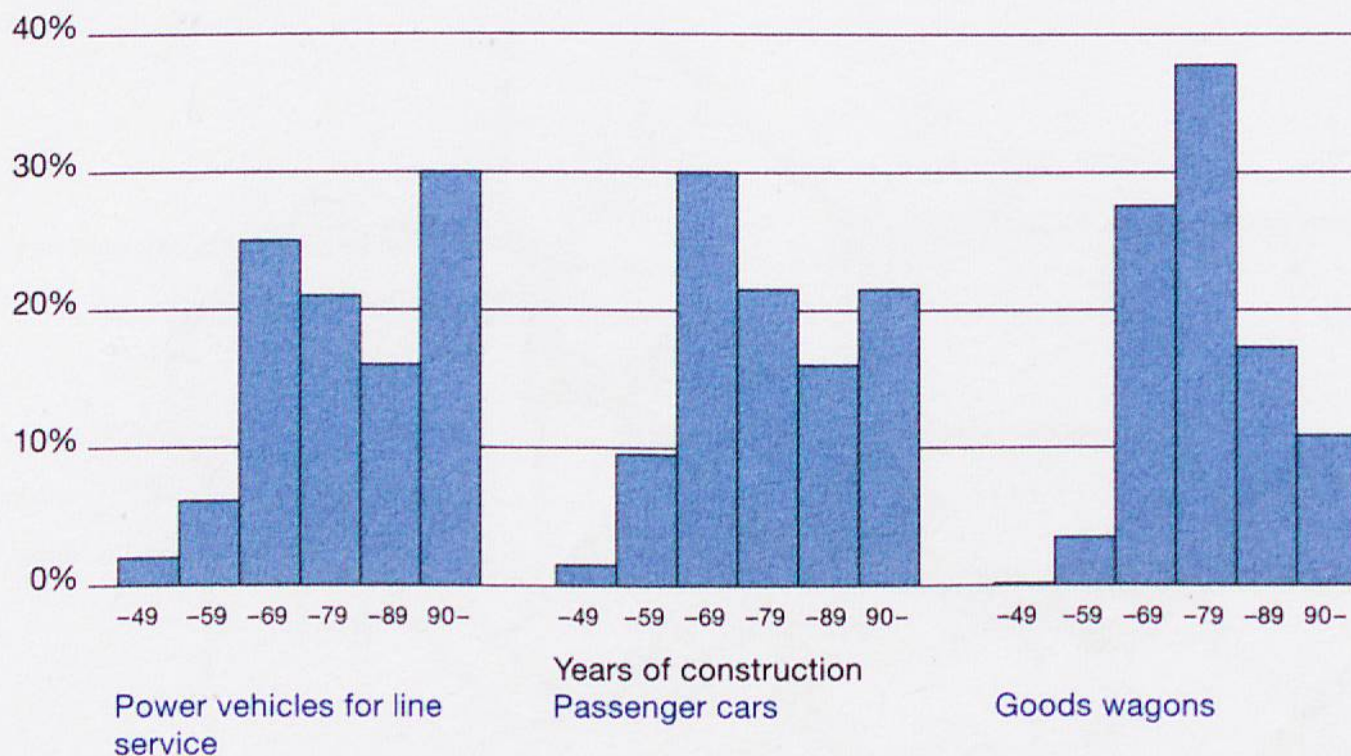
³⁾ Including loco-only trains and «empties» trains.

⁴⁾ New methodology as from 2000

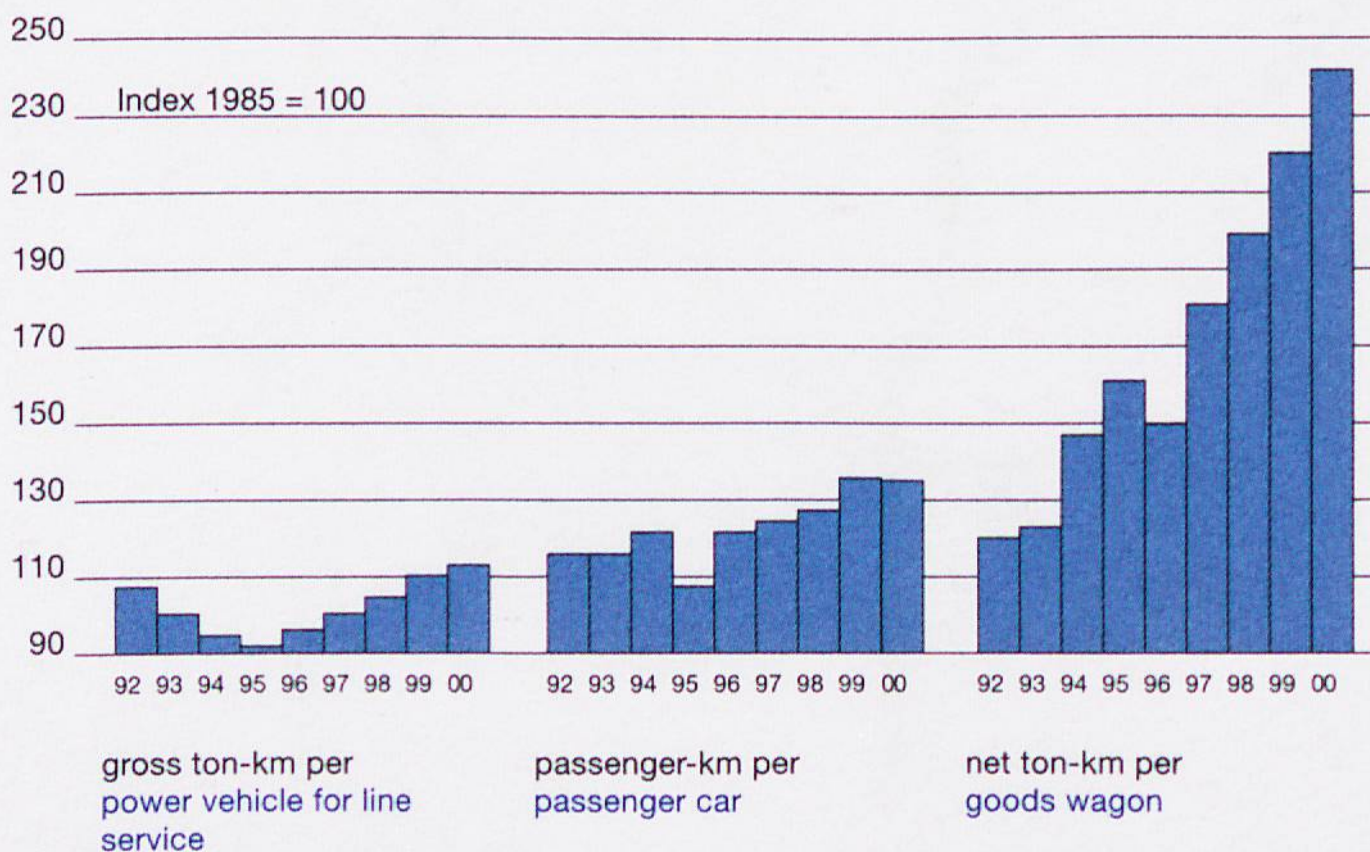
Average number of trains per day, 2000



Age structure of the rolling stock 2000



Performances of the rolling stock



Stock on 1st January (without historical vehicles)

