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pages full of facts and figures.
A supplement to the Annual Report.

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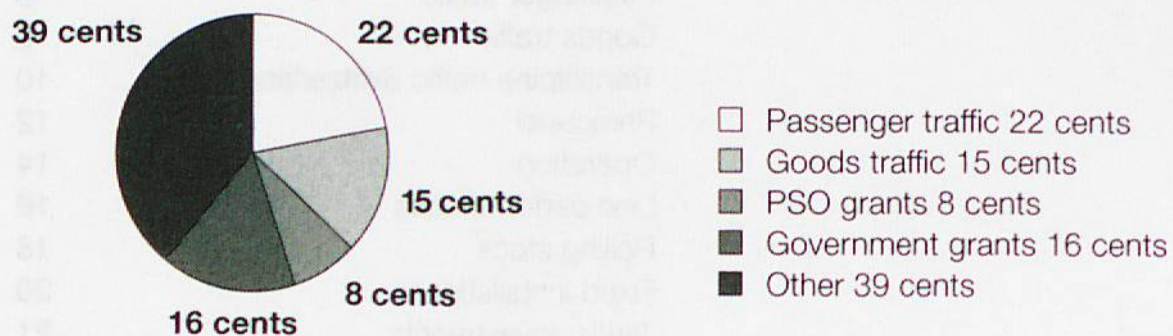
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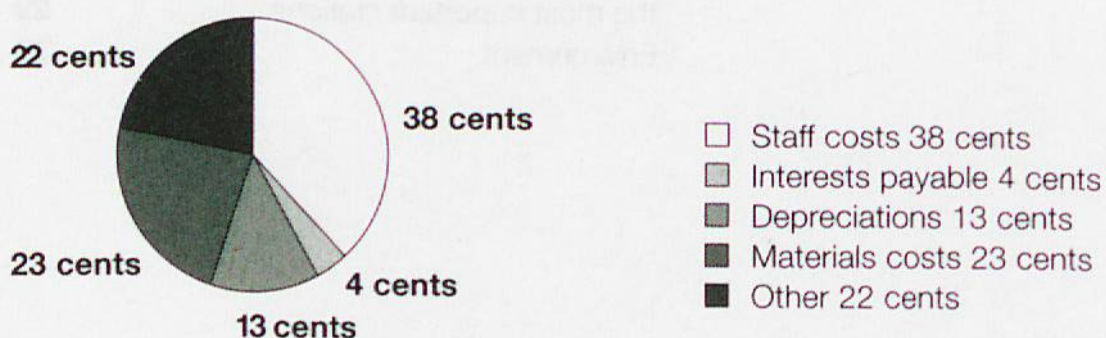
Sources (German initials)

BFS, OZD, BFE, ASTRA, Nationalbank,
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Where did the money come from in 2001?



Where did the money go in 2001?



Profit and Loss Account.

		1985 ¹⁾	1990	1995	2000	2001 ⁴⁾
Income	CHF mn	3 870	5 367	6 244	6 235	7 701
Traffic income		3 062	3 301	3 429	3 332	3 400
– Passenger traffic		1 191	1 423	1 578	1 630	1 714
– Freight traffic		1 179	1 286	1 033	1 081	1 049
– PSO grants		604	592	818	621	637
Additional income (incl. operation services)		510	593	842	831	789
Own services for investment account		140	264	311	371	389
Own services for AlpTransit				8		
Services for storage mandates		112	69	77	86	188
Federal government grants			1 090	1 450	1 316	1 225
Other earnings		46	50	127	299	1 710 ³⁾
Expenses		4 151	5 364	6 740	6 089	7 387
Staff		2 431	3 006	3 481	2 856	2 855
Materials		904	1 134	1 278	1 653	1 639
Depreciations		499	598	847	829	999
Interests payable		225	460	676	313	265
Major maintenance from investment mandates		85	118	286	326	289
Infrastructure contribution to Confederation			37			
Other expenses		7	11	172	112	1 340 ³⁾
Profit/loss		–281	3	–496	146	314
Covering of expenses	%	93.2	100.1	92.6	102.4	104.2

Investment Statement

Total (gross)	1 011	1 932	1 814	1 946²⁾	1 929²⁾
– Fixed assets and installations	817	1 396	1 411	1 946	1 929
– Vehicles	194	537	369		
– Reduction of input tax VAT			34		
Contribution from third parties, various earnings	–222	–157	–107	–118	–124

Balance sheet / Statement of assets (purchase values)

– Fixed assets and installations	9 938	11 717	15 996	20 046	20 847
– Vehicles	5 256	6 545	8 006	9 937	10 220

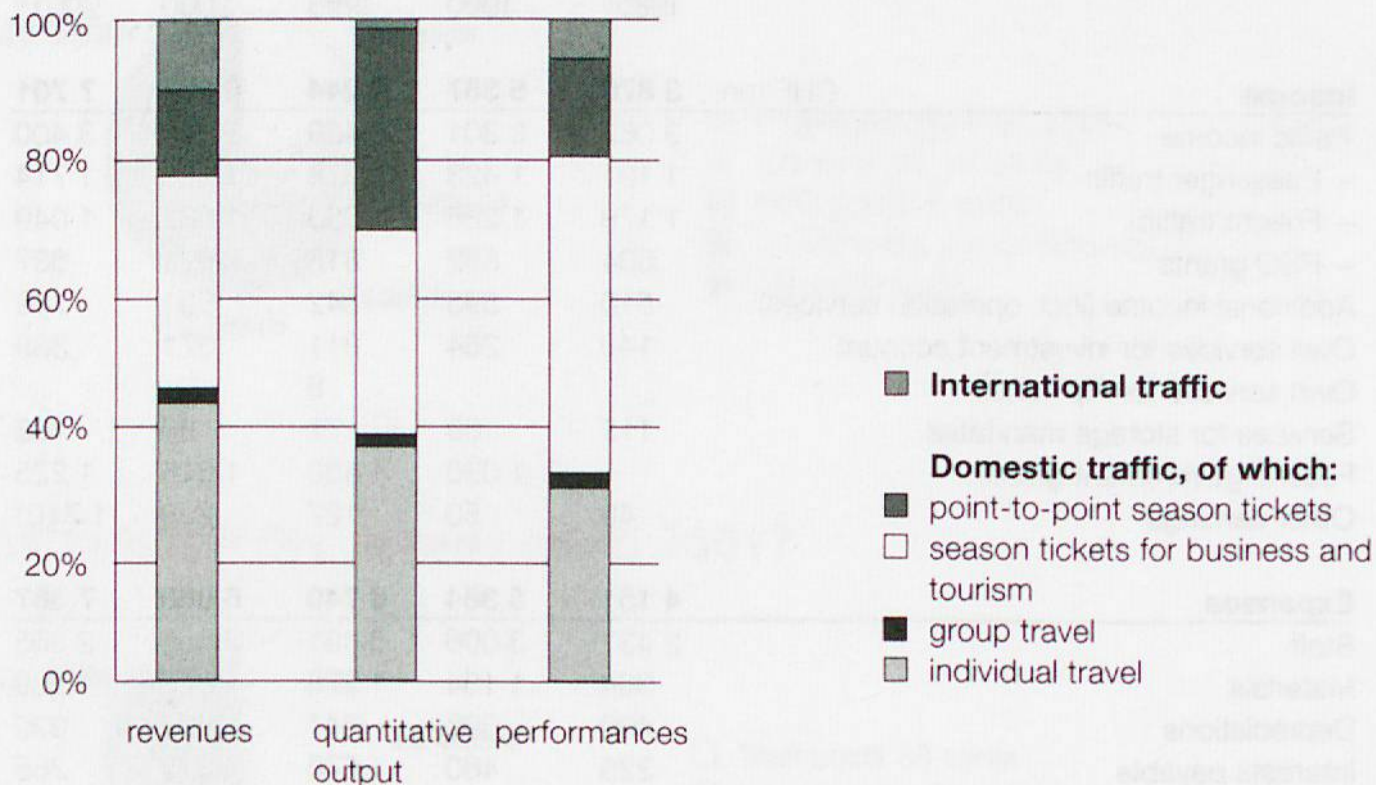
¹⁾ From 1987 new PSO mandate, comparisons of figures and indications with previous years have only limited value.

²⁾ Including vehicles

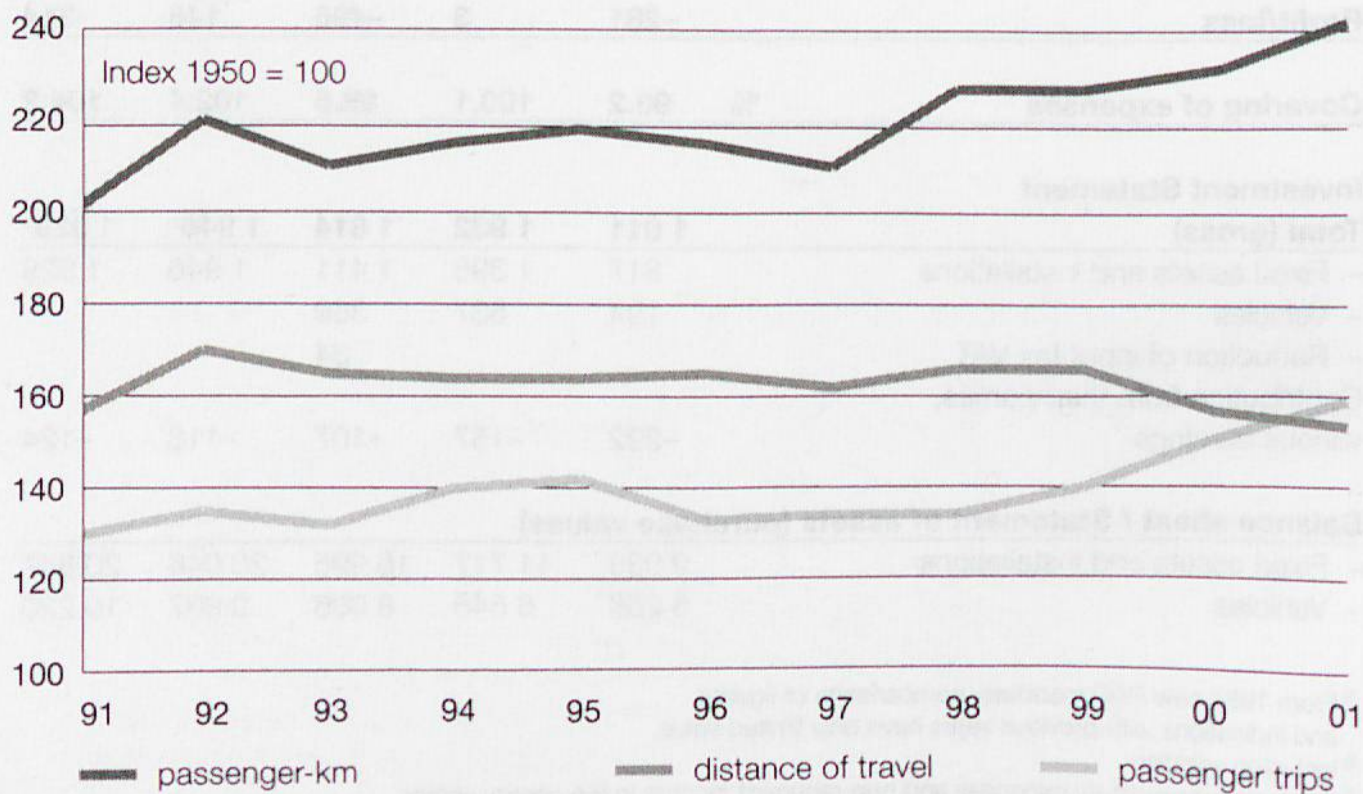
³⁾ Contains extraordinary expenses and non-recurrent income in the energy sector in connection with the opening balance.

⁴⁾ Since 2001 consolidated figures including group holdings

Structure of passenger traffic 2001.



Development of passenger traffic.

