



# SBB Facts and Figures

2024



## Imprint

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Data in italics is not directly comparable with the current data due to restatement.

Owing to rounding, the sums of the figures in the tables may differ from the totals stated.



## Transportation

		2020	2021	2022	2023	2024	Δ%	
<b>Passenger Services – offer</b>								
1	Trains operated	number/day	7,270	7,653	7,544	7,889	7,947	0.7
2	Long-Distance Services	number/day	1,336	1,390	1,309	1,394	1,358	-2.6
3	Regional Services	number/day	5,935	6,263	6,235	6,495	6,589	1.5
	Train-kilometres	train-km m	146.6	153.2	155.2	158.7	159.5	0.5
4	Long-Distance Services	train-km m	63.8	66.4	67.6	69.2	69.1	-0.1
5	Regional Services	train-km m	82.8	86.8	87.5	89.4	90.3	1.0
	Rail services	train-km m	81.3	85.4	86.6	88.2	88.6	0.4
	Bus services	bus-km m	1.4	1.4	0.9	1.2	1.7	42.5
6	Seat-kilometres offered	seat-km offered m	65,526	69,590	72,327	73,555	75,067	2.1
7	Seats offered per train	number	452	459	471	468	475	1.5
4	Long-Distance Services	number	647	668	685	678	693	2.3
5	Regional Services	number	302	300	305	306	309	0.8
<b>Passenger Services – sales</b>								
8	SBB points of sale	number	719	719	718	716	711	-0.7
	Staffed by SBB employees	number	144	143	130	121	121	0.0
9	Staffed by agencies	number	27	0	0	0	0	–
	With self-service	number	548	576	588	595	590	-0.8
10	Ticket sales SBB	Tickets m	89.8	118.1	164.9	192.9	215.3	11.6
11	Digital channels	Tickets m	55.2	82.5	121.6	150.0	174.7	16.4
	of which EasyRide (check in/check out)	Tickets m	4.0	9.4	17.5	23.3	31.1	33.5
	Ticket machines	Tickets m	24.7	24.9	28.9	27.1	24.2	-10.9
	Automatic travelcard renewal	Tickets m	3.7	3.7	4.0	4.3	4.4	2.9
	Travel centres	Tickets m	6.0	6.4	9.0	9.2	8.8	-5.0
	Self-service quota	%	93.4	94.5	94.5	95.2	96.0	0.7
	of which, digital channels	%	61.4	69.9	73.7	77.8	81.1	3.3
12	Regular customers (GA and Half Fare Travelcards)	Travelcards m	3.160	3.235	3.399	3.594	3.763	4.7
13	GA Travelcards (network season tickets)	Travelcards m	0.439	0.406	0.431	0.447	0.425	-5.0
14	GA Travelcard rate by canton							
	Aargau	%	6.5	5.9	6.2	6.4	6.0	-0.4
	Appenzell Ausserrhoden	%	3.9	3.7	3.7	3.8	3.5	-0.4
	Appenzell Innerrhoden	%	2.3	2.2	2.3	2.3	2.1	-0.2
	Basel-Landschaft	%	3.0	2.8	2.9	2.9	2.7	-0.2
	Basel-Stadt	%	4.9	4.5	4.8	4.9	4.6	-0.4
	Bern / Berne	%	8.7	8.1	8.3	8.5	8.0	-0.5
	Fribourg / Freiburg	%	4.4	4.1	4.3	4.5	4.2	-0.3