	1999	2000	2001	Power in kW per vehicle
Traction vehicles	number			
Total	2 032	2 015	2 025	2 226
– narrow gauge	35	35	33	786
Electrical line locomotives	752	752	750	5 011
Electrical power cars	234	234	246	2 023
Shunting and Diesel locomotives	307	299	297	566
Shunting and Diesel tractors	704	695	699	169

Passenger cars (2000: Brünig excluded)				Seats per car	proportion 1 st class
Total SBB	3 993	3 847	3 934		
– narrow gauge	95	...	...		
– air-conditioned	974	...	1 082		
Passenger cars 1 st and 2 nd class	3 229	3 002	2 997	76.6	23.5%
Dining cars	44	43	40	47.2	
Couchette cars	60	59	59	60.0	
Sleeping cars	13	16	16	34.4	
Driving trailers	432	439	440	79.0	0.0%
Power cars	215	288	382	79.0	10.3%
– Low-noise cars	1 604	1 777	2 046		

				Load ca- pacity in tons per wagon
Luggage vans	374	222	184	12.6
Mail vans (property of «Die Post»)	488	471	400	13.5

Goods wagons (2000: Brünig excluded)				4 axles	Load ca- pacity in tons per wagon
Total SBB	13 745	13 021	12 906	4 720	41.10
– narrow gauge	111		–	–	–
E open, standard type	2 444	2 273	2 202	1 592	49.77
F open, special type	700	691	686	163	45.77
G covered, standard type	691	683	671	–	26.06
H covered, special type	3 765	3 754	3 748	200	29.23
K flat, standard type	1 307	1 304	1 300	–	27.97
L flat, special type	23	19	19	–	25.74
R flat, 4 axles, standard type	865	865	864	864	55.71
S flat, 4 axles, special type	1 640	1 641	1 640	1 640	74.39
T with roof that can be opened	1 355	1 343	1 336	175	31.43
U special wagons/lowfloor wagons	955	448 ¹⁾	440	86	32.82
private wagons in SBB fleet	6 374	6 770	6 851	4 783	59.85
– Low-noise wagons	80	80	80		

¹⁾ 2000: private wagons

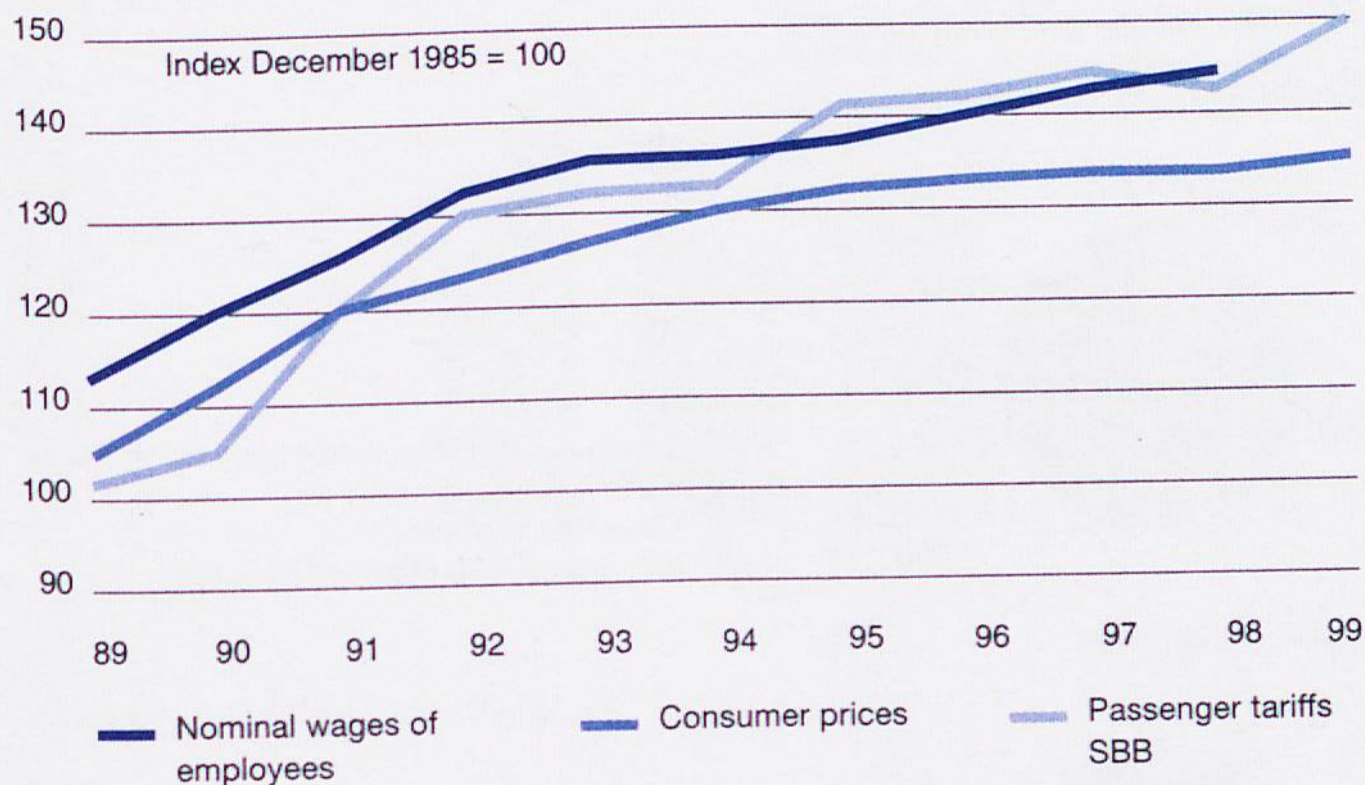
		1971	1999	2000
Number of SBB stations	number	816	744	740
– open for passenger traffic		807	...	740
– open for goods traffic		677	481	473
Number of private sidings		1 631	1 822	1 820
– SBB clients with private sidings		2 319	2 358	2 360
Operated lines	km	2 913	2 902	2 902
– with goods traffic only		14	110	110
– not electrified		16	8	17
– with narrow gauge		74	74	74
– with train radio ¹⁾		481	1 400	1 400
Lines used by SBB trains		2 973	2 977	2 977
Own lines		2 926	3 005	3 005
– single track		1 582	1 402	1 391
– multi track		1 832	1 757	1 609
– level lines		939	903	...
Tunnels	number	241	267	272
– length	km	188	215	218
Bridges	number	3 843	5 546	5 768
– length	km	45	85	92
Length of tracks		6 737	7 369	7 384
– main tracks		4 288	4 580	4 595
– welded track		2 907	4 386	4 401
Road crossings	number	6 776	5 944	5 008
– overpasses		802	993	977
– underpasses		2 703	3 301	2 528
– level crossings		3 271	1 650	1 503