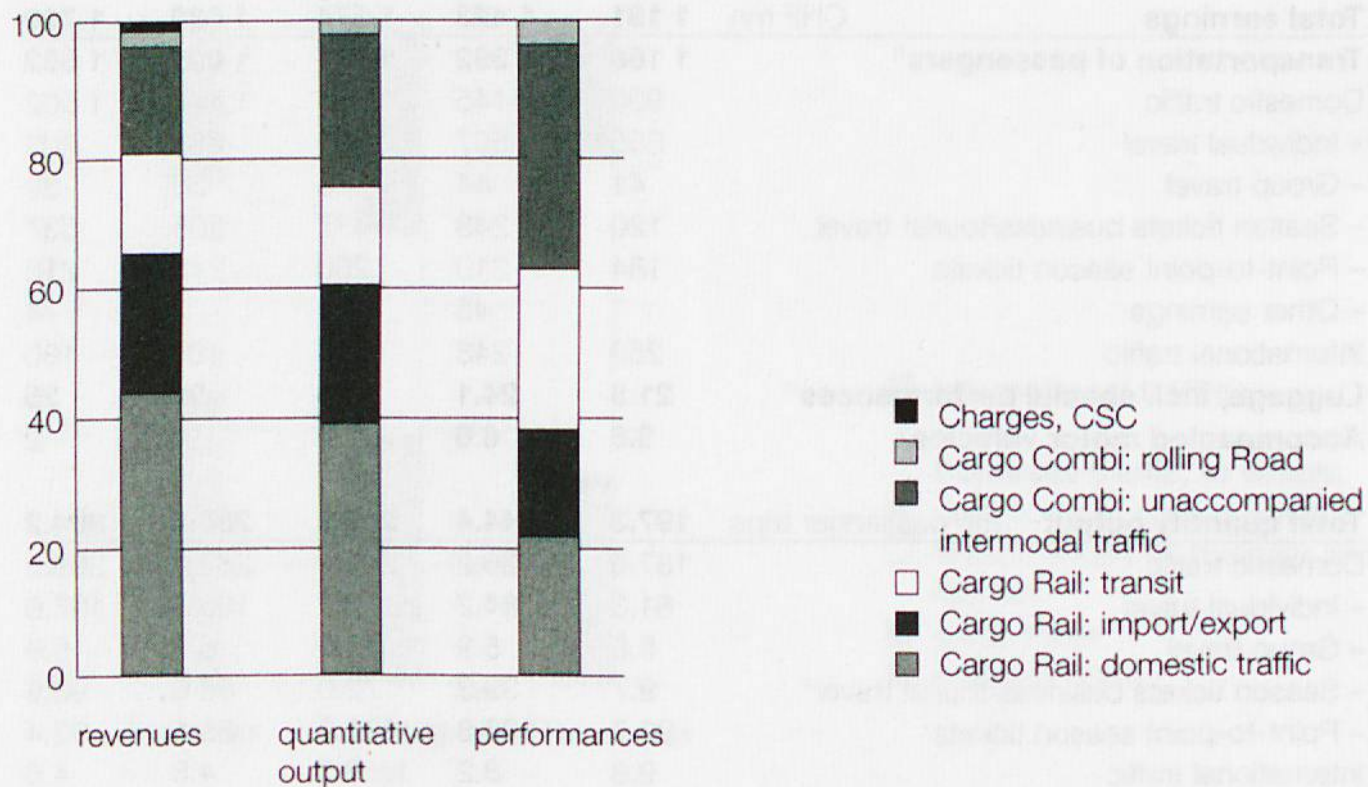


		1985	1990	1995	2000	2001
Total earnings	CHF mn	1 191	1 423	1 574	1 630	1 709
Transportation of passengers¹⁾		1 166	1 392	1 547	1 608	1 682
Domestic traffic		900	1 145	1 334	1 445	1 502
– Individual travel		555	597	603	689	703
– Group travel		41	44	35	38	39
– Season tickets business/tourist travel		120	248	437	505	537
– Point-to-point season tickets		184	210	260	213	218
– Other earnings			45	–1	2	4
International traffic		263	248	213	163	180
Luggage, incl. special performances¹⁾		21.5	24.1	26	22	25
Accompanied motor vehicles¹⁾		3.5	6.6	1	0	2
Total quantity output	mn passenger trips	197.3	244.4	253.2	286.8	304.2
Domestic traffic		187.5	236.2	246.4	282.3	299.5
– Individual travel		81.3	84.2	68.1	105.5	107.6
– Group travel		5.8	5.9	4.0	5.7	5.9
– Season tickets business/tourist travel ²⁾		9.7	39.3	72.0	86.0	93.6
– Point-to-point season tickets		90.7	106.8	102.3	85.1	92.4
International traffic		9.8	8.2	6.7	4.5	4.6
Total performances	million pkm	8 793	11 001	11 711	12 835	13 365
Domestic traffic		7 200	9 514	10 637	12 084	12 572
– Individual travel		3 544	4 151	3 367	3 804	3 898
– Group travel		474	506	341	327	335
– Season tickets business/tourist travel		1 114	2 345	4 690	6 037	6 374
– Point-to-point season tickets		2 067	2 512	2 239	1 916	1 965
International traffic		1 593	1 487	1 075	751	793
Tickets sold	1000	63 153	69 278	58 509	55 848	57 472
of which sold with ticket machines	1000	12 106	19 421	18 585	23 752	34 310
Reserved seats	1000	1 989	3 256	3 377	3 790	3 874
Special trains for firms/associations	number	659	774	1 175	1 080	925
General Abonnements in circulation		17 700	58 738	163 943	230 895	240 717
Bicycles hired out		58 902	110 959	89 429	75 000	87 270
Mean values						
Earnings per passenger trip	cents	591	570	611	561	550
Earnings per passenger km		13.3	12.7	13.2	12.6	12.6
Travel distance per person	km	44.6	45	46.3	44.7	43.9

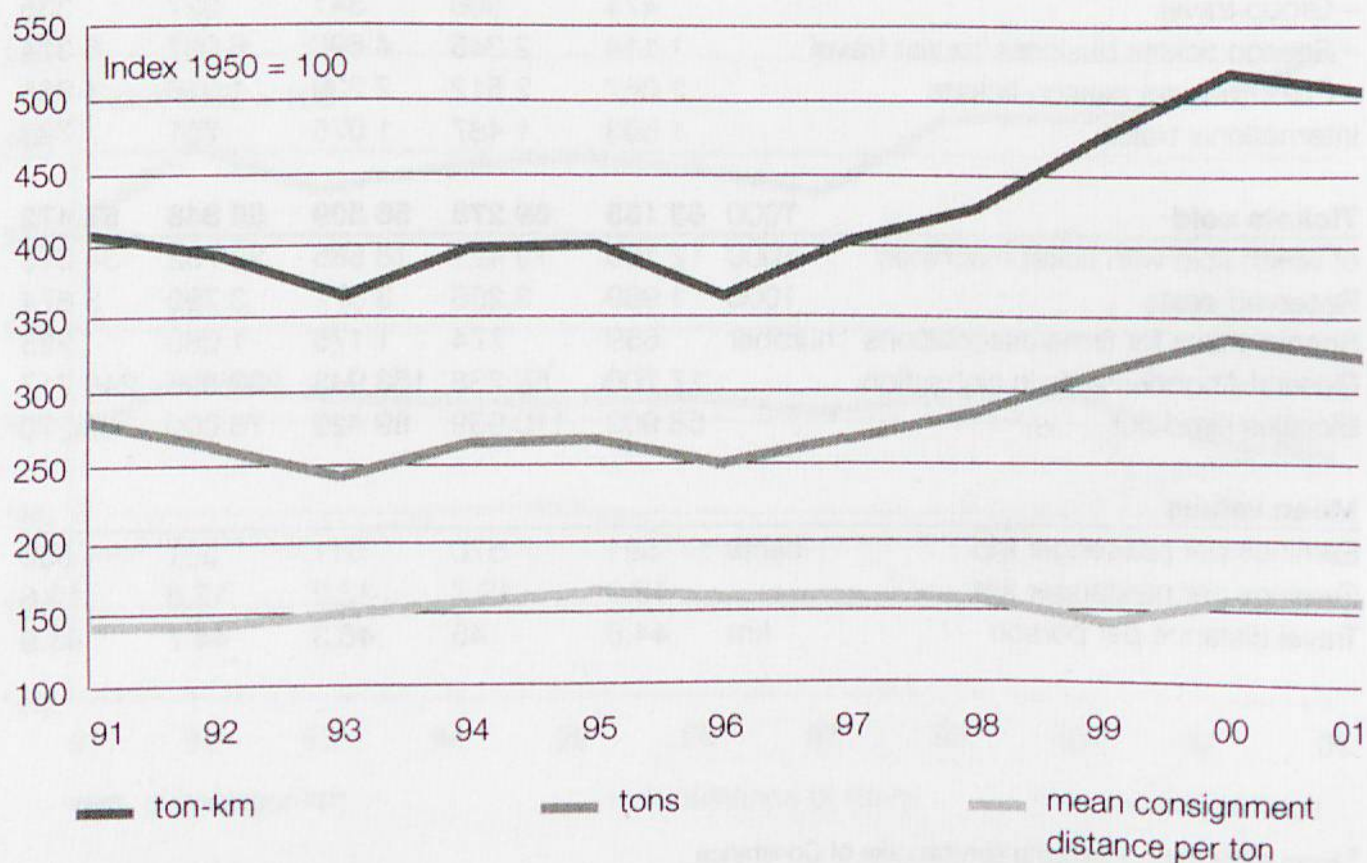
¹⁾ From 1993 without shipping service Lake of Constance

²⁾ As from 1987 inclusion of children travelling free

Structure of goods traffic 2001.



Development of goods traffic.



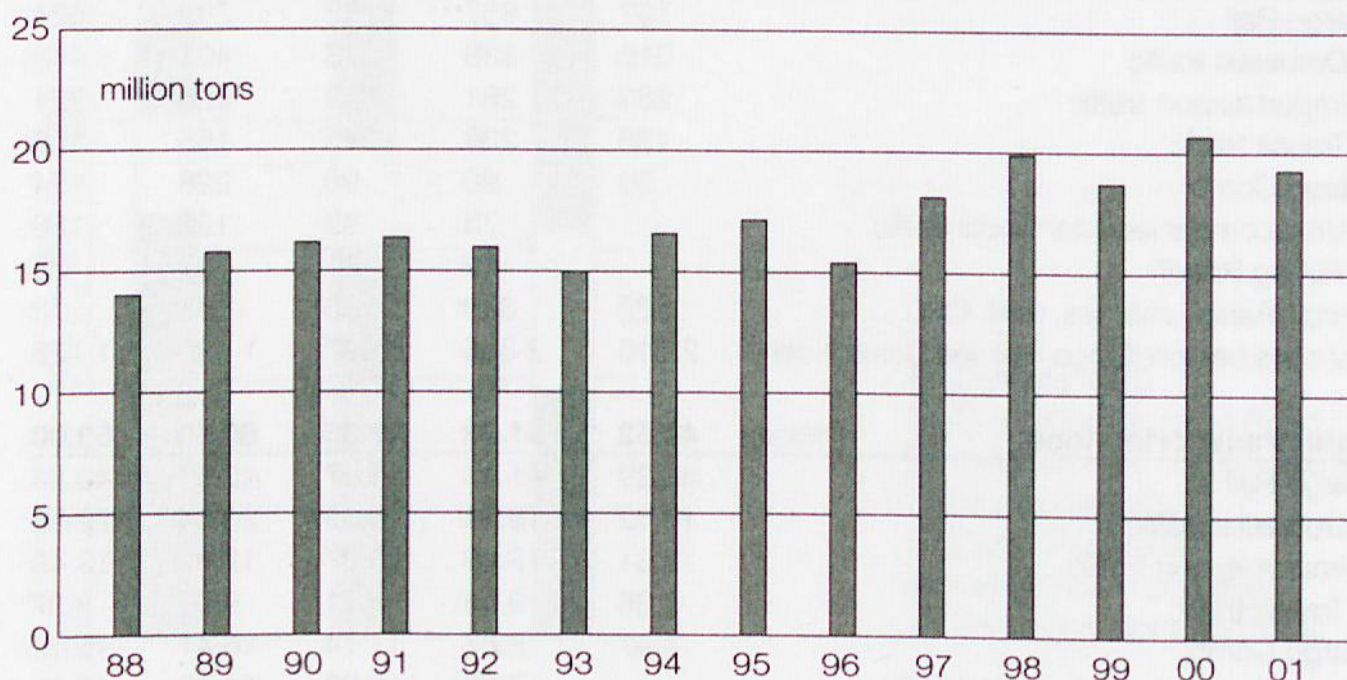
		1985	1990	1995	2000	2001
Total earnings	CHF mn	1 179	1 286	1 033	1 081	1 031
Cargo Rail		797	857	752	792	824
– Domestic traffic		316	338	348	401	443
– Import/export traffic		283	281	239	226	221
– Transit traffic		198	238	165	165	159
Cargo Combi		59	90	95	228	194
– Unaccompanied intermodal traffic			78	83	197	169
– Rolling Road ²⁾			12	11	31	25
Cargo Rapid, charges, mail, CSC		322	339	186	61	13
Earnings per ton (Cargo Rail and Combi) cents		2 516	2 385	2 097	1 730	1 725
Total transported tons	million t	44.52	51.83	47.35	60.50	59.00
Cargo Rail		38.29	41.48	35.07	42.53	43.88
– Domestic traffic		17.62	18.14	15.69	20.64	22.53
– Import/export traffic		13.31	13.49	10.67	12.87	12.48
– Transit traffic		7.36	9.85	8.71	9.03	8.87
Cargo Combi		4.97	8.87	11.74	16.41	15.12
– Unaccompanied intermodal traffic			7.30	10.28	14.42	13.82
– Rolling Road ²⁾			1.57	1.46	1.99	1.30
Cargo Rapid, charges, mail, CSC ¹⁾		1.27	1.47	0.54	1.55	0 ³⁾
Total performances	million tkm	7 050	8 303	8 157	10 786	10 534
Cargo Rail		5 612	5 896	5 067	6 380	6 525
– Domestic traffic		1 783	1 750	1 518	2 109	2 225
– Import/export traffic		1 638	1 552	1 329	1 744	1 716
– Transit traffic		2 191	2 593	2 220	2 527	2 583
Cargo Combi		1 282	2 231	3 030	4 278	4 009
– Unaccompanied intermodal traffic			1 750	2 570	3 665	3 622
– Rolling Road ²⁾			480	459	612	388
Cargo Rapid, charges, mail, CSC ¹⁾		156	176	60	128	0 ³⁾
Mean transport distance per ton	km	158.3	160.2	172.3	178.3	178.5

¹⁾ 1995 outsourcing of Cargo Domizil services
1996 outsourcing of Cargo Services Center Basel

²⁾ Since 1.6.2001 outsourced to RAlpin

³⁾ Transport of mail integrated in Cargo Rail

Development of transalpine transit traffic through Switzerland on the railway.