		2020	2021	2022	2023	2024	Δ%	
	Genève	%	1.1	1.1	1.2	1.3	1.2	-0.1
	Glarus	%	5.2	4.8	4.9	5.2	4.7	-0.4
	Graubünden / Grigioni / Grischun	%	4.0	3.7	3.8	3.9	3.6	-0.2
	Jura	%	3.8	3.5	3.9	4.0	3.8	-0.2
	Luzern	%	5.3	4.9	5.1	5.3	4.9	-0.4
	Neuchâtel	%	3.7	3.6	3.9	4.0	3.8	-0.2
	Nidwalden	%	3.1	3.0	3.1	3.3	3.3	0.0
	Obwalden	%	2.6	2.3	2.5	2.6	2.4	-0.2
	Schaffhausen	%	5.8	5.4	5.7	5.9	5.5	-0.3
	Schwyz	%	5.0	4.6	4.8	5.0	4.8	-0.2
	Solothurn	%	6.8	6.4	6.6	6.8	6.5	-0.4
	St. Gallen	%	4.7	4.4	4.6	4.7	4.2	-0.4
	Thurgau	%	4.5	4.2	4.4	4.5	4.1	-0.4
	Ticino	%	1.0	1.1	1.2	1.3	1.2	-0.1
	Uri	%	3.9	3.7	4.0	4.4	4.1	-0.3
	Valais / Wallis	%	5.0	4.8	5.1	5.2	4.9	-0.3
	Vaud	%	3.6	3.4	3.7	3.8	3.6	-0.2
	Zug	%	6.3	5.8	6.0	6.2	5.8	-0.4
	Zürich	%	5.6	5.1	5.3	5.4	5.0	-0.3
13	Half Fare Travelcards	Travelcards m	2.721	2.829	2.969	3.147	3.338	6.1
15	<u>Half Fare Travelcard rate by canton</u>							
	Aargau	%	29.3	30.5	31.2	32.8	34.2	1.3
	Appenzell Ausserrhoden	%	33.8	34.5	36.4	38.1	39.6	1.5
	Appenzell Innerrhoden	%	29.8	30.6	31.4	33.8	35.6	1.7
	Basel-Landschaft	%	28.1	28.7	29.3	30.5	31.7	1.2
	Basel-Stadt	%	34.9	36.2	37.6	39.0	40.1	1.1
	Bern / Berne	%	37.5	38.5	39.6	41.3	43.0	1.8
	Fribourg / Freiburg	%	21.4	22.0	23.1	24.9	26.8	2.0
	Genève	%	16.9	17.8	19.0	20.3	21.6	1.2
	Glarus	%	27.2	27.7	28.7	30.3	32.2	1.9
	Graubünden / Grigioni / Grischun	%	31.8	32.4	33.6	35.5	37.1	1.6
	Jura	%	20.1	20.9	21.8	23.1	24.4	1.3
	Luzern	%	35.9	37.4	38.6	40.4	42.2	1.8
	Neuchâtel	%	22.0	22.7	24.1	25.8	27.6	1.8
	Nidwalden	%	41.0	42.2	43.5	45.7	47.5	1.8
	Obwalden	%	38.1	39.5	41.3	43.7	45.4	1.6
	Schaffhausen	%	31.7	32.6	33.5	34.8	36.3	1.5
	Schwyz	%	34.7	35.8	37.3	39.5	41.4	1.9
	Solothurn	%	29.7	30.5	31.2	32.5	34.0	1.4