Superlative

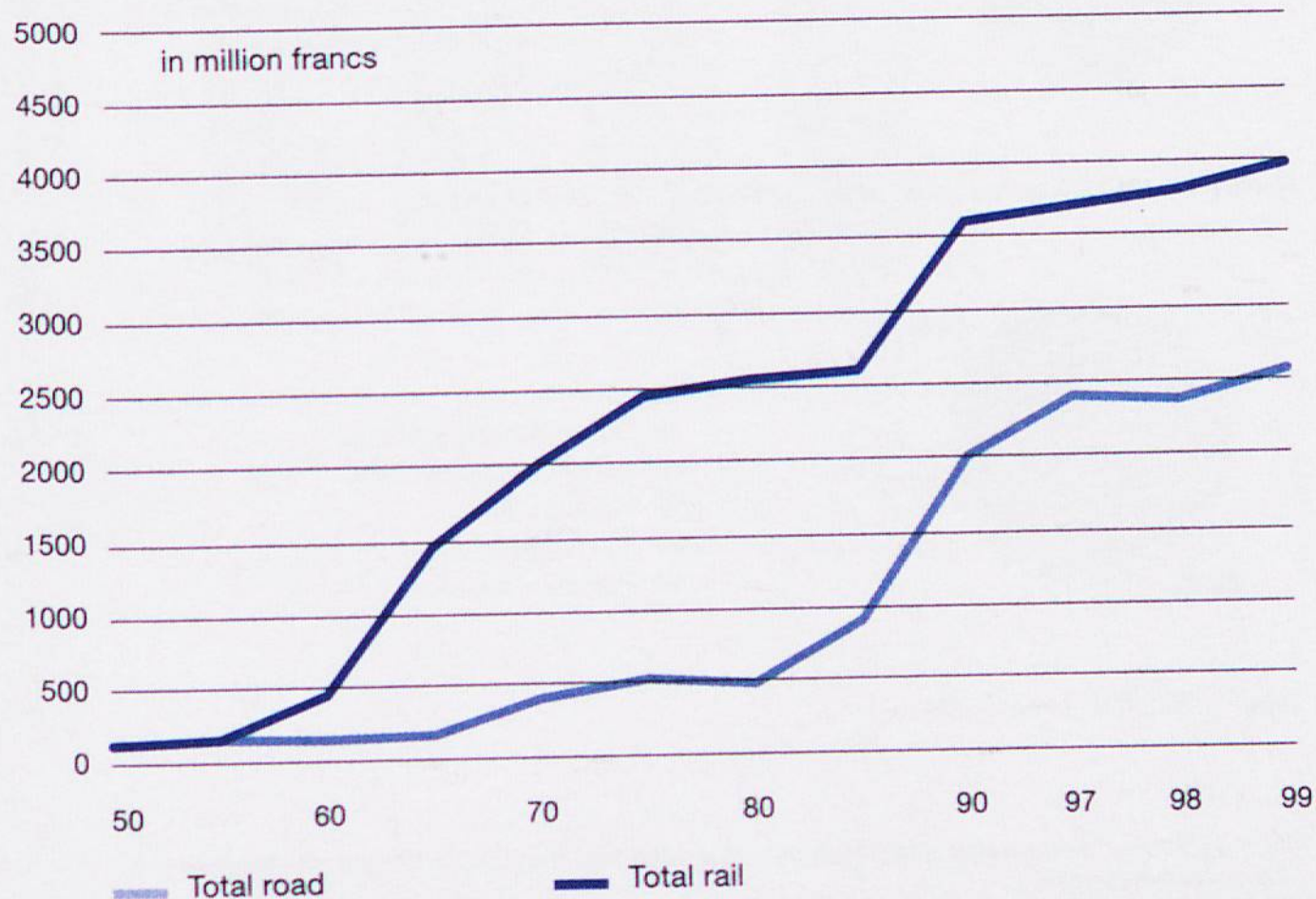
steepest gradients	878 ‰	Piotta–Piora (funicular)
	121 ‰	Brünig–Meiringen (metre gauge, rack)
	38.8 ‰	Beinwil am See–Reinach SBB (normal gauge)
longest level line	9.8 km	Solothurn–Arch
longest straight line	19.2 km	Brig–Iselle di Trasquera (Simplon)
highest station	1141 m a.s.C.	Airolo
lowest station	202 m a.s.C.	Riazzino–Cugnasco
longest bridge	1266 m	Hardturm viaduct Zurich
highest bridge	77 m	Reuss bridge near Intschi (Gotthard)
longest tunnel	19 823 m	Simplon II
shortest tunnel	7 m	Moutier III
oldest line	9.8.1847	Zurich–Baden (Spanisch-Brötli-Bahn)

¹⁾ As at 1.1.1997

Prices, tariffs, wages



Development of the investments for traffic infrastructure

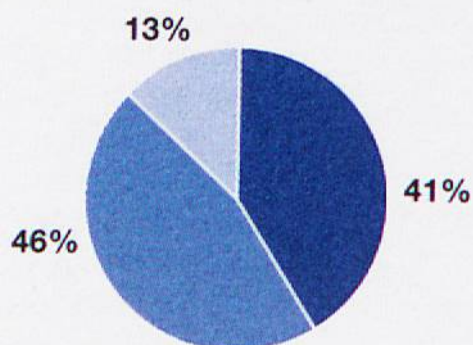


Energy turnover 2000

Total = 4321 million kwh

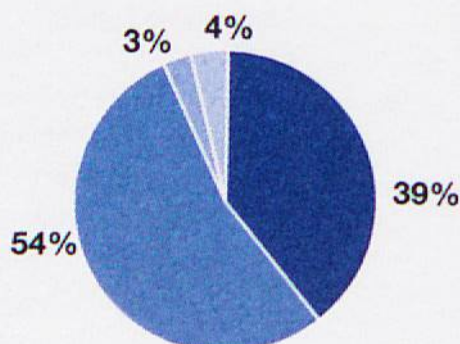
SBB-train operation = 1812 million kwh

Source 2000



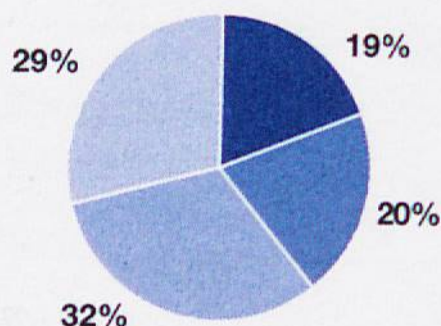
- Own and jointly operated power plants¹⁾ 41%
- Partly owned plants²⁾ 46%
- Other power plants, and energy from other railways 13%

Consumption 2000



- SBB train operation 39%
- Other plants/operation of pumps 54%
- Own consumption and leaks 3%
- Private railways/foreign railways 4%