Product definitions.

Conventional traffic.

WLV = Wagonload traffic with traditional freight wagons.

Combined traffic.

UKV = The unaccompanied combined traffic is a future-oriented transport 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 Office for Spatial Development, section "Grundlagen" under the title "Alpinfo". It can be ordered by telephone +41 (0)31 322 40 60, by fax +41 (0)31 322 78 69.

			1996	1997	1998	1999	2000	2001
Transalpine transit traffic								
Gotthard	WLV	million tons	3.62	4.17	4.53	4.98	5.31	5.20
	UKV		6.39	8.13	9.14	8.98	10.08	9.50
	RLS		1.42	1.67	1.76	1.90	1.99	1.11
	Total		11.43	13.97	15.43	15.86	17.38	15.81
Simplon	WLV		3.10	3.38	3.40	2.68	2.85	2.93
	UKV		0.30	0.29	0.29	0.22	0.16	0.33
	Total		3.40	3.67	3.69	2.90	3.01	3.26
Total	WLV		6.72	7.55	7.93	7.66	8.16	8.13
	UKV		6.69	8.42	9.43	9.20	10.24	9.83
	RLS		1.42	1.67	1.76	1.90	1.99	1.11
	Total		14.83	17.64	19.12	18.76	20.39	19.07

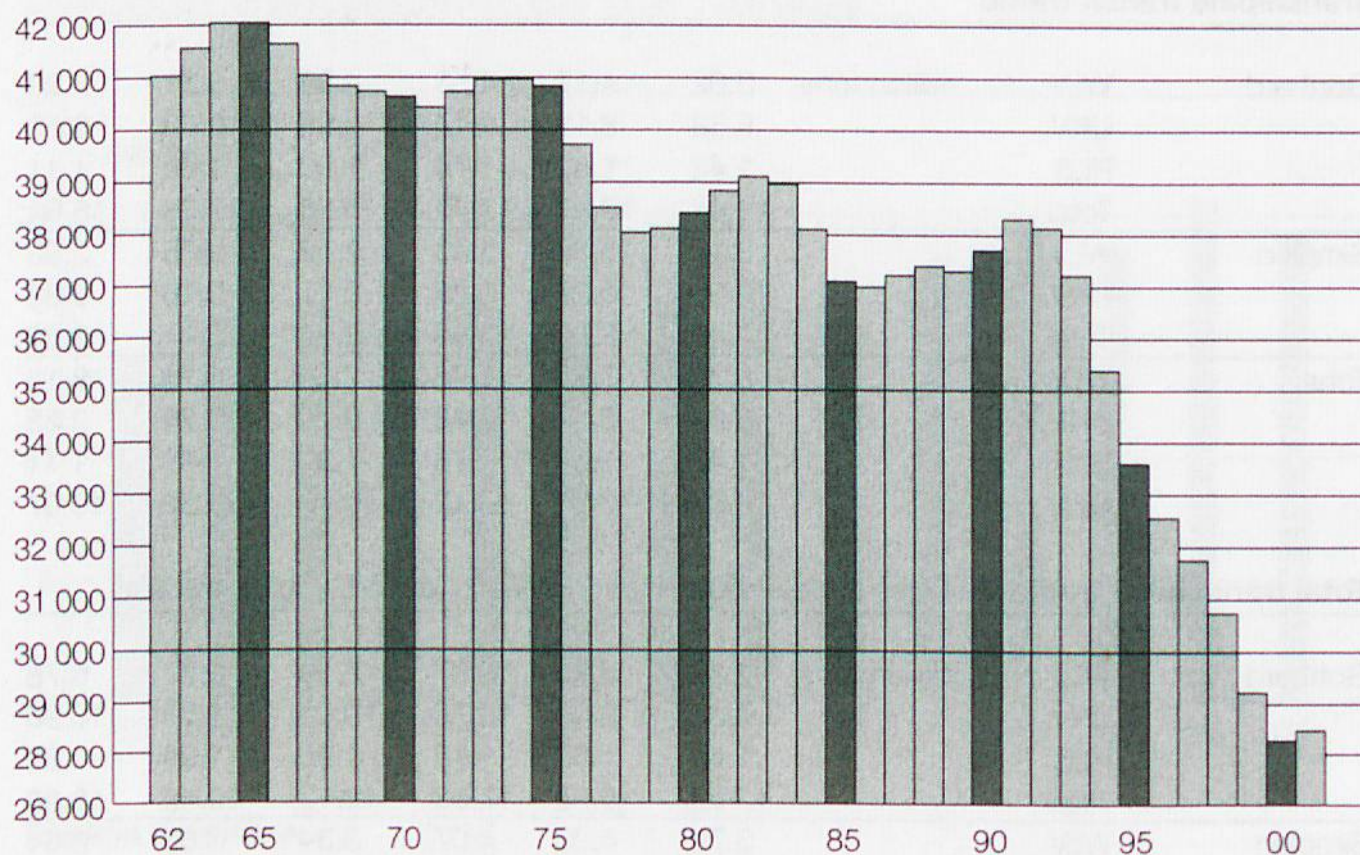
Total transalpine traffic (All types of traffic combined: domestic, export, import, transit)

Gotthard	WLV	million tons	4.88	5.32	5.67	6.19	6.87	6.78
	UKV		7.32	9.00	10.10	10.03	11.56	10.90
	RLS		1.42	1.67	1.76	1.90	1.99	1.30
	Total		13.62	15.99	17.53	18.12	20.42	18.98
Simplon	WLV		3.70	4.03	4.07	3.34	3.63	3.64
	UKV		0.35	0.31	0.31	0.24	0.17	0.34
	Total		4.05	4.34	4.37	3.58	3.80	3.98
Total	WLV		8.58	9.35	9.74	9.53	10.50	10.42
	UKV		7.67	9.31	10.40	10.27	11.73	11.25
	RLS		1.42	1.67	1.76	1.90	1.99	1.30
	Total		17.67	20.33	21.90	21.70	24.22	22.96

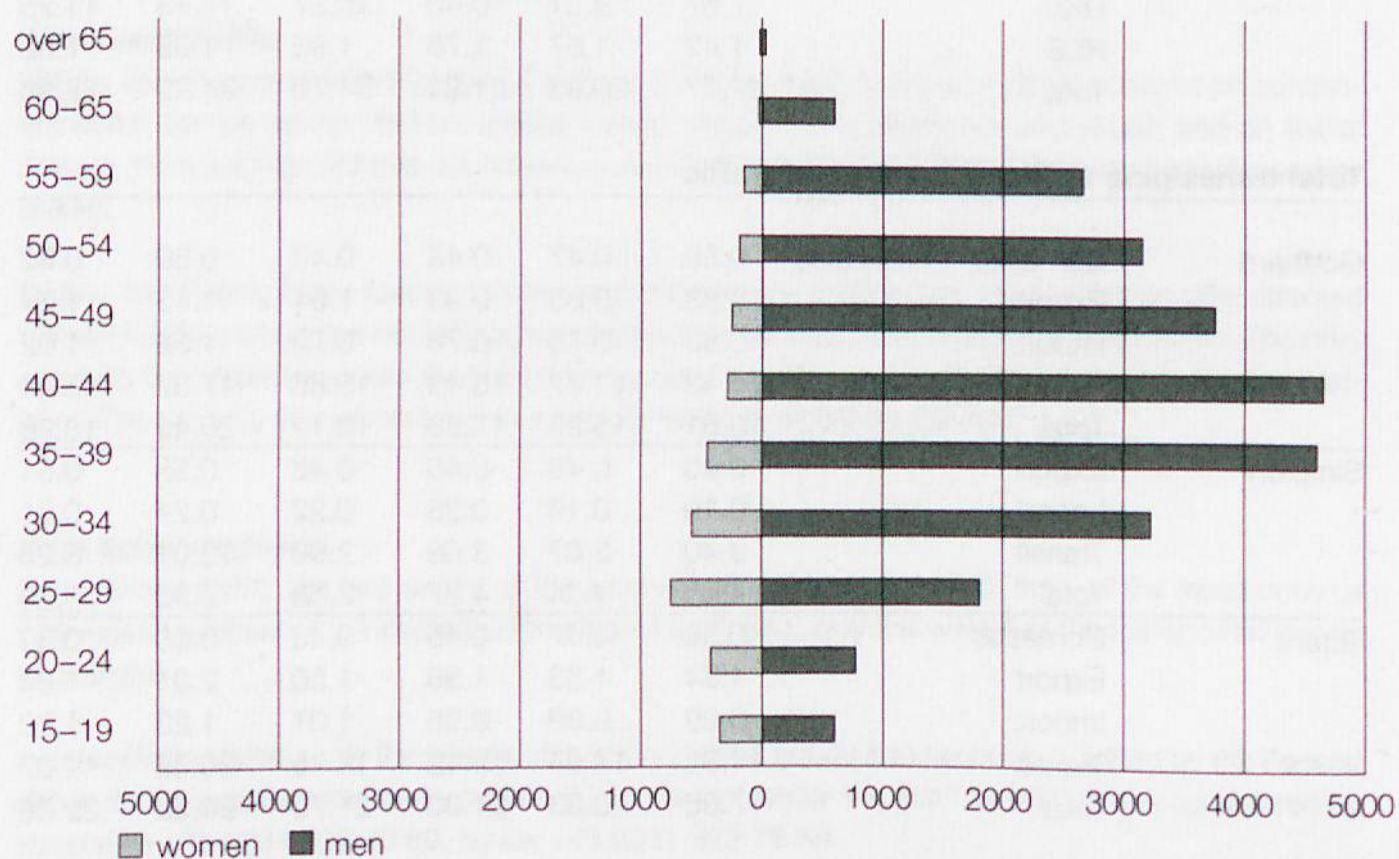
Total transalpine traffic as per type of traffic

Gotthard	Domestic	million tons	0.50	0.47	0.44	0.43	0.60	0.82
	Export		0.88	0.85	0.93	1.04	1.43	1.34
	Import		0.80	0.70	0.73	0.79	1.02	1.02
	Transit		11.43	13.97	15.43	15.86	17.37	15.81
	Total		13.61	15.99	17.53	18.12	20.42	18.98
Simplon	Export		0.46	0.48	0.45	0.46	0.58	0.51
	Import		0.19	0.19	0.23	0.22	0.21	0.21
	Transit		3.40	3.67	3.69	2.90	3.01	3.26
	Total		4.05	4.34	4.37	3.58	3.80	3.98
Total	Domestic		0.50	0.47	0.45	0.43	0.60	0.82
	Export		1.34	1.33	1.38	1.50	2.01	1.84
	Import		0.99	0.89	0.95	1.01	1.23	1.22
	Transit		14.83	17.64	19.12	18.76	20.38	19.07
	Total		17.66	20.33	21.90	21.70	24.22	22.96

Workforce 1962-2001.

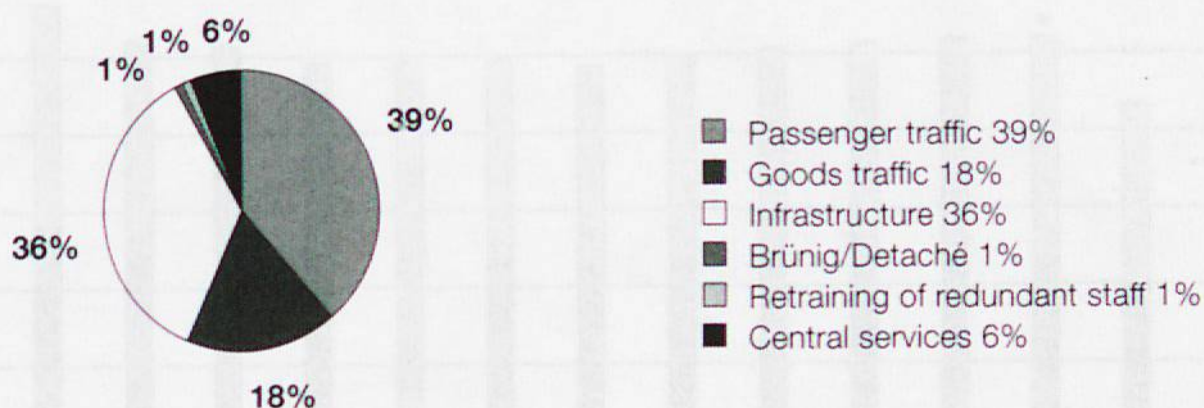


Age structure of staff 2001.