		2020	2021	2022	2023	2024	Δ%	
	St. Gallen	%	30.6	31.4	32.6	34.2	35.7	1.5
	Thurgau	%	29.3	30.1	31.2	33.0	34.6	1.6
	Ticino	%	12.6	13.6	15.1	16.8	18.4	1.7
	Uri	%	34.0	35.7	38.3	40.7	42.9	2.3
	Valais / Wallis	%	28.9	29.5	30.9	32.8	34.5	1.7
	Vaud	%	26.9	27.4	29.0	30.7	32.5	1.7
	Zug	%	42.6	43.6	45.5	47.4	49.4	2.0
	Zürich	%	39.8	41.4	42.6	44.0	45.1	1.1
<b>Passenger Services – demand</b>								
	Passenger-traffic performance	Pkm m	11,705	12,505	17,296	19,993	20,502	2.5
4	Long-Distance Services	Pkm m	7,995	8,630	12,259	14,054	14,336	2.0
5	Regional Services	Pkm m	3,710	3,875	5,036	5,940	6,166	3.8
	Rail services	Pkm m	3,695	3,862	5,021	5,913	6,128	3.6
	Bus services	Pkm m	15	12	16	26	37	40.9
16	Growth in demand for peak traffic	%	-40.3	0.4	35.3	15.5	2.6	-12.9
	Long-Distance Services	%	-43.3	0.8	38.6	14.4	2.4	-12.0
17	Regional Services	%	-33.1	-0.5	28.4	17.9	3.0	-14.9
	Growth in demand for off-peak periods	%	-39.9	8.5	36.2	17.1	2.4	-14.7
	Long-Distance Services	%	-43.0	9.5	39.3	16.7	2.0	-14.7
17	Regional Services	%	-30.0	6.0	27.6	18.1	3.8	-14.3
18	Growth in weekend demand	%	-41.9	15.1	42.5	13.4	1.7	-11.7
	Long-Distance Services	%	-43.4	15.6	44.1	12.1	1.8	-10.3
17	Regional Services	%	-35.7	13.3	36.7	18.6	1.5	-17.1
19	Average load factor	%	17.9	18.0	23.9	27.2	27.3	0.1
	Long-Distance Services	%	19.3	19.5	26.5	29.9	29.9	0.0
20	Regional Services	%	15.3	15.3	19.4	22.3	22.7	0.4
	Passenger volume in terms of journeys	PJ m	308.7	322.9	422.3	481.0	507.3	5.5
	Passengers per day	m PJ/day	0.84	0.88	1.16	1.32	1.39	5.2
7	Passengers per train	number	81	82	112	127	130	2.3
	Average length of journey	km	37.2	37.8	39.6	40.2	39.1	-2.6
21	Modal split of passenger traffic	%	17.6	17.7	20.8	22.5	–	–
22	of which railway	%	13.7	13.8	16.8	18.4	–	–
<b>Passengers boarding and alighting at stations</b>								
24	Zürich HB	JL/working day	–	272,200	360,900	419,600	–	–
25	Bern	JL/working day	–	127,800	164,800	189,200	–	–
	Winterthur	JL/working day	–	73,100	93,700	110,900	–	–
	Lausanne	JL/working day	–	73,000	93,700	105,900	–	–