Break-up of energy consumption 1999 on the national scale



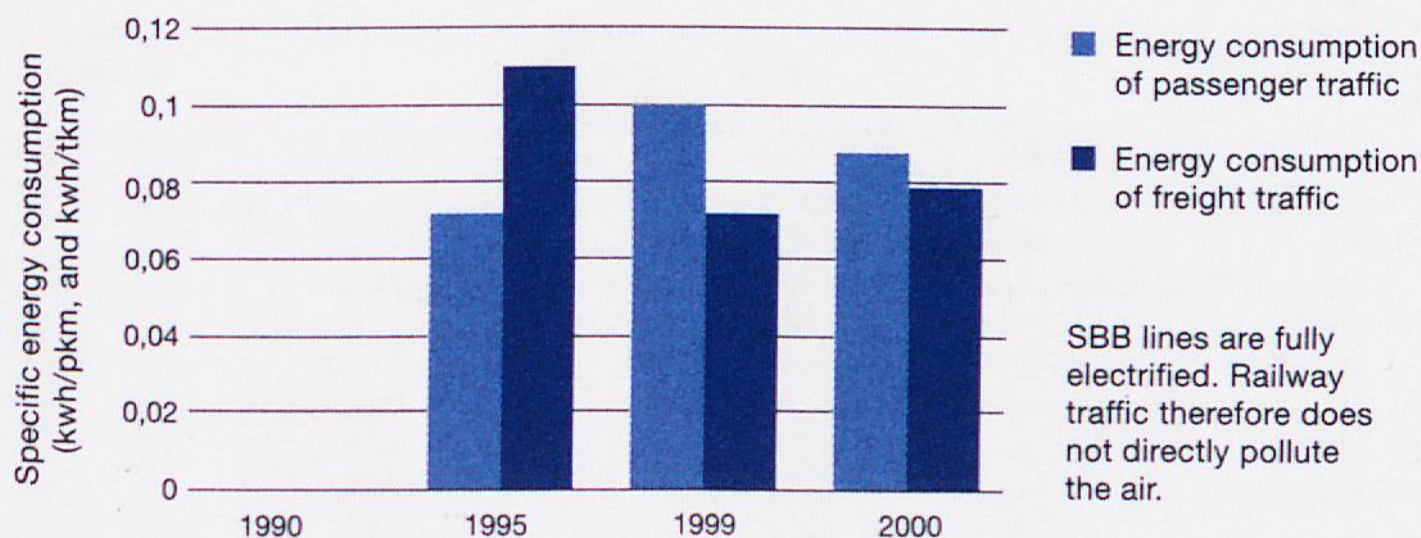
- Agriculture/the crafts/ service industry 19%
- Industry 20%
- Transport 32%
- Households 29%

Total = 861 700 Tera-Joule

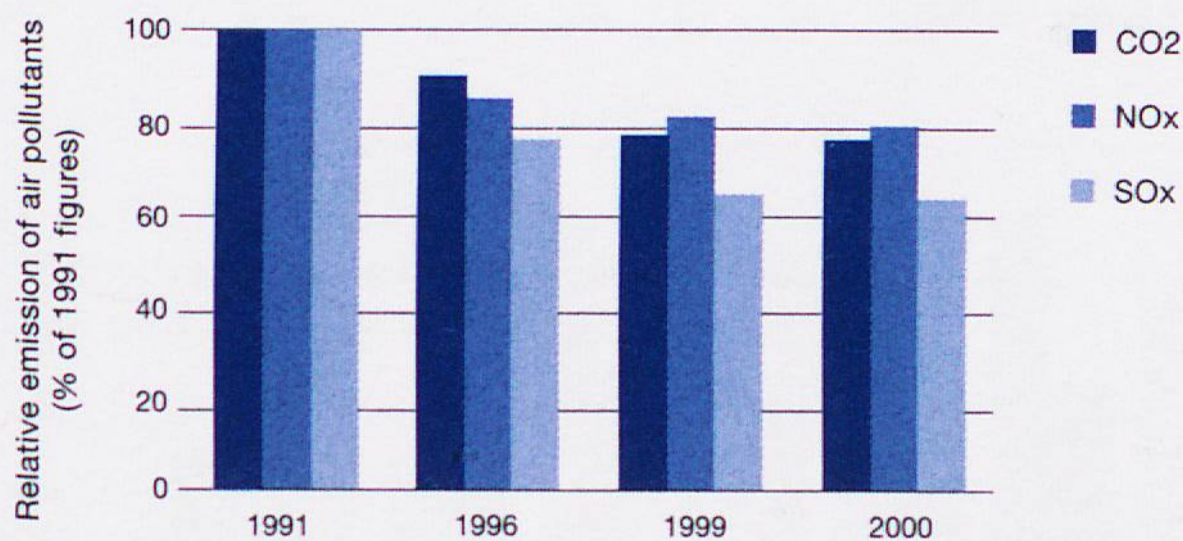
¹⁾ Amsteg, Ritom, Vernayaz, Châtelard-Barberine, Massaboden, Trient, Etzel, Göschenen, Wassen, Rapperswil-Auenstein