		1980	1990	1999	2000	2001
Workforce	annual mean	38 367	37 694	29 202	28 272	28 339
– women		1 725	3 047	2 629	2 525	2 819
– non-Swiss nationals		1 803	3 681	3 047	2 910	3 021
– in training ¹⁾		1 687	2 694	889	800	942
Entries	number	2 292	3 725	387	919	2 111
in percent of workforce	%	6.0	9.9	1.3	3.3	7.4
Employees	per 100 000 train-km	39.8	30.8	24.0	21.6	20.6

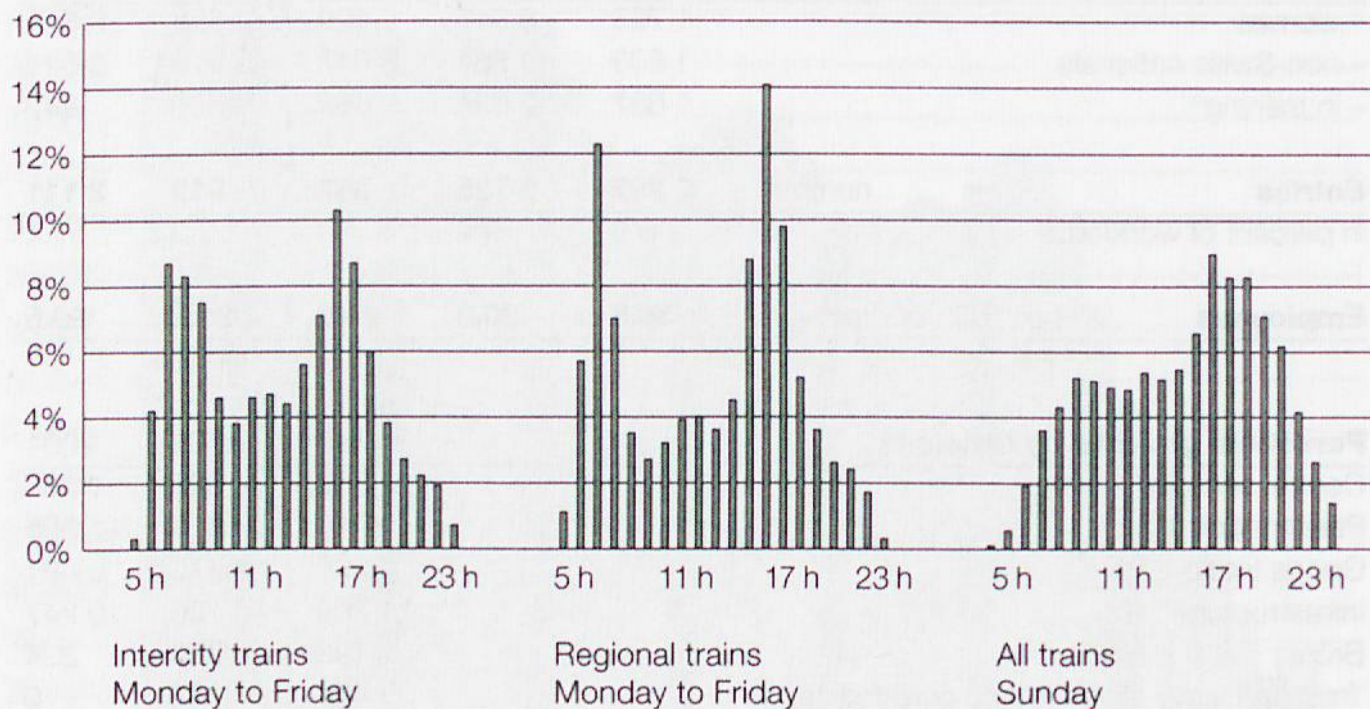
Personnel grouped by divisions	1999	2000	2001
Central services	1 032	1 575	1 587
Passenger traffic	8 757	10 736	11 005
Goods traffic	2 395	4 370	5 091
Infrastructure	11 269	10 166	10 247
Brünig	193	209	224
Traction/Heavy maintenance of rolling stock ²⁾	5 427	892	0
Detaché	129	75	17
Retraining of redundant staff	0	249	168
Total	29 202	28 272	28 339



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

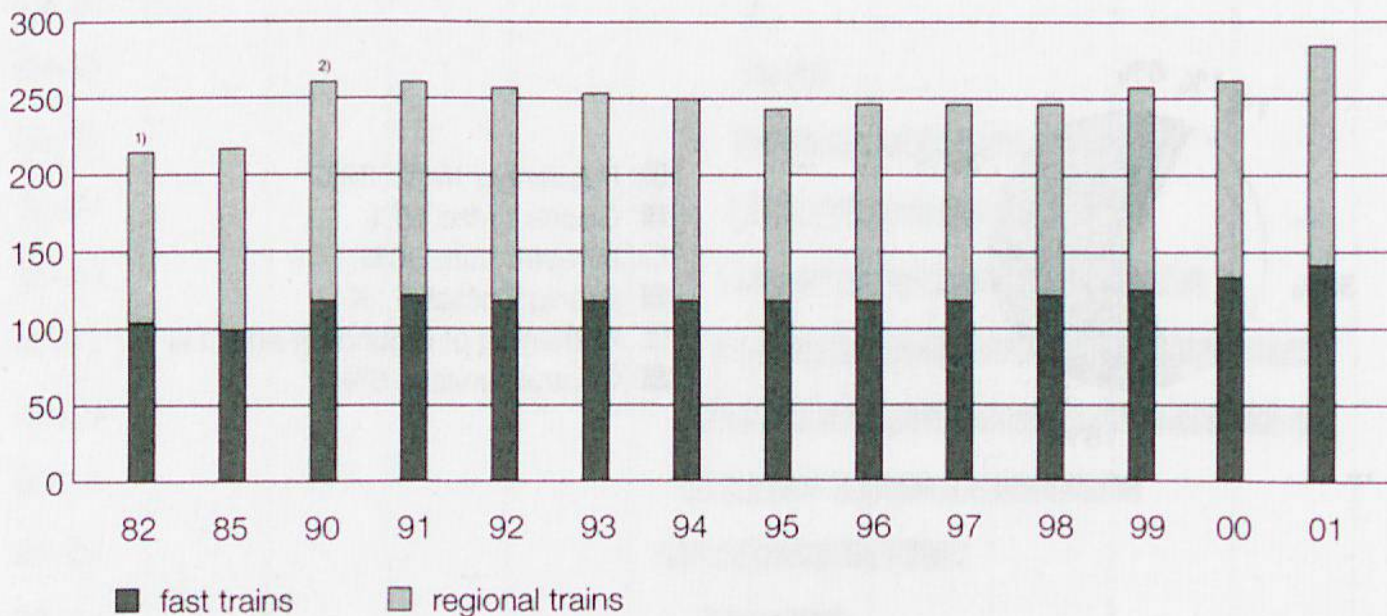
²⁾ Since 2000, heavy rolling stock maintenance has been allocated to the passenger and freight divisions respectively (new method of allocation fully effective in 2001).

Load factors of passenger trains 2001 in the course of the day.



Passenger train timetable.

Performances in 1000 km per day



¹⁾ Introduction of cadenced timetable

²⁾ Introduction of S-Bahn Zurich

		1980	1985	1990	2000	2001
Train movements all trains	million km	96.3	106.6	122.3	130.8	134.4⁴⁾
Passenger trains		66.9	80.1	94.7	96.7	100.8
– long-distance traffic	%	...	46.7	44.4	49.6	49.7
– regional traffic	%	51.3	49.6	47.3	47.1	48.8
Freight trains	million km	29.0	25.8	27.1	28.0	28.0
Service trains		0.4	0.7	0.5	6.1 ²⁾	5.6 ²⁾
Trains per day and line	number	89.9	98.3	112.5	123.1	127.0
– Passenger trains		62.5	73.9	85.6	91.0	94.4
– Freight trains		27.1	28.8	24.9	26.4	32.0
Punctuality rate passenger trains ¹⁾	%		90	92	94	95
Seats offered per passenger train		424	416	447	473	470
Average number of passengers						
per passenger train		137	117	119	133	133
Average load factor	%	32.3	28.1	26.7	28.1	28.3
Gross tons per freight train ³⁾	t	629	650	702	740	704
Transported tons per freight train		253	272	304	343	363
Proportion net/gross tons	%	40.2	41.8	43.2	46.3	51.6

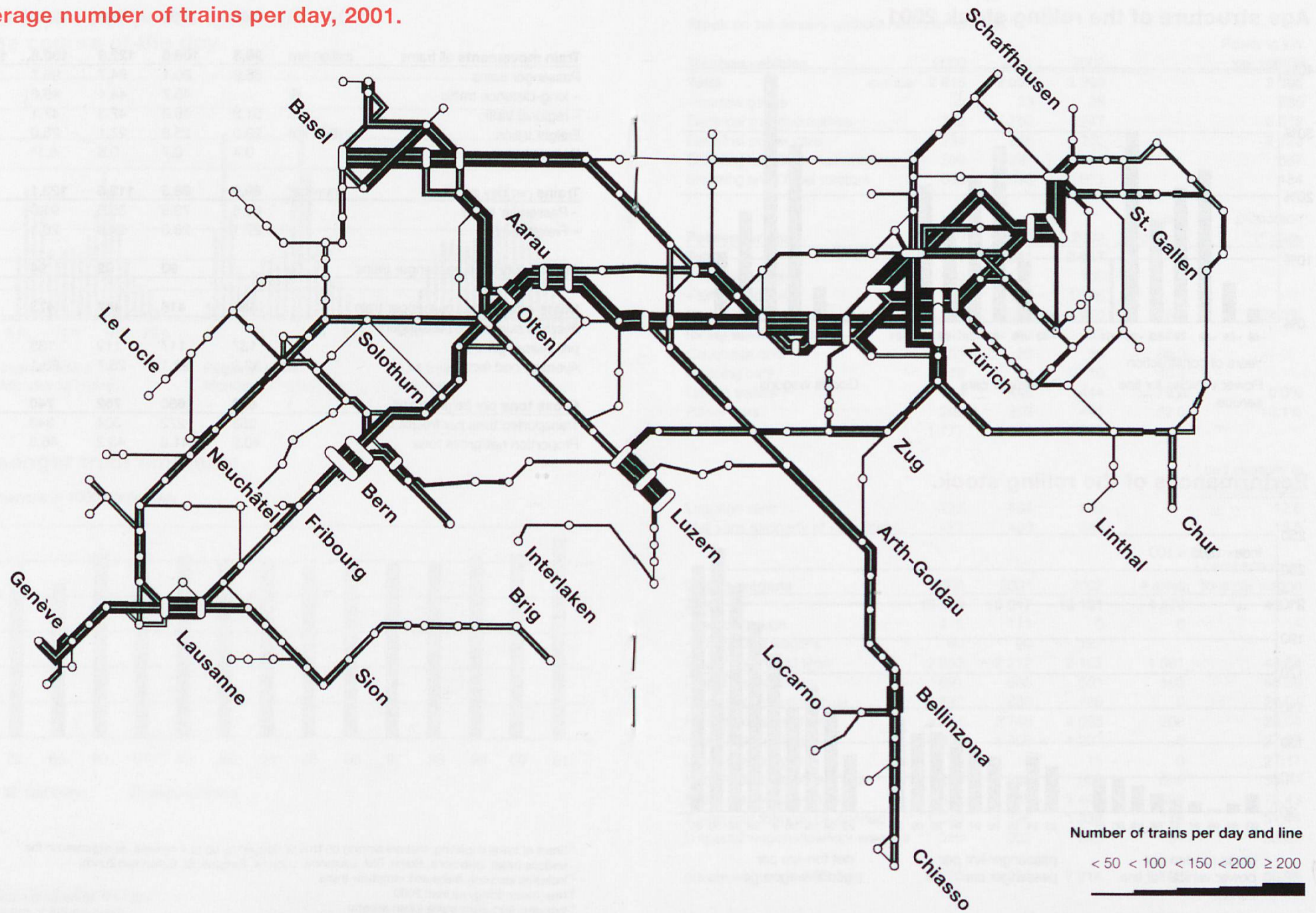
¹⁾ Share of trains departing, that are running on time or delayed by up to 4 minutes, as registered in the stations Basel, Bellinzona, Berne, Biel, Lausanne, Lucerne, Sargans, St. Gallen and Zurich.