			2020	2021	2022	2023	2024	Δ%
26	Basel SBB	JL/working day	—	68,600	90,900	105,900	—	—
	Luzern	JL/working day	—	66,700	88,100	104,400	—	—
	Zürich Oerlikon	JL/working day	—	67,300	84,000	94,200	—	—
26	Genève	JL/working day	—	52,800	74,100	88,500	—	—
	Olten	JL/working day	—	54,000	71,800	80,900	—	—
27	Zürich Stadelhofen	JL/working day	—	55,000	71,300	80,400	—	—
	Zürich Hardbrücke	JL/working day	—	34,600	50,400	59,100	—	—
28	Biel/Bienne	JL/working day	—	38,100	46,000	50,800	—	—
	<u>More stations</u>							
	Zürich Flughafen	JL/working day	—	21,400	35,500	50,000	—	—
29	St. Gallen	JL/working day	—	35,000	42,700	48,200	—	—
	Zug	JL/working day	—	30,400	40,000	45,800	—	—
	Zürich Altstetten	JL/working day	—	28,000	37,600	44,600	—	—
30	Aarau	JL/working day	—	30,800	38,200	43,400	—	—
	Baden	JL/working day	—	23,200	30,100	35,700	—	—
	Thun	JL/working day	—	25,600	30,000	34,000	—	—
	Fribourg/Freiburg	JL/working day	—	19,900	24,400	33,400	—	—
31	Lugano	JL/working day	—	18,900	27,400	33,300	—	—
	Neuchâtel	JL/working day	—	19,800	26,900	31,200	—	—
	Lenzburg	JL/working day	—	20,400	25,100	29,500	—	—
	Wetzikon ZH	JL/working day	—	21,700	25,800	28,300	—	—
	Chur	JL/working day	—	19,400	24,500	27,800	—	—
	Uster	JL/working day	—	18,100	24,300	27,600	—	—
32	Vevey	JL/working day	—	18,600	24,000	26,700	—	—
	Stettbach	JL/working day	—	17,900	23,100	26,700	—	—
33	Renens VD	JL/working day	—	17,400	23,200	26,700	—	—
	Visp	JL/working day	—	15,800	21,400	25,300	—	—
26	Schaffhausen	JL/working day	—	15,700	19,400	25,200	—	—
	Brugg AG	JL/working day	—	17,200	21,600	25,200	—	—
	Rapperswil SG	JL/working day	—	18,400	21,600	24,400	—	—
34	Morges	JL/working day	—	16,500	20,700	24,200	—	—
30	Dietikon	JL/working day	—	17,500	21,100	23,700	—	—
35	Nyon	JL/working day	—	14,500	18,800	21,400	—	—
36	Yverdon-les-Bains	JL/working day	—	15,200	19,100	20,900	—	—
	Brig	JL/working day	—	13,200	17,500	20,700	—	—
	Bellinzona	JL/working day	—	15,300	19,200	20,300	—	—
	Wädenswil	JL/working day	—	14,000	17,300	20,000	—	—
	Effretikon	JL/working day	—	14,600	17,500	19,400	—	—
37	Wil SG	JL/working day	—	14,700	16,800	19,200	—	—



		2020	2021	2022	2023	2024	Δ%	
	Thalwil	JL/working day	—	13,500	16,300	18,900	—	—
38	Arth-Goldau	JL/working day	—	13,400	16,800	18,500	—	—
39	Liestal	JL/working day	—	14,800	17,800	18,500	—	—
40	Spiez	JL/working day	—	11,100	16,000	17,900	—	—
32	Montreux	JL/working day	—	12,000	15,400	17,600	—	—
	Bülach	JL/working day	—	12,900	15,000	17,600	—	—
	Zürich Enge	JL/working day	—	11,000	14,600	17,500	—	—
	Weinfelden	JL/working day	—	12,400	14,900	17,400	—	—
	Pfäffikon SZ	JL/working day	—	12,900	15,300	17,300	—	—
	Burgdorf	JL/working day	—	14,900	15,900	17,200	—	—
	Rotkreuz	JL/working day	—	11,500	15,200	17,000	—	—
41	Solothurn	JL/working day	—	12,600	15,100	16,900	—	—
	Landquart	JL/working day	—	12,100	15,200	16,700	—	—
	Bern Wankdorf	JL/working day	—	9,300	12,800	15,900	—	—
	Schlieren	JL/working day	—	11,400	14,300	15,200	—	—
	Wallisellen	JL/working day	—	10,800	13,200	15,200	—	—
42	<b>Freight Services</b>							
43	Volume of freight traffic	net tonnes m	46.7	48.0	45.8	44.6	43.1	-3.5
	SBB Cargo Ltd (Switzerland)	net tonnes m	28.9	28.9	27.8	25.9	24.3	-6.2
	SBB Cargo International Ltd	net tonnes m	20.6	21.6	20.0	19.9	18.8	-5.7
44	Volume of freight traffic per day	net tonnes/day	185,000	185,000	180,000	175,000	170,000	-2.9
43	Freight-traffic performance	net tonne-km m	15,978	17,174	16,509	16,305	15,518	-4.8
	SBB Cargo Ltd	net tonne-km m	5,267	5,256	4,999	4,622	4,234	-8.4
	SBB Cargo International Ltd	net tonne-km m	11,687	12,659	12,071	11,972	11,288	-5.7
45	SBB market share of rail freight in Switzerland	%	69.2	65.8	62.9	62.4	—	—
46	Modal split of freight traffic	%	36.7	37.5	37.7	37.8	—	—
47	Trans-alpine freight SBB Cargo	net tonnes m	18.6	19.6	18.5	17.7	16.7	-5.4
	SBB Cargo Ltd	net tonnes m	5.3	6.2	6.2	5.5	5.1	-8.4
	Gotthard	net tonnes m	5.0	5.9	5.9	5.3	4.9	-7.8
	Simplon	net tonnes m	0.3	0.3	0.3	0.2	0.2	-23.4