²⁾ Electra Massa, CTV-Vouvry, AKEB, ENAG, KKW Gösgen and Leibstadt

Energy consumption of SBB railway operation per type of transport



Emission of air pollutants

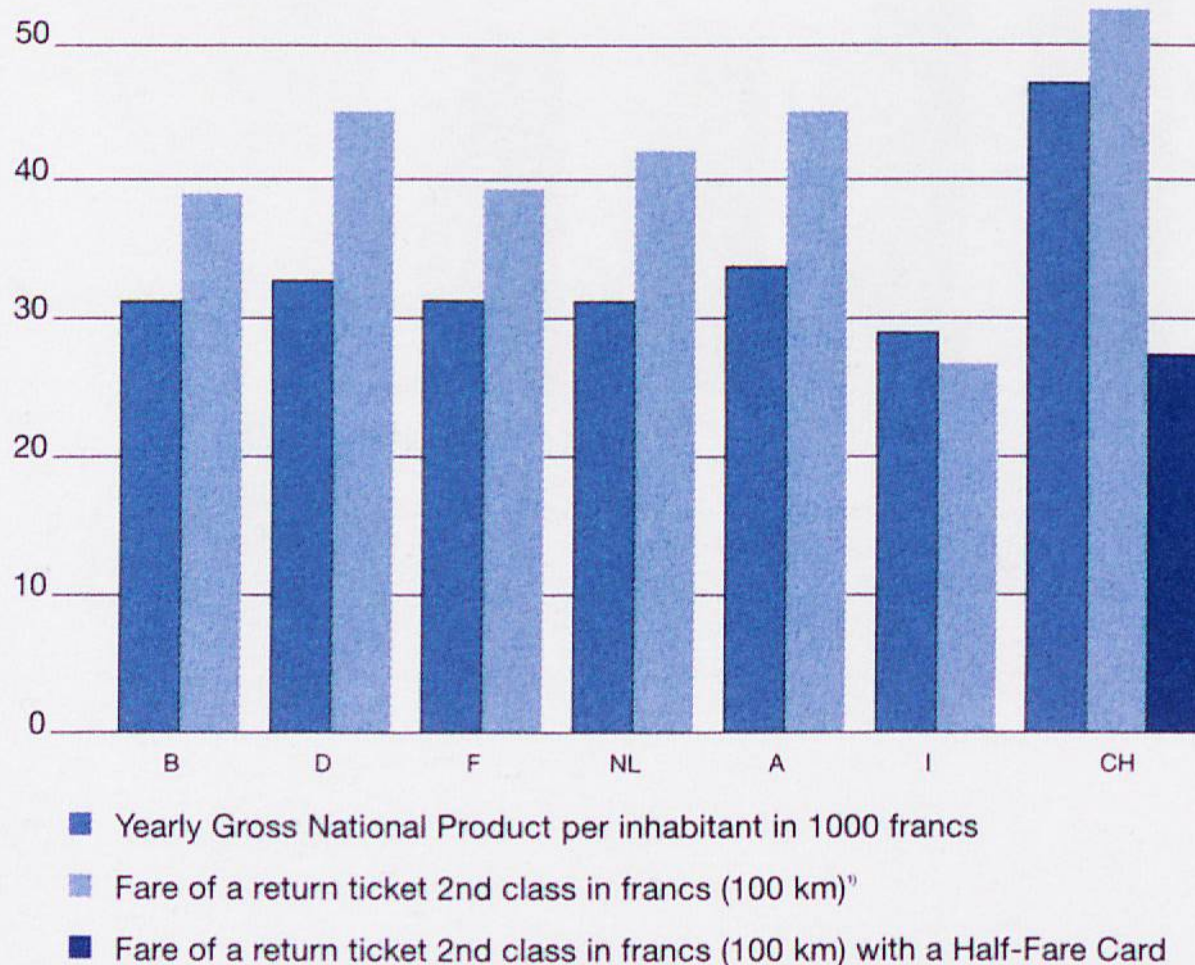


Total energy consumption (gwh/a)	341	321	300	297
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European railways in comparison, with figures 1999

Railway	Country	Network length		Staff	Trips per inhabitant
		km	of which electrified %		
DB AG	Germany	37 536	50	194 900	21
DSB/BS	Denmark	2 324	26	...	28
FS	Italy	16 108	66	114 200	8
NS	The Netherlands	2 808	73	26 500	21
ÖBB	Austria	5 643	61	51 800	22
RENFE	Spain	12 319	56	34 500	11
SBB	Switzerland	2 902	100	29 200	39
SNCB	Belgium	3 472	78	40 600	14
SNCF/RFF	France	31 589	45	174 400	14

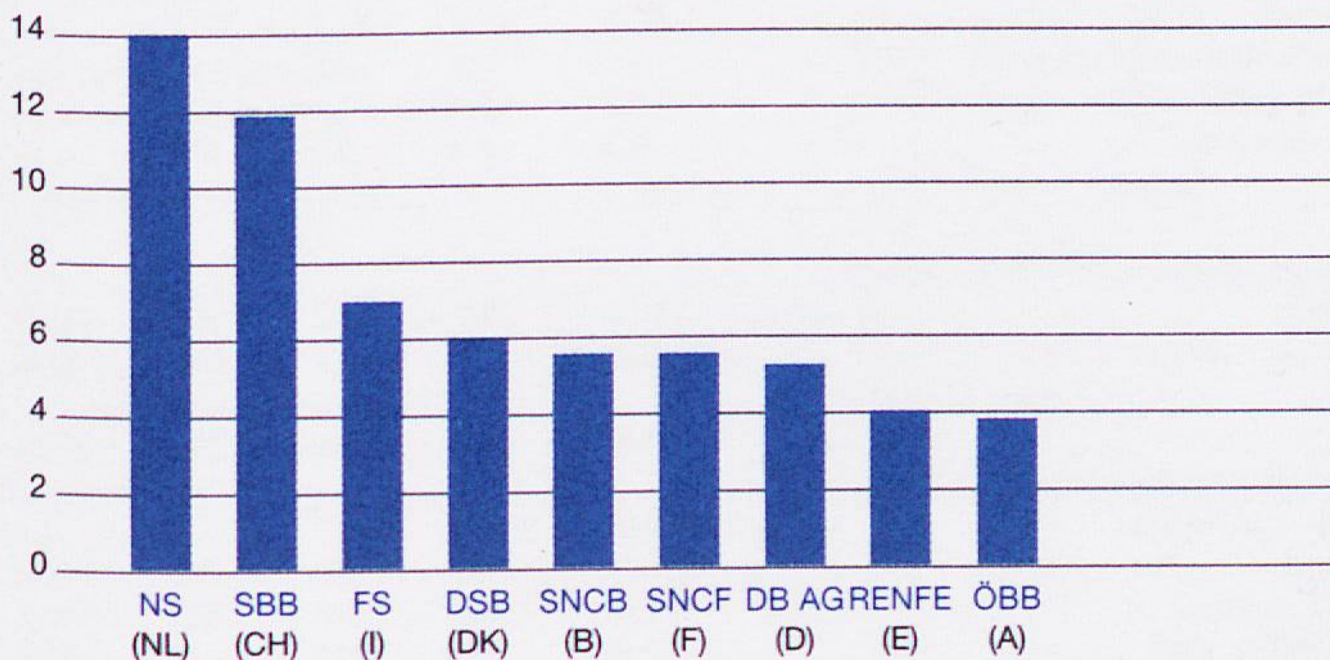
Fares in relation to Gross National Product per inhabitant 1999



¹⁾ The graph compares ordinary fares. The individual railways offer different tariff facilities.

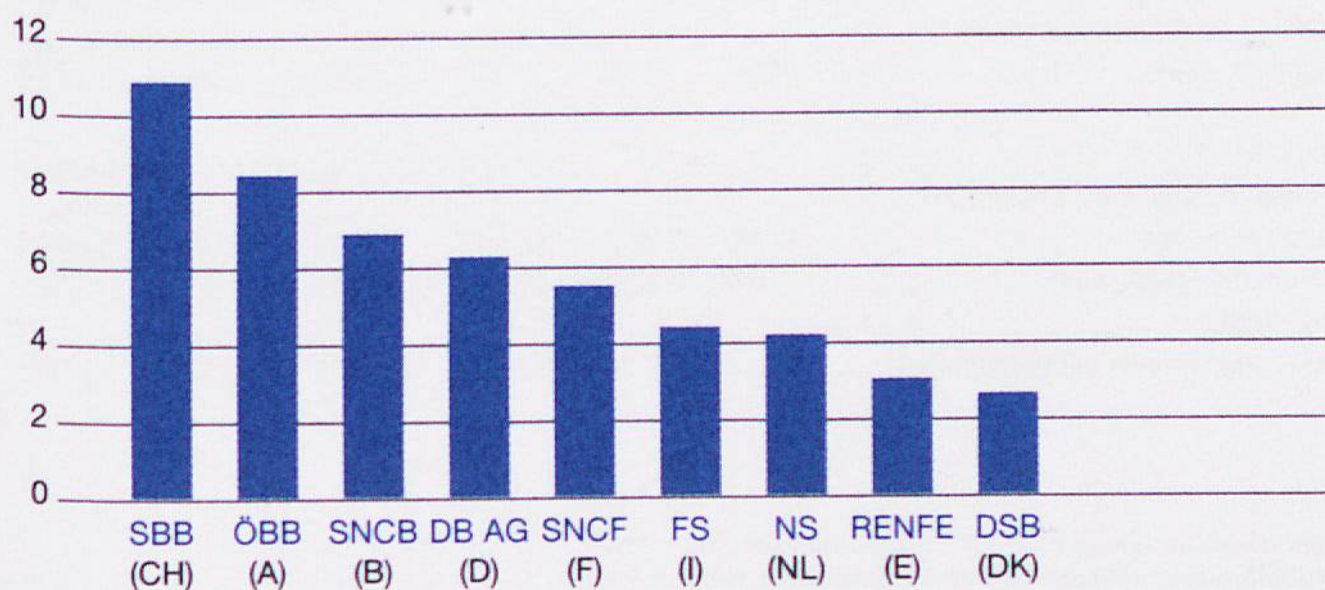
Mean number of passengers per day and line 1999¹⁾