²⁾ Including loco-only trains and «empties» trains

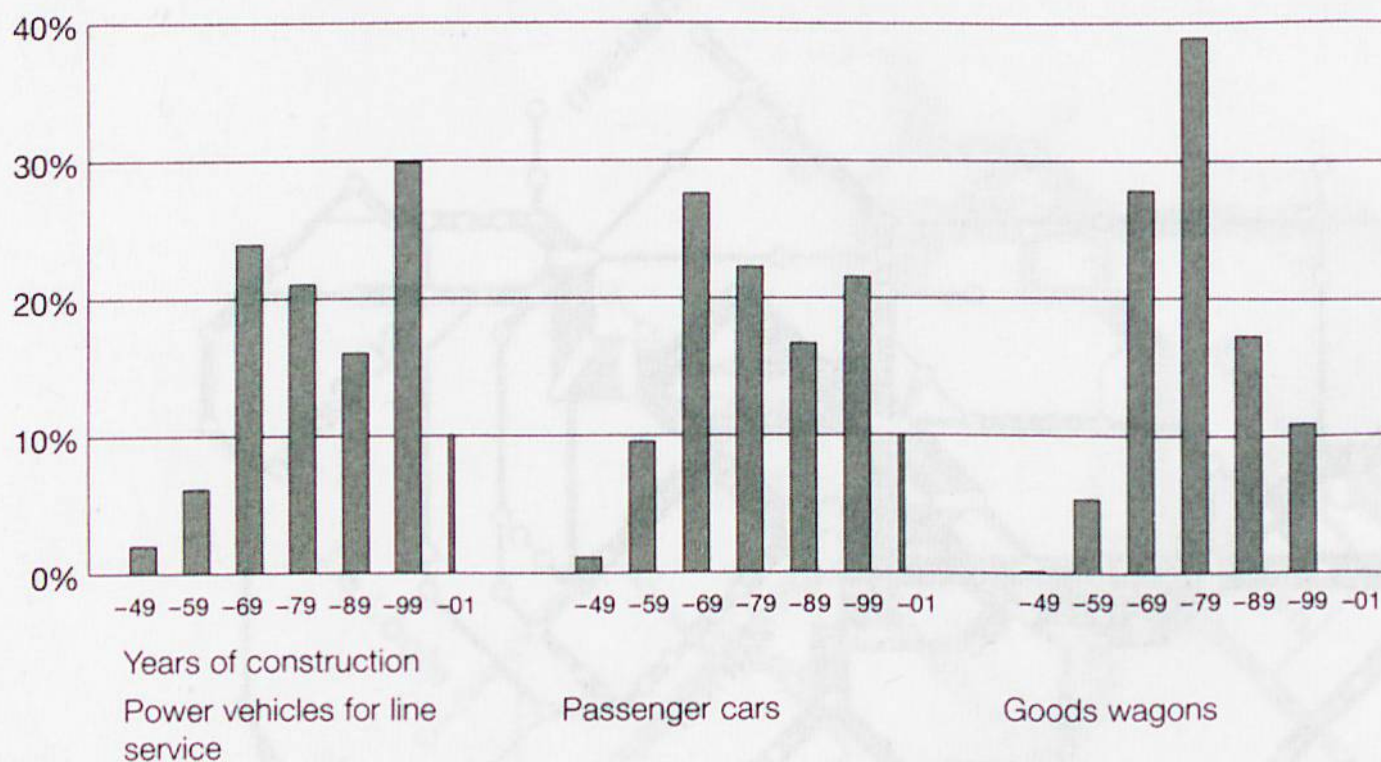
³⁾ New methodology as from 2000

⁴⁾ Including third-party trains (open access)

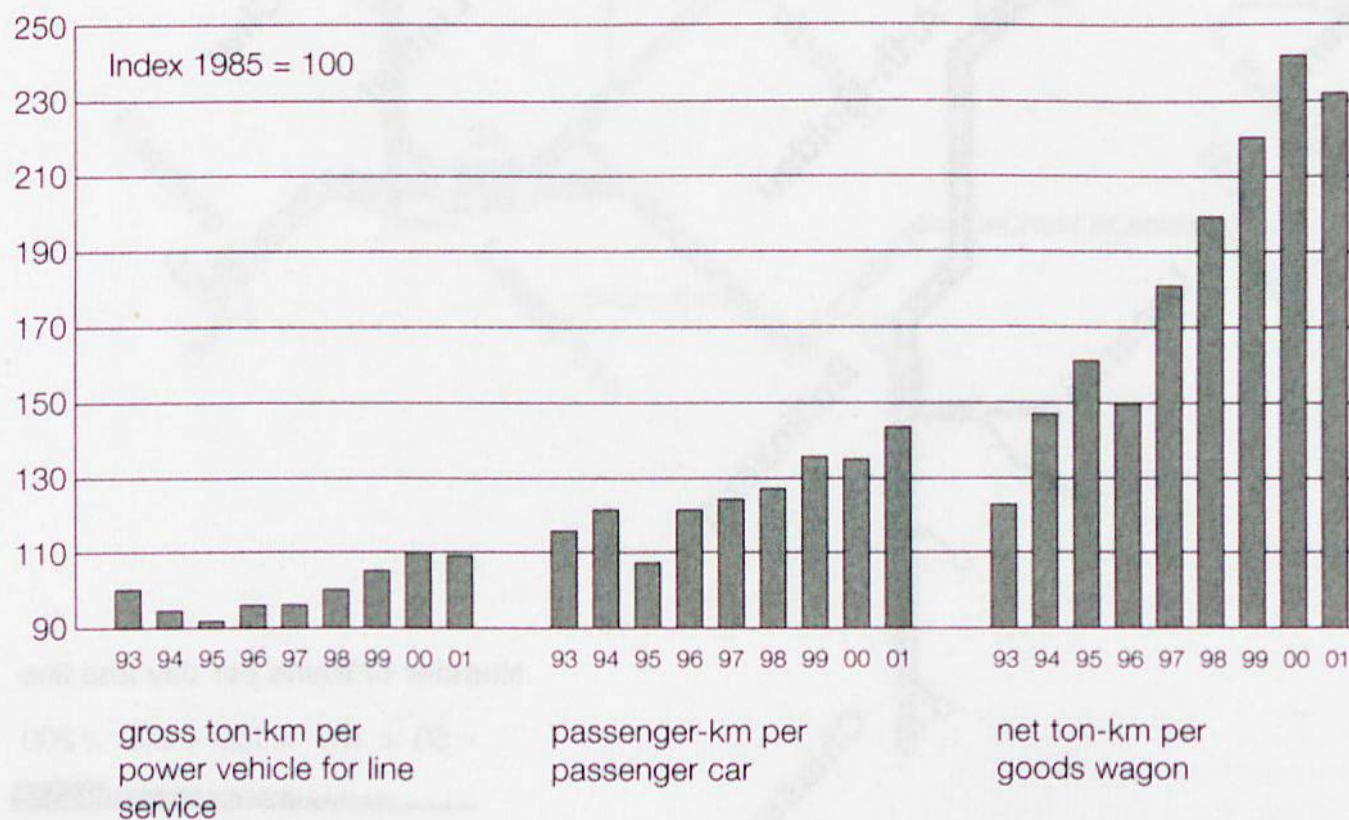
Average number of trains per day, 2001.



Age structure of the rolling stock 2001.



Performances of the rolling stock.



Stock on 1st January (without historical vehicles).

Traction vehicles		2000	2001	2002	Power in kW per vehicle
Total	number	2 015	2 025	1 996	2 305
– narrow gauge		35	33	33	786
Electrical line locomotives		752	750	747	5 012
Electrical power cars		234	246	252	2 122
Shunting and Diesel locomotives		299	297	293	567
Shunting and Diesel tractors		695	699	671	184

Passenger cars		2000	2001	2002	Seats per car	proportion 1 st class
Total		3 956	4 041	3 917		
– narrow gauge		108	107	100		
– air-conditioned		...	1 048	1 198		
Passenger cars 1 st and 2 nd class		3 089	3 083	2 910	76.8	24.3%
Dining cars		45	43	37	48.8	
Couchette cars		59	59	59	60.0	
Sleeping cars		16	16	10	46.4	
Driving trailers		444	445	444	79.0	0.0%
Power cars		299	392	444	62.0	13.1%
– Low-noise cars		1 777	2 046	2 343		

					Load capacity in tons per wagon
Luggage vans		222	184	139	12.6
Mail vans (property of «Die Post»)		471	400	346	13.5

Goods wagons		2000	2001	2002	4 axles	Load capacity in tons per wagon
Total		13 132	13 017	13 121	4 570	42.11
– narrow gauge		111	111	0	0	–
– Low-noise wagons		80	80	127		
E open, standard type		2 283	2 212	2 193	1 591	49.84
F open, special type		691	686	661	163	46.39
G covered, standard type		697	685	769	0	26.01
H covered, special type		3 754	3 748	4 093	200	29.04
K flat, standard type		1 309	1 305	1 297	0	27.97
L flat, special type		19	19	18	0	27.17
R flat, 4 axles, standard type		885	884	859	859	55.71
S flat, 4 axles, special type		1 641	1 640	1 498	1 498	75.43
T with roof that can be opened		1 343	1 336	1 334	175	31.44
U special wagons/lowfloor wagons		510	502	399	84	33.27
private wagons in SBB fleet		6 770	6 851	7 214	5 193	60.95

		1971	1981	1991	2000	2001
Number of SBB stations		816	813	817	790	792
– open for passenger traffic		807	804	799	728	732
– open for goods traffic		677	649	587	473	475
Number of private sidings		1 631	1 728	1 891	1 820	1 353 ²⁾
– SBB clients with private sidings		2 319	2 864 ¹⁾	2 722	2 360	2 455 ²⁾
Operated lines	km	2 913	2 934	2 982	2 973	2 986
– with goods traffic only		14	30	64	95	94
– not electrified		16	16	13	17	17
– with narrow gauge		74	74	74	74	74
Own lines		2 926	2 952	2 998	3 000	3 008
– single track		1 582	1 520	1 466	1 390	1 394
– multi track		1 344	1 432	1 532	1 610	1 614
Tunnels	number	241	237	264	272	273
– length	km	188	197	207	218	224
Bridges	number	3 843	3 905	4 114	5 768	5 858
– length	km	45	54	58	91	91
Length of tracks		6 737	7 343	7 360	7 384	7 400
– main tracks		4 288	4 407	4 541	4 667	4 688
– welded track		2 907	3 968 ¹⁾	4 273	4 475	4 610
Level crossings		3 271	2 390	2 164	1 503	1 447

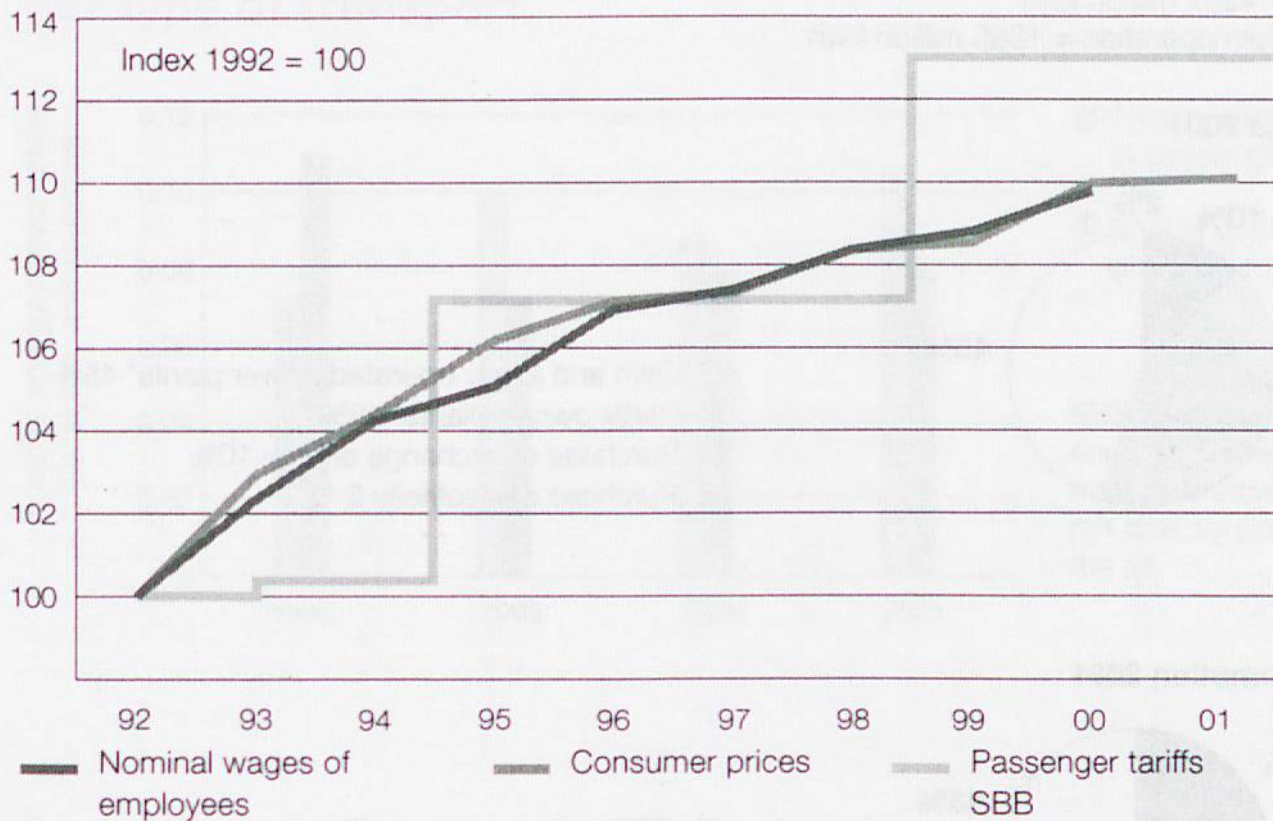
Superlatives

steepest gradients	121 ‰	Brünig–Meiringen (metre gauge, rack)
	44 ‰	Vevey–Puidoux-Chexbres (leased linie)
	39.5 ‰	Zürich HB–Zürich Stadelhofen
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	Zürich–Baden (Spanisch-Brötli-Bahn)