			2020	2021	2022	2023	2024	Δ%
	SBB Cargo International Ltd	net tonnes m	13.3	13.4	12.4	12.2	11.7	-4.1
	Gotthard	net tonnes m	9.6	10.2	10.6	10.2	9.5	-7.0
	Simplon	net tonnes m	3.8	3.3	1.8	2.0	2.2	10.4
48	SBB market share of trans-alpine railway freight	%	64.4	60.2	54.6	58.4	—	—
	SBB Cargo Ltd (Switzerland)	%	21.4	22.1	20.6	21.4	—	—
	SBB Cargo International Ltd	%	43.0	38.1	34.0	37.0	—	—

**Infrastructure**

49	Trains on the network	number/day	10,768	11,254	11,334	11,413	11,569	1.4
49	Passenger traffic	number/day	9,093	9,605	9,693	9,780	9,987	2.1
1	of which on SBB infrastructure	number/day	8,844	9,310	9,337	9,395	9,590	2.1
49	Freight traffic	number/day	1,675	1,649	1,641	1,634	1,582	-3.2
1	of which on SBB infrastructure	number/day	1,675	1,649	1,641	1,634	1,582	-3.2
	<b>Train paths sold or used by the infrastructure manager</b>	<b>train-path km m</b>	<b>180.2</b>	<b>189.4</b>	<b>193.3</b>	<b>193.2</b>	<b>195.0</b>	<b>0.9</b>
	SBB Infrastructure train paths sold	train-path km m	176.1	184.8	188.6	188.5	190.3	0.9
	Passenger traffic	train-path km m	149.0	157.1	160.3	161.0	163.4	1.5
	SBB Passenger Services including subsidiaries	train-path km m	134.6	141.0	143.3	144.3	146.0	1.2
	Other passenger traffic companies	train-path km m	14.4	16.1	17.0	16.8	17.4	3.6
	Freight traffic	train-path km m	27.1	27.7	28.2	27.5	26.9	-2.1
	SBB Cargo Ltd and SBB Cargo International Ltd	train-path km m	21.4	21.0	20.7	20.1	19.3	-4.3
	Other freight traffic companies	train-path km m	5.7	6.7	7.5	7.4	7.6	3.9
50	Subsidiary train paths sold	train-path km m	2.9	3.2	3.3	3.4	3.4	0.2
51	Sensetalbahn (and Thurbo)	train-path km m	0.0	0.1	0.2	0.2	0.2	0.0
	Zentralbahn (metre gauge)	train-path km m	2.9	3.1	3.1	3.2	3.2	0.2
	<b>Train paths used by the infrastructure managers</b>	<b>train-path km m</b>	<b>1.28</b>	<b>1.35</b>	<b>1.37</b>	<b>1.35</b>	<b>1.33</b>	<b>-1.0</b>
	SBB Infrastructure	train-path km m	1.28	1.35	1.37	1.34	1.33	-0.9
52	Subsidiaries	train-path km m	0.00	0.00	0.01	0.00	0.00	-69.3
53	<b>Train density</b>	<b>trains/route/day</b>	<b>153.5</b>	<b>160.4</b>	<b>163.7</b>	<b>163.6</b>	<b>164.6</b>	<b>0.7</b>
54	Passenger trains	trains/route/day	133.4	140.1	143.0	143.5	145.2	1.2
55	Freight trains	trains/route/day	24.4	24.8	25.3	24.6	24.0	-2.4
56	<b>Network usage efficiency</b>	<b>trains/m-t/day</b>	<b>75.9</b>	<b>79.3</b>	<b>80.7</b>	<b>80.8</b>	<b>81.2</b>	<b>0.4</b>