in 1000 persons



Mean volume of transported goods per working day and line 1999²⁾

in 1000 tons



¹⁾ Pkm: network length: 365

²⁾ Tkm: network length: 309

The Swiss transport sector

		1970	1980	1990	1995	1997 ¹⁾
Modal shares in passenger transport						
– Rail	% of p-km ²⁾	16.0	12.5	13.3	13.7	...
– Road		82.5	85.9	84.7	83.9	...
of which public transport		5.1	4.3	4.8	4.7	...
– Air traffic		1.2	1.4	1.8	2.2	...
– Waterways		0.3	0.2	0.2	0.2	...

Modal shares in goods transport

– Rail	% of t-km ⁴⁾	59.0	51.7	43.3	36.7	32.7
– Road		41.0	48.3	56.7	63.3	67.3

		1980	1990	1995	1999	2000
Length of networks						
Rail, lines owned	km	4 982	5 030	5 041	...	...
Road ³⁾		66 544	71 099	71 372	71 330	71 231
– Motorways		1 170	1 495	1 540	1 857	1 858
Pipelines (oil)		239	239	239	110	110

Gotthard road tunnel

– Average daily number of vehicles		8 240	15 592	17 259	17 926	18 696
– Average daily number of lorries and motorcoaches		742	2 057	2 877	3 567	3 897

Motorization rate	million	2.56	3.81	4.12	4.47	4.58
Private cars	million	2.26	2.99	3.2	3.5	3.5
– Inhabitants per motorcar	number	2.8	2.3	2.2	2.1	2.1
Vehicles for the transportation of goods	1000	166	272	262	274	279

Tourism

Arrivals in hotels and health establishments	1000	10 937	13 047	11 962	12 907	13 807
– of which foreigners		6 676	7 978	6 961	7 167	7 821
Overnights:						
hotels and health establishments		35 716	37 548	32 616	33 197	33 902

¹⁾ latest available figures from the Federal Statistics Office

²⁾ new calculation of season tickets for unlimited number of trips, as from 1980, and inclusion of children travelling free as from 1987

³⁾ Municipal and cantonal roads (level 1984/98)
motorways (level December 2000)

⁴⁾ as from 1985 with revised road transport indications

General data on the Swiss economy

		1980	1990	1999	2000
Inhabitants					
Yearly average	1000	6 385	6 796	7 164 ¹⁾	7 206
– up to 19 years old		1 756	1 578	1 664 ¹⁾	1 664
– more than 65 years old		875	978	1 094 ¹⁾	1 109
– gainfully employed persons		3 166	3 821	3 862 ¹⁾	3 879 ¹⁾
Gross National Product					
	billion francs	187.1	330.9	420.2 ¹⁾	...
Foreign trade					
Import	million tons	45.2	40.2	42.4	44.2
– foodstuffs and animal feed		3.3	3.3	3.7	4.1
– liquid fuels and propellants		13.5	13.0	14.8	14.6
– solid fuels		0.6	0.4	0.2	0.4
– metals		2.8	2.8	2.7	3.1
Value	billion francs	96.6	94.5	120.1	139.4
Export	million tons	7.7	9.3	12.2	14.7
Value	billion francs	88.7	95.8	120.7	136.0
Balance		–8.4	1.3	0.7	–3.4
Balance of earnings	CHF m	–0.9	92.0	45.0 ¹⁾	...

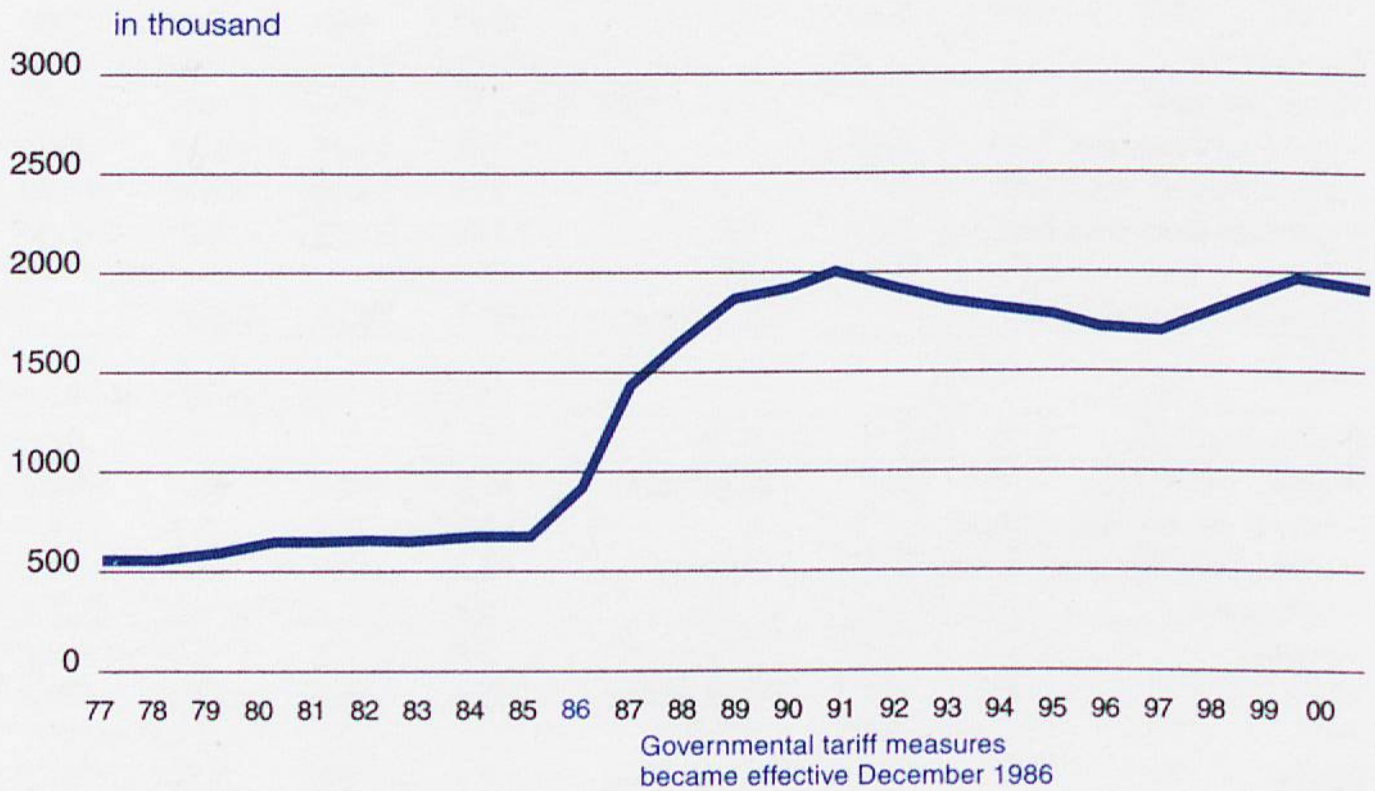
		1980	1990	1998	1999
Degree of profitability					
Railway account (with PSO grant)	in %	76.8	83.8	84.7	79.3
– SBB (incl. payments for infrastructure)		79.4	91.0	91.5	84.5
– licenced (private) railways		66.0	56.5	62.9	62.9
Road account (capital statement) ^{2) 3)}		87.2	96.0	111.2	
– motorcars		99.6	95.8	112.8	
– private motorcoaches		56.1	89.6	90.7	
– heavy goods vehicles (over 3.5 tons)		54.3	104.0	...	
– semi-trailers and trailers		5.5	67.7	...	