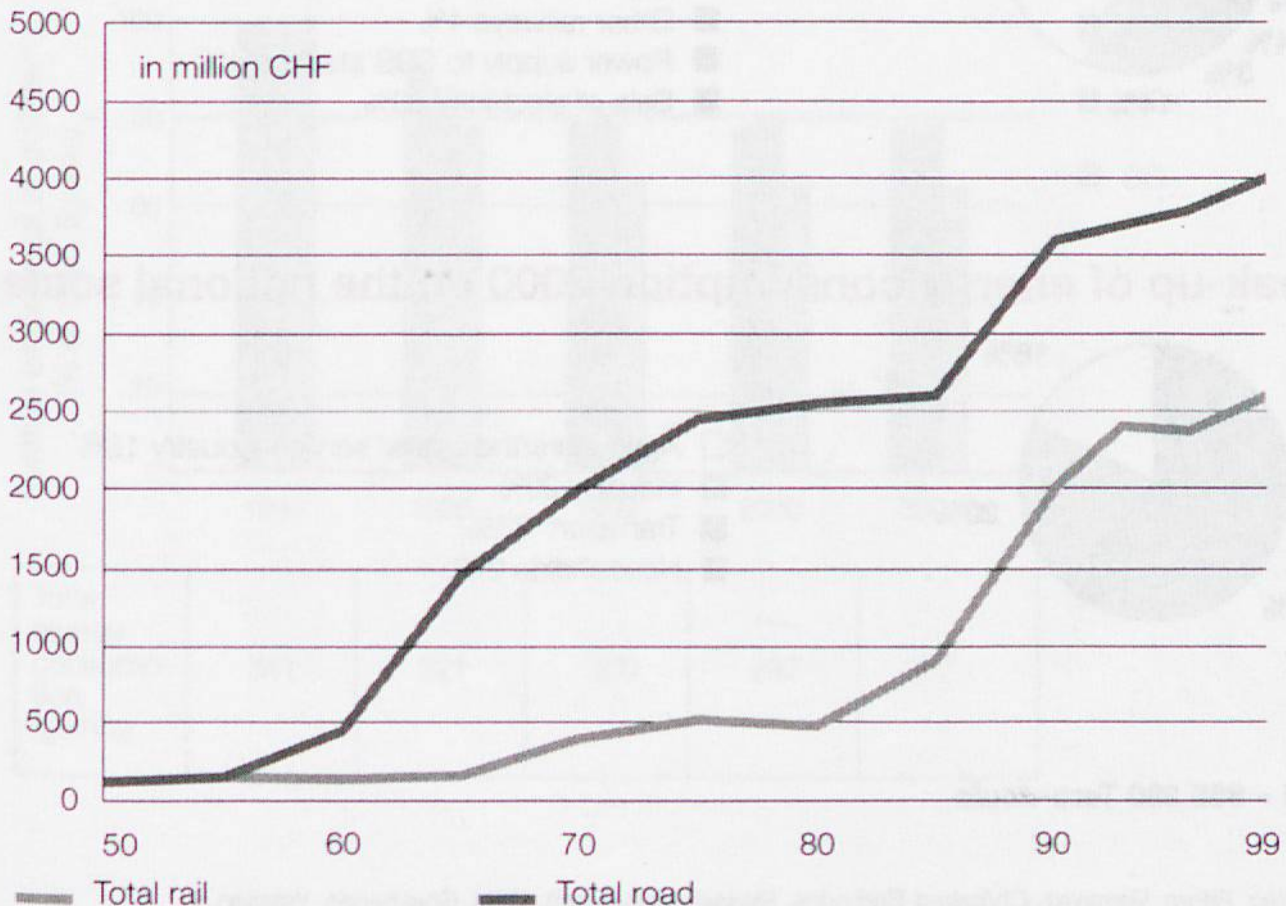
¹⁾ Indications dating from 1980

²⁾ New base, not comparable to the years before

Prices, tariffs, wages.



Development of the investments for traffic infrastructure.

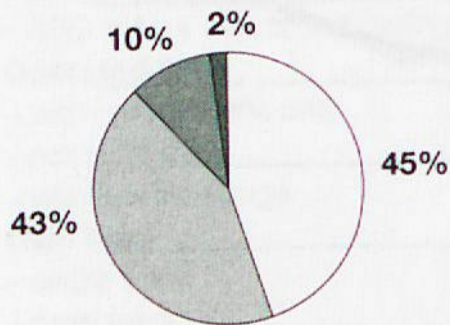


Energy turnover 2001.

Total = 4337 million kwh

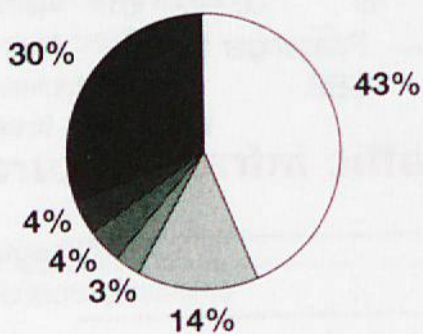
SBB-train operation = 1885 million kwh

Source 2001



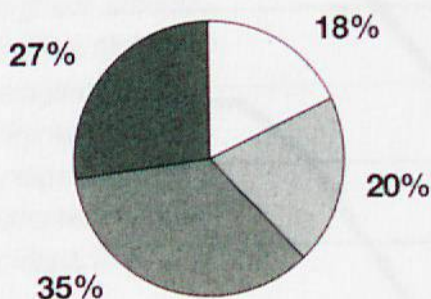
- Own and jointly operated power plants¹⁾ 45%
- ▒ Partly owned plants²⁾ 43%
- Purchase of exchange energy 10%
- Purchase of electricity 2%

Consumption 2001



- SBB train operation 43%
- ▒ Other plants/operation of pumps 14%
- Own consumption and leaks 3%
- Other railways 4%
- Power supply to SBB stations 4%
- Sale of electricity 30%

Break-up of energy consumption 2000 on the national scale.



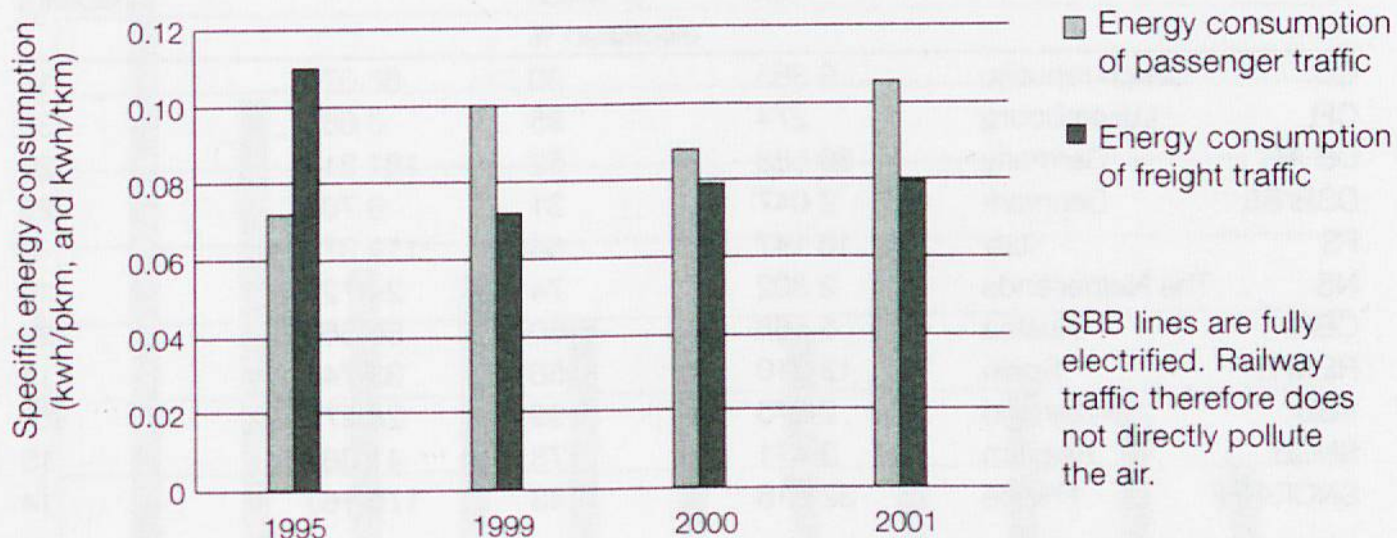
- Agriculture/the crafts/ service industry 18%
- ▒ Industry 20%
- Transport 35%
- Households 27%

Total = 855 290 Tera-Joule

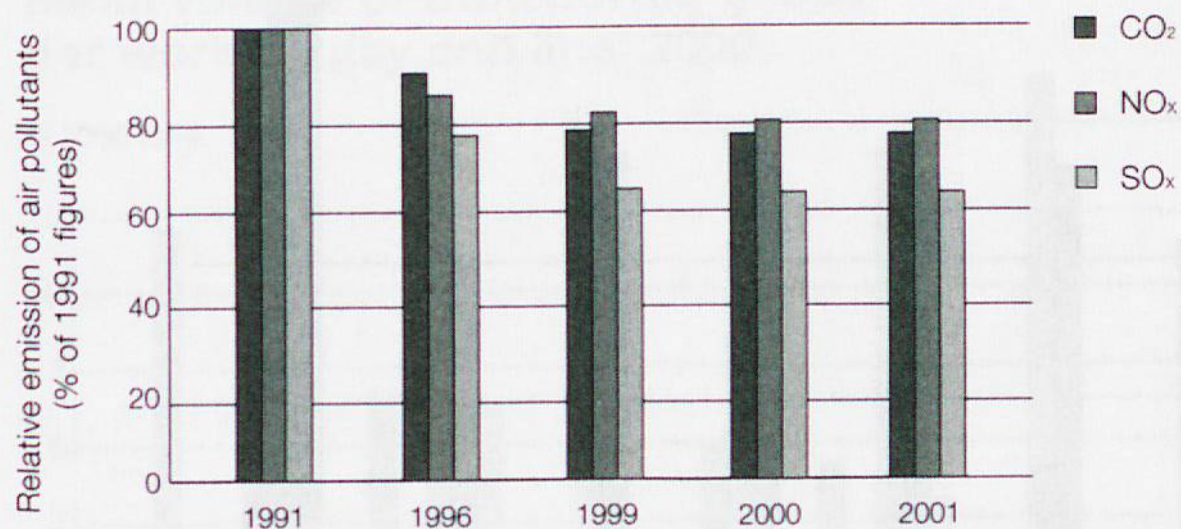
¹⁾ Amsteg, Ritom, Vernayaz, Châtelard-Barberine, Massaboden, Trient, Etzel, Göschenen, Wassen, Rapperswil-Auenstein

²⁾ AKEB, ENAG, KKW Leibstadt until 30 September 2001, Electra Massa until 30 September 2001

Energy consumption of SBB railway operation per type of transport.



Emission of air pollutants from heating.

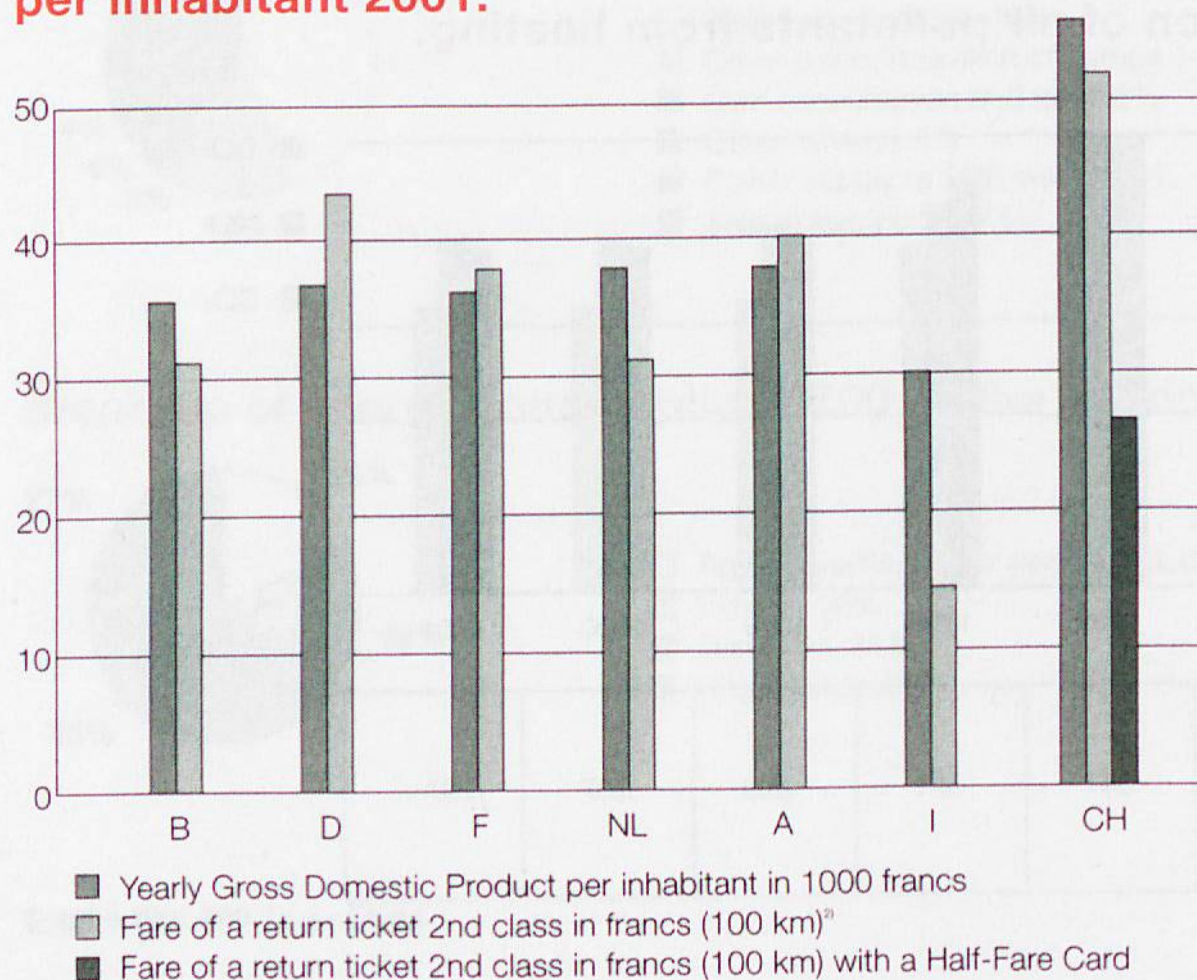


Total energy consumption (gwh/a)	341	321	300	297	297
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European railways in comparison, with figures 2000.