		2020	2021	2022	2023	2024	Δ%	
57	Trans-alpine freight on SBB infrastructure	net tonnes m	30.0	33.8	33.4	31.7	31.0	-2.2
	by transit route							
	Gotthard	net tonnes m	17.6	20.6	22.4	20.8	20.6	-1.1
58	Wagonload freight	net tonnes m	4.4	5.3	5.2	4.8	4.7	-2.4
59	Lorry shuttle	net tonnes m	0.0	0.1	0.0	0.1	0.1	118.1
	Unaccompanied intermodal transport	net tonnes m	13.3	15.3	17.2	16.0	15.8	-1.1
	Simplon	net tonnes m	12.4	13.2	11.0	10.9	10.4	-4.3
58	Wagonload freight	net tonnes m	1.2	1.4	1.2	1.3	1.0	-19.8
	Lorry shuttle	net tonnes m	1.8	2.2	2.3	2.5	2.3	-11.2
	Unaccompanied intermodal transport	net tonnes m	9.4	9.6	7.5	7.1	7.1	1.0
60	by traffic type							
58	Wagonload freight	net tonnes m	5.5	6.7	6.4	6.1	5.7	-6.1
	Lorry shuttle	net tonnes m	1.8	2.2	2.3	2.6	2.4	-8.5
	Unaccompanied intermodal transport	net tonnes m	22.7	24.9	24.6	23.1	23.0	-0.4
61	Modal split of trans-alpine freight	%	71.9	73.9	72.9	72.0	—	—
	of which SBB freight services	%	46.3	44.5	39.8	42.1	—	—
	SBB Cargo Ltd (Switzerland)	%	15.4	16.3	15.0	15.4	—	—
	SBB Cargo International Ltd	%	30.9	28.1	24.8	26.6	—	—

**Operating performance**

	Operating performance (trains and buses)	train-km m	181.8	189.3	190.1	192.7	191.7	-0.5
	SBB Passenger Services including subsidiaries	train-km m	146.6	153.2	155.2	158.7	159.5	0.5
4	Long-Distance Services	train-km m	63.8	66.4	67.6	69.2	69.1	-0.1
	Regional Services standard gauge	train-km m	78.5	82.3	83.5	85.1	85.6	0.5
	Regional Services metre gauge (Zentralbahn)	train-km m	2.9	3.1	3.1	3.1	3.1	-2.1
	Regional bus services	bus-km m	1.4	1.4	0.9	1.2	1.7	42.5
42	SBB Cargo Ltd and SBB Cargo International Ltd.	train-km m	33.9	34.8	33.6	32.7	30.9	-5.6
	Freight trains	train-km m	30.9	31.8	30.7	30.0	28.1	-6.1
	Wagonload freight	train-km m	16.3	15.8	15.2	14.8	14.9	0.5
	Intermodal transport	train-km m	14.6	16.0	15.5	15.1	13.2	-12.6
	Light engines	train-km m	3.0	3.0	2.8	2.7	2.7	0.1
	Construction and maintenance trains SBB Infrastructure	train-km m	1.3	1.4	1.4	1.3	1.3	-0.9