¹⁾ provisional

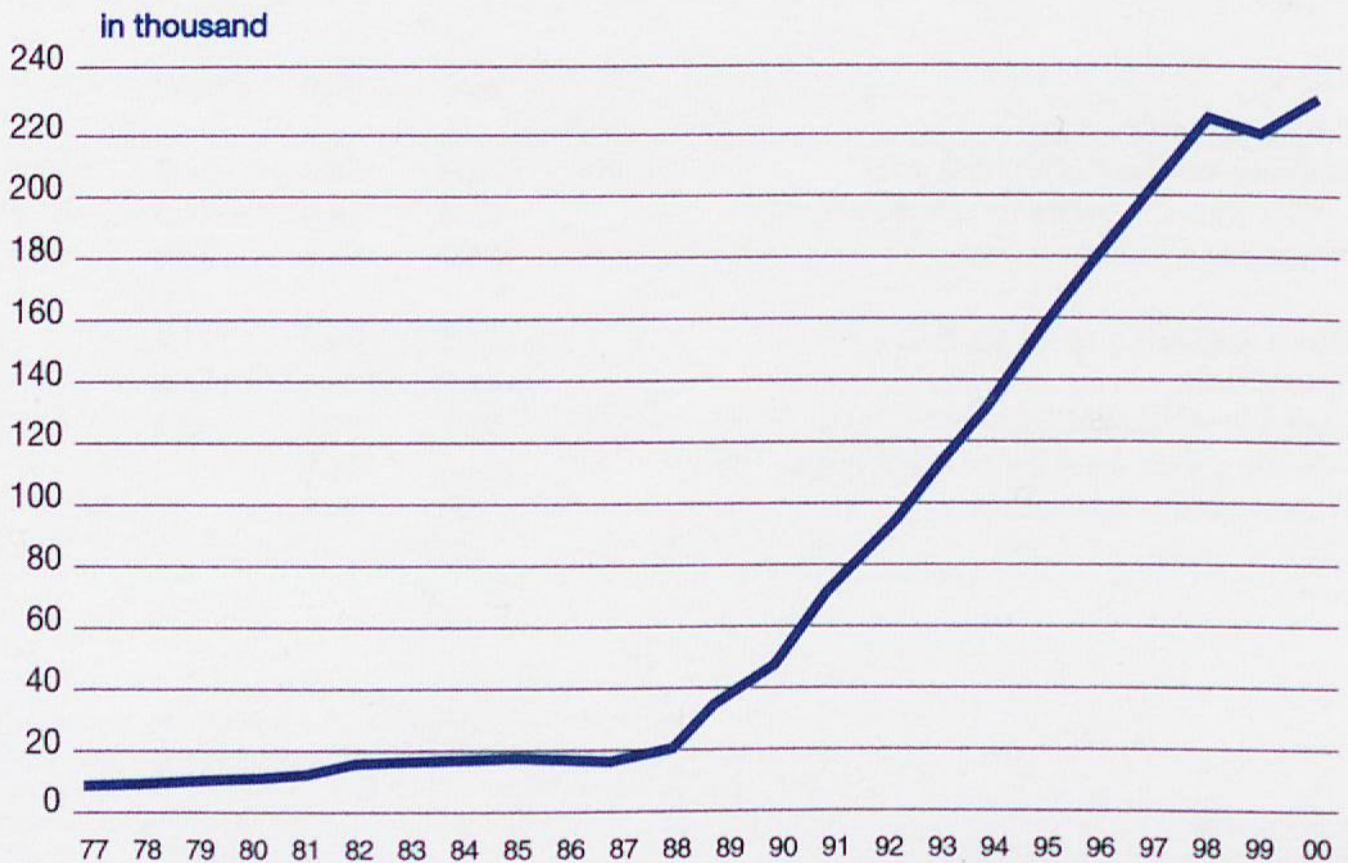
²⁾ new methodology as from 1985

³⁾ new methodology as from 1998

Sales development of Half-Fare Cards



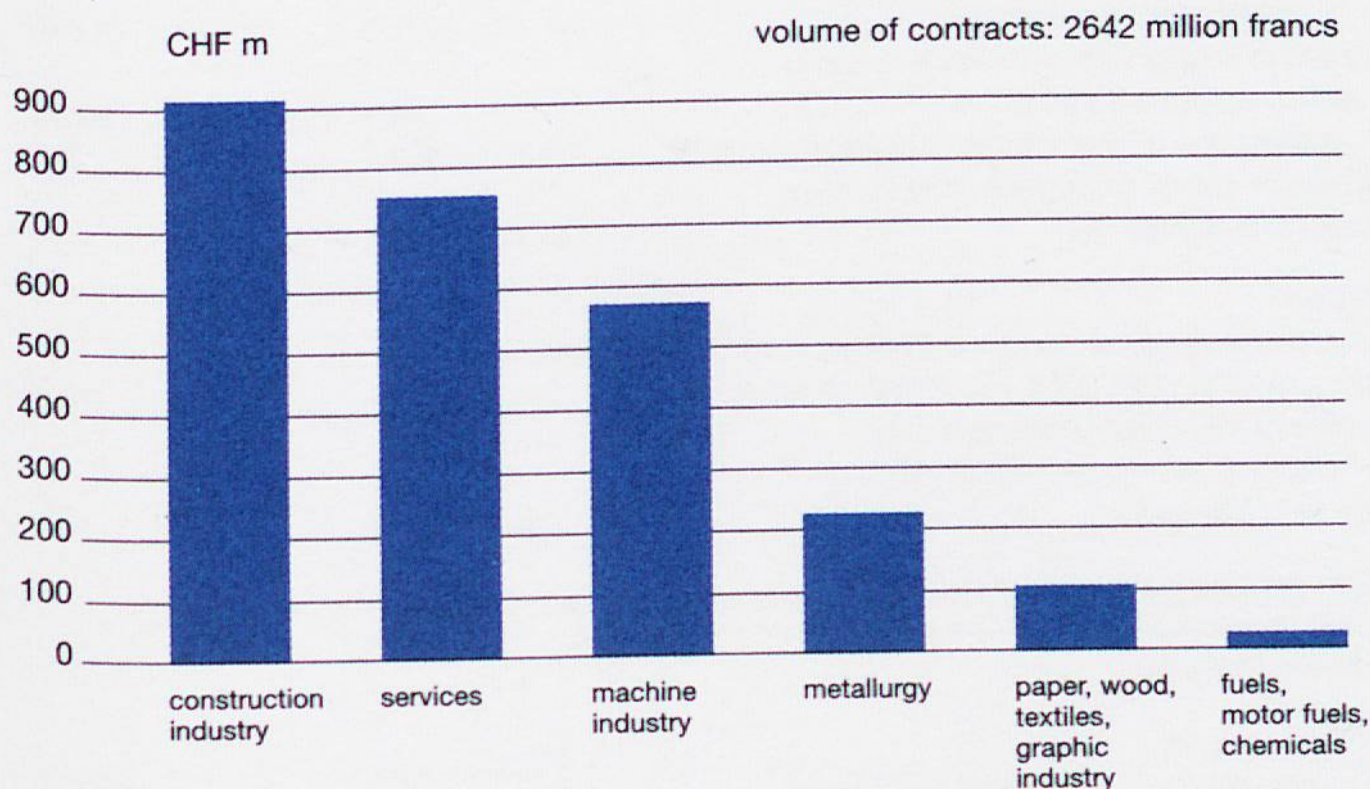
Sales development of General Abonnements