Railway	Country	Network length		Staff	Trips per inhabitant
		km	of which electrified %		
CD	Czech republic	9 365	30	86 079	17
CFL	Luxembourg	274	95	3 084	30
DB AG	Germany	36 588	52	181 314	21
DSB/BS	Denmark	2 047	31	9 705	29
FS	Italy	16 147	66	114 373	8
NS	The Netherlands	2 802	74	24 729	19
ÖBB	Austria	5 568	60	50 565	23
RENFE	Spain	12 310	56	33 747	11
SBB	Switzerland	2 975	99	28 272	40 ¹⁾
SNCB	Belgium	3 471	78	41 384	15
SNCF/RFF	France	32 515	43	175 163	14

Fares in relation to Gross Domestic Product per inhabitant 2001.

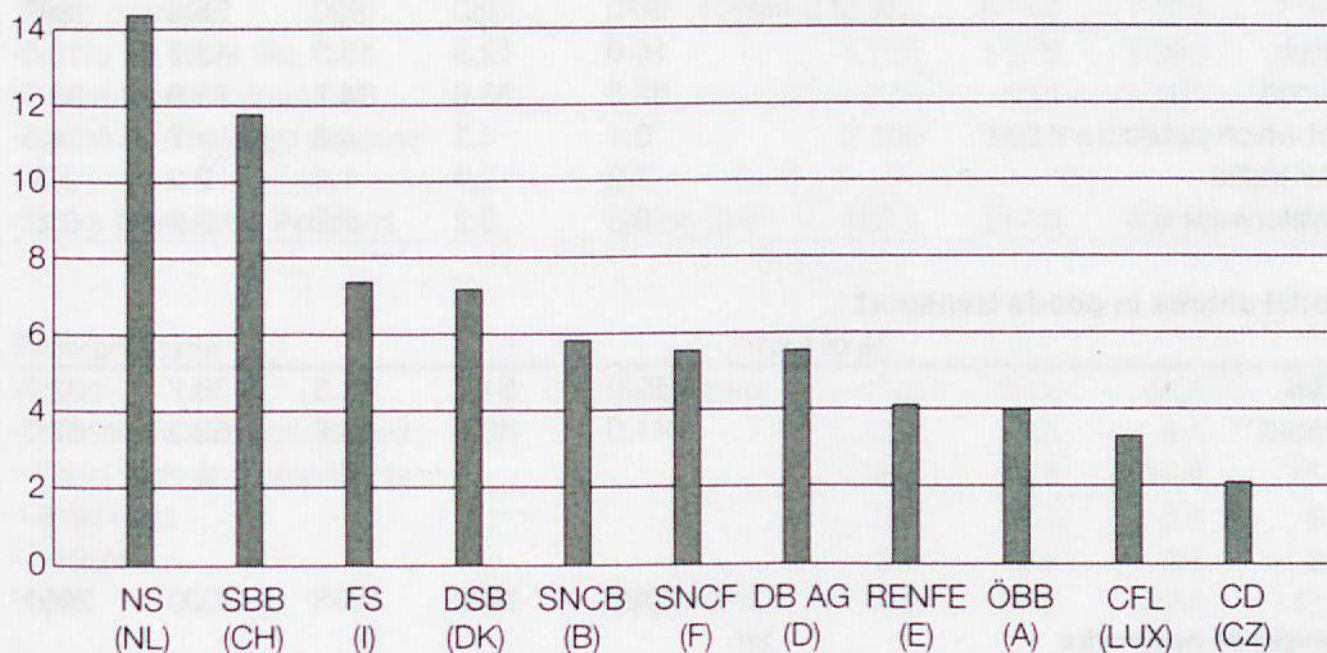


¹⁾ The corresponding value for the year 2001 is 42 trips.

²⁾ The graph compares ordinary fares. The individual railways offer different tariff facilities.

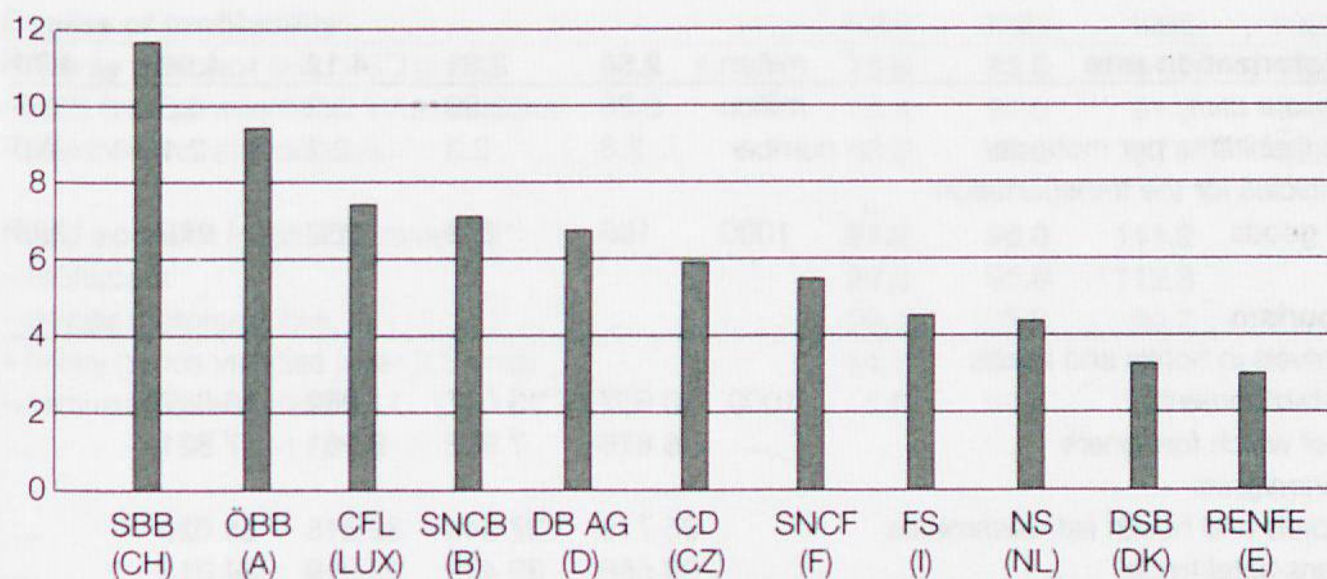
Mean number of passengers per day and line¹⁾ 2000.

in 1000 persons



Mean volume of transported goods per working day and line²⁾ 2000.

in 1000 tons



¹⁾ Pkm : network length : 365 days

²⁾ Tkm : network length : 309 working days

The Swiss transport sector.

Modal shares in passenger transport

	% of p-km ²⁾	1970	1980	1990	1995	1997
– Rail		16.0	12.5	13.3	13.7	13.8
– Road		82.5	85.9	84.7	83.9	83.7
of which public transport		5.1	4.3	4.8	4.7	4.5
– Air traffic		1.2	1.4	1.8	2.2	2.3 ¹⁾
– Waterways		0.3	0.2	0.2	0.2	0.2 ¹⁾

Modal shares in goods transport

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

		1980	1990	1995	2000	2001
Length of networks	km					
Rail, lines owned		4 982	5 030	5 041	5 035	...
Road ³⁾		66 544	71 099	71 372	71 231	...
– Motorways		1 170	1 495	1 540	1 858	...
Pipelines (oil)		239	239	239	110	...

Gotthard road tunnel

– Average daily number of vehicles	6 285	15 615	17 259	18 732	16 450
– Average daily number of lorries and motorcoaches	566	1 983	2 877	3 905	3 477

Motorization rate	million	2.56	3.81	4.12	4.58	4.70
Private cars	million	2.26	2.99	3.2	3.5	3.6
– Inhabitants per motorcar	number	2.8	2.3	2.2	2.1	2.0
Vehicles for the transportation of goods	1000	166	272	262	279	285

Tourism

Arrivals in hotels and health establishments	1000	10 937	13 047	11 962	13 807	...
– of which foreigners		6 676	7 978	6 961	7 821	...
Overnights:						
Hotels and health establishments		35 716	37 548	32 616	35 020	...
Para-hotel trade		39 566	39 479	39 019	34 015	...

¹⁾ 1997 figures for water and air transport are estimated

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.

Inhabitants		1980	1990	2000	2001
Yearly average	1000	6 385	6 796	7 209	7 259
– up to 19 years old		1 756	1 578	1 666	1 666
– more than 65 years old		875	978	1 101	1 118
– gainfully employed persons		3 166	3 821	3 879 ¹⁾	...
Gross Domestic Product	billion CHF	180.1	317.3	404.4	417.0¹⁾

Foreign trade

Import	million tons	45.2	40.2	44.2	45.1
– foodstuffs and animal feed		3.3	3.3	4.1	4.0
– liquid fuels and propellants		13.5	13.0	14.6	15.9
– solid fuels		0.6	0.4	0.4	0.3
– metals		2.8	2.8	3.1	2.9
Value	billion CHF	96.6	94.5	139.4	141.9
Export	million tons	7.7	9.3	14.7	14.1
Value	billion CHF	88.7	95.8	136.0	138.5
Balance		–8.4	1.3	–3.4	–3.4
Balance of earnings	CHF bn	–0.9	92.0	52.3	...

Degree of profitability⁴⁾		1980	1990	1998	1999
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	...	