**Footnotes: Transportation**

- 1 Monday to Friday.
- 2 Monday to Friday; including SOB trains run by SBB as a long-distance services concession (Treno Gottardo, Aare Linth).
- 3 Monday to Friday; including subsidiaries.
- 4 Including SOB trains run by SBB as a long-distance services concession (Treno Gottardo, Aare Linth).
- 5 Including subsidiaries.
- 6 Including SOB trains run by SBB as a long-distance services concession (Treno Gottardo, Aare Linth) and subsidiaries.
- 7 Weighted average based on train kilometres.
- 8 SBB AG only, excluding subsidiaries. The number of points of sale within SBB cannot be considered in relation to the number of SBB train stations: sales points at stations whose infrastructure belongs to SBB may be operated by transport companies other than SBB (e.g. Lyss); in addition, SBB has points of sale that are not located in train stations (e.g. Genève Balexert) or that are not located in SBB stations (e.g. Konstanz).
- 9 Contracts with third-party sales outlets (agencies) expired at the end of 2020.
- 10 SBB AG only, excluding subsidiaries. The total ticket sales also include sales via non-staffed partner distribution and via the SBB Contact Center.
- 11 SBB.ch and SBB Mobile
- 12 National Direct Service GA Travelcards and Half Fare Travelcards.
- 13 National Direct Service travelcards.
- 14 Proportion of the population with a GA Travelcard.
- 15 Proportion of the population with a Half Fare Travelcard.
- 16 Peak hours are regarded as Monday to Friday from 6.00 to 8.59 and from 16.00 to 18.59.
- 17 Without subsidiaries.
- 18 Including public holidays as per the timetable.
- 19 Weighted average based on seat-kilometres offered.
- 20 Including bus transport.
- 21 Percentage of all public transport of motorised passenger traffic by rail and road; in terms of transport performance in Switzerland in passenger-kilometres, excluding human-powered mobility. Source: Federal Statistical Office – Mobility and Transport.
- 22 Rail's share of motorised passenger transport by rail and road; measured by traffic performance in Switzerland in passenger-kilometres, excluding human-powered mobility. Calculated based on data from the Federal Statistical Office – Mobility and Transport.
- 23 This only takes rail passengers into consideration. Passengers changing trains are counted twice – i.e. as both alighting and boarding. The information is updated in May of the following year.
- 24 Includes ZLOE, ZMUS and ZUSZ, too.
- 25 Without RBS.
- 26 Passengers boarding and alighting to/from abroad are only partially recorded.
- 27 Without Forchbahn.
- 28 Without ASM.
- 29 Without AB.
- 30 Without AVA.
- 31 Without FLP.
- 32 Including trains of MVR.
- 33 Without TSOL.
- 34 Without MBC.
- 35 Without NstCM.
- 36 Without TRAVYS.
- 37 Without FW.
- 38 Without RB.
- 39 Without WB.
- 40 Spiez is a BLS railway station.
- 41 Without ASM and RBS.



- 42 Consolidated figures for SBB Cargo Ltd and SBB Cargo International Ltd.
- 43 Consolidated data for SBB Cargo Ltd and SBB Cargo International Ltd and all countries served.
- 44 These are converted using 253 working days and an average lorry load weight of 11.3 tonnes on 15000 lorry journeys.
- 45 Intramodal market share, measured by tonne-kilometres travelled by rail within Swiss territory. Source: Federal Statistical Office and SBB.
- 46 Rail's share of total freight traffic by rail and road; in terms of transport performance in Switzerland in net-net tonne-kilometres. Source: Federal Statistical Office – Mobility and Transport.
- 47 Data according to train path sales.
- 48 Intramodal market share, measured by traffic volume in net tonnes. Source: Federal Office of Transport – transfer from road to rail.
- 49 Monday to Friday; including Zentralbahn.
- 50 Sensetalbahn and Zentralbahn are subsidiaries of SBB Passenger Services.
- 51 Turbo infrastructure was taken over by SBB Infrastructure in 2019. Since 2019, services run on Turbo infrastructure are subsumed under SBB Infrastructure.
- 52 Sensetalbahn and Zentralbahn are subsidiaries of SBB Passenger Division.
- 53 Only train paths sold on SBB infrastructure are taken into account.
- 54 Only takes account of sections of SBB infrastructure travelled by passenger services.
- 55 Only takes account of sections of SBB infrastructure travelled by freight services.
- 