The SBB as contract placers 2000

24 614 suppliers

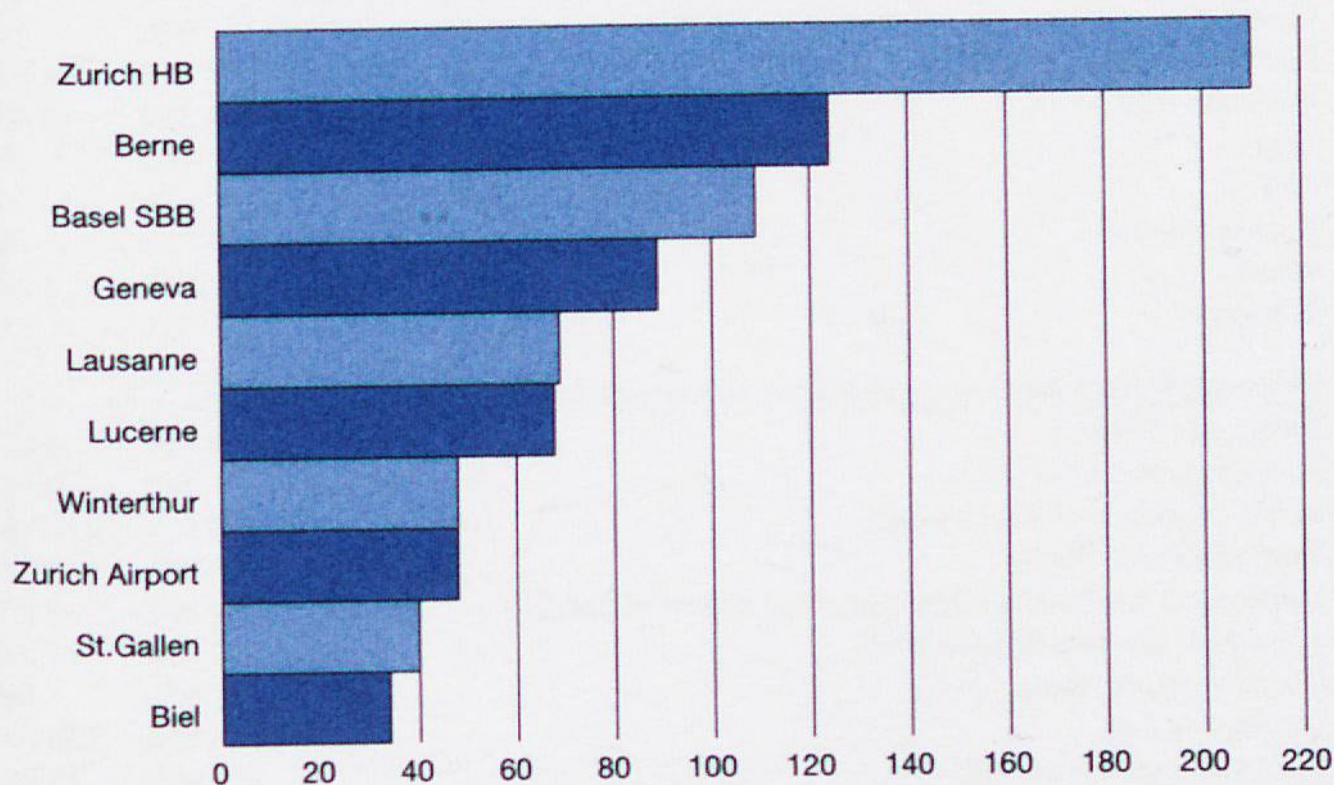
23 803 within Switzerland (=96.7%)



The most important stations 2000

Passenger traffic

As per turnover (million francs)



1990 1995 1999 2000

Energy

Specific consumption of final energy				
– in passenger traffic (kwh/pkm)	–	0.112	0.1	0.09
– in freight traffic (kwh/tkm)	–	0.075	0.072	0.079
Share of energy from renewable sources used in railway operationn (%)		91.9	100	99.75
Consumption of final energy in buildings (gwh/a)	338.7	323.7	300	297
Share of energy from renewable sources used in buildings (%)	10.6	11.1	12.3	13.3

Noise

Combined length of completed noise protection walls (m) (as part of the Rail 2000 and FinöV schemes)	–	–	–	9010
Share of low-noise passenger cars of the total passenger fleet in (%) (as at 1 st January)	13	29	40	45

Site contamination commitment

Sites inspected for possible contamination (cumulative)	–	–	–	10
Cleaned-up sites	–	–	–	1

Waste (in tons)

Excavated ballast and gravel sand (tons)	–	–	–	652 502
– of which cleaned and re-used (tons)				522 002
– of which spoil disposed of (tons)				130 500
Scrap	–	37 000	46 100	49 877
Waste paper	–	2 050	3 000	3 680
Waste cardboard	–	960	1 310	1350
Used oil	–	506	380	420
Fluorescent lamps (items)	–	78 220	87 450	96 560
Burnable waste	–	9 400	11 850	12 450
Glass	–	150	160	190
PET	–	10	56	65
Aluminium tins	–	18	25	29
Wood	–	1 260	1625	2 235
Batteries	–	22	21	16

Consumption of environment-sensitive fuels, lubricants and maintenance

Diesel oil (million l)	–	–	9.208	8.695
Fuel oil (million l)	–	–	5.415	3.364
Acids, alkalines, chemicals (kg)	–	–	640 810	272 425
Total lubricants (tons)	–	–	312 800	332 672
Lubricating oils for the maintenance of switches (tons)	–	–	62 200	69 679
– of which bio-degradable (tons)	–	–	55 100	62 240
Copying paper (tons)	–	–	550	508
Detergents (kg)	–	–	765 300	656 873
Paints and varnishes (kg)	–	–	117 800	62 864
Herbicides (kg)	4 658	4 321	3 982	4 474