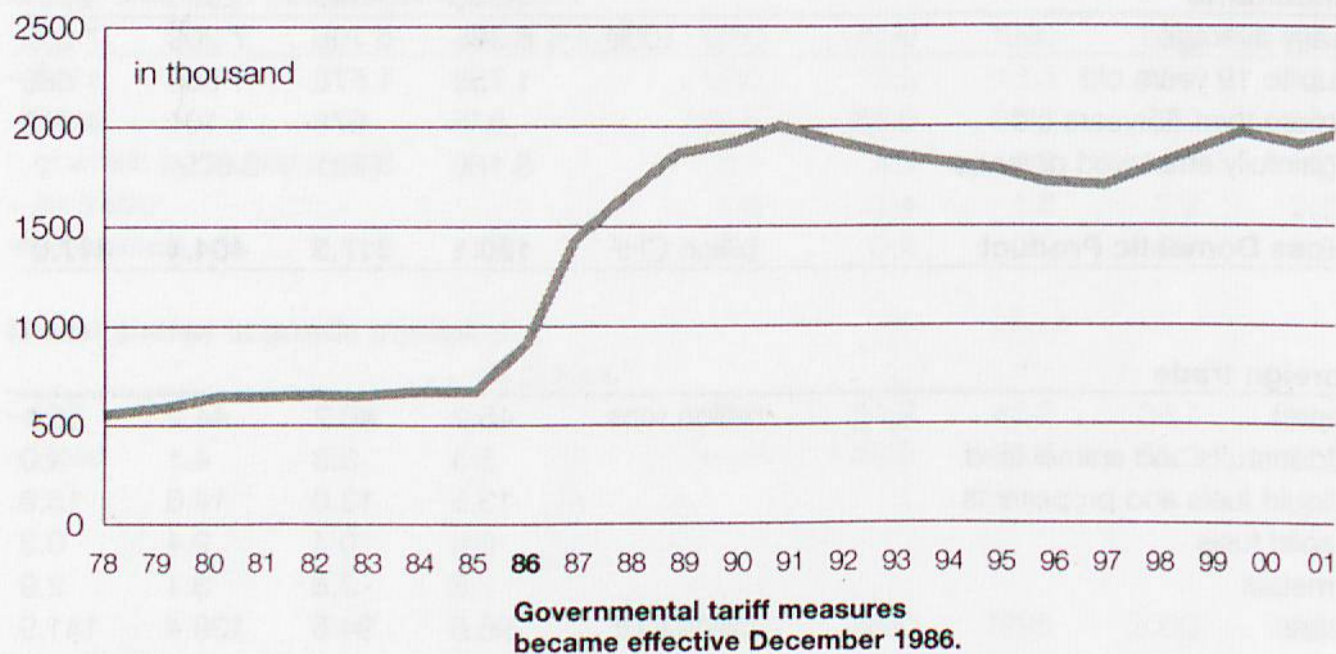
¹⁾ provisional

²⁾ new methodology as from 1985

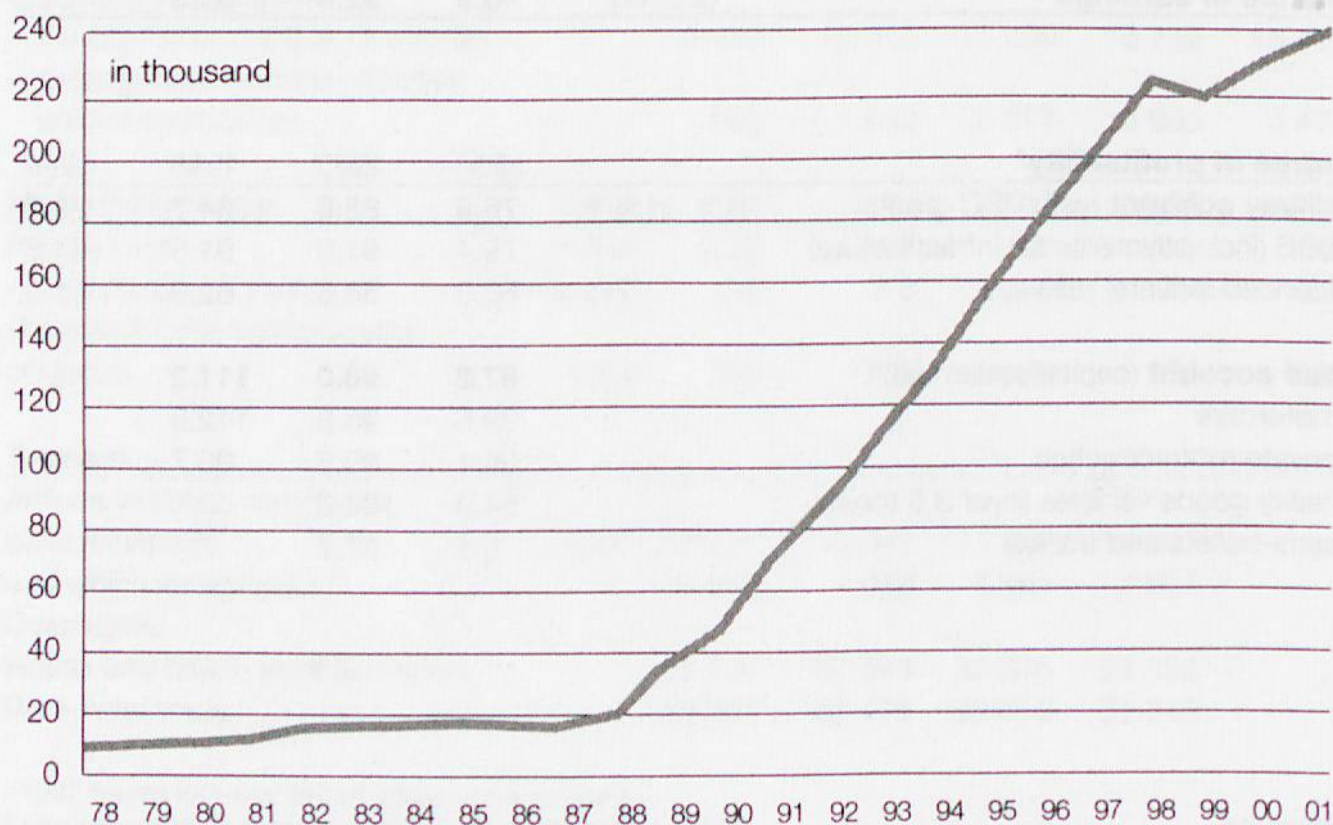
³⁾ new methodology as from 1998

⁴⁾ more recent figures not yet published.

Sales development of Half-Fare Cards.

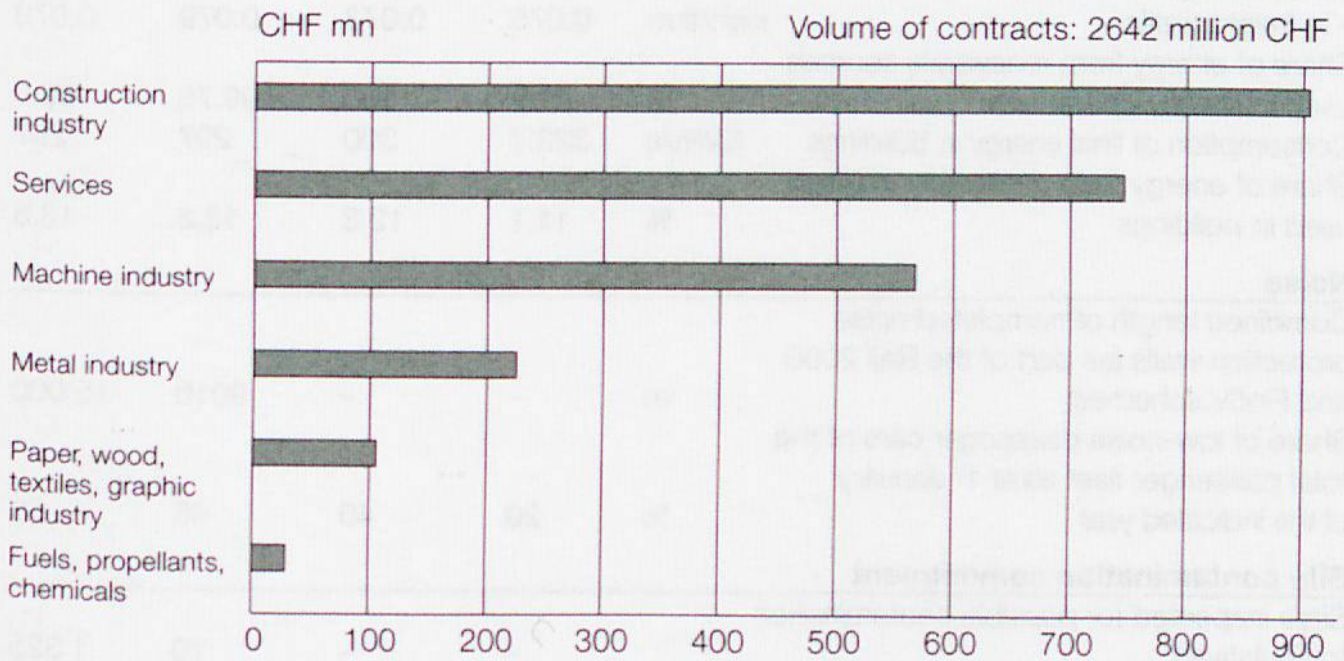


Sales development of General Abonnements.



The SBB as contract placers 2000.

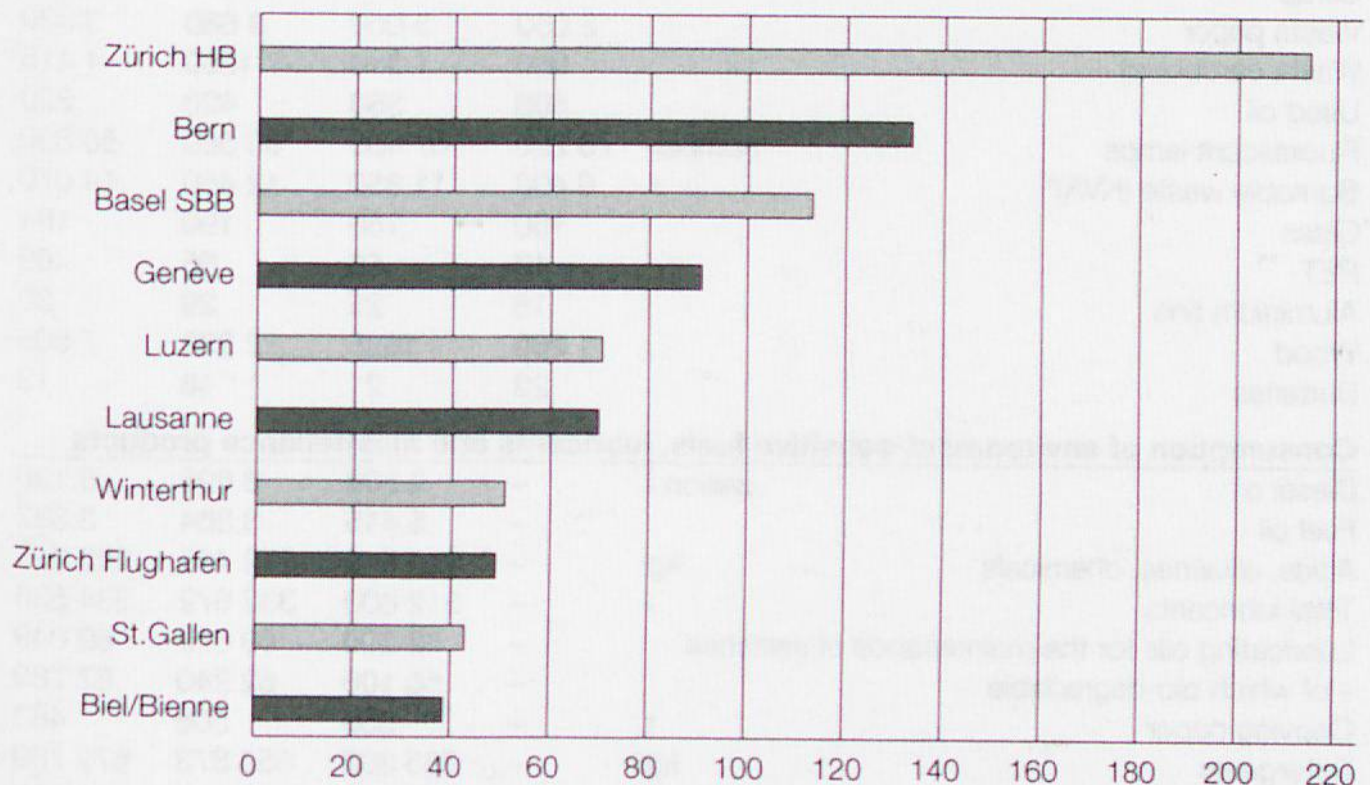
24 614 suppliers of which 23 803 within Switzerland (=96.7%)



The most important stations 2001.

Passenger traffic

As per turnover (million CHF) per year



		1995	1999	2000	2001
Energy					
Specific consumption of final energy					
– in passenger traffic	kwh/pkm	0.112	0.1	0.09	0.106
– in freight traffic	kwh/tkm	0.075	0.072	0.079	0.079
Share of energy from renewable sources					
used in railway operationn	%	91.9	100	99.75	96.9
Consumption of final energy in buildings	GWh/a	323.7	300	297	297
Share of energy from renewable sources					
used in buildings	%	11.1	12.3	13.3	13.3

Noise

Combined length of completed noise protection walls (as part of the Rail 2000 and FinöV schemes)					
	m	–	–	9010	15 000
Share of low-noise passenger cars of the total passenger fleet as at 1 st January of the indicated year					
	%	29	40	45	58

Site contamination commitment

Sites inspected for possible contamination (cumulative))					
		–	–	10	1 325
Cleaned-up sites					
		–	–	1	1

Waste

Excavated ballast and gravel sand					
	t	–	–	652 502	412 800
– of which cleaned and re-used					
				522 002	252 900
– of which spoil disposed of					
				130 500	159 900
Scrap					
		37 000	46 100	49 877	50 338
Waste paper					
		2 050	3 000	3 680	3 830
Waste cardboard					
		960	1 310	1350	1 415
Used oil					
		506	380	420	320
Fluorescent lamps					
	number	78 220	87 450	96 560	80 890
Burnable waste (KVA) ¹⁾					
	t	9 400	11 850	12 450	14 070
Glass					
		150	160	190	194
PET					
		10	56	65	69
Aluminium tins					
		18	25	29	30
Wood					
		1 260	1625	2 235	7 505
Batteries					
		22	21	16	13

Consumption of environment-sensitive fuels, lubricants and maintenance products

Diesel oil					
	million l	–	9.208	8.695	8.130
Fuel oil					
		–	5.415	3.364	3.882
Acids, alkalines, chemicals					
	kg	–	640 810	272 425	262 817
Total lubricants					
	l	–	312 800	332 672	334 536
Lubricating oils for the maintenance of switches					
		–	62 200	69 679	69 049
– of which bio-degradable					
		–	55 100	62 240	67 789
Copying paper					
	t	–	550	508	463
Detergents					
	kg	–	765 300	656 873	672 789
Paints and varnishes					
		–	117 800	62 864	52 902
Herbicides					
		4 321	3 982	4 474	4 792

¹⁾ KVA = Waste combustion plant

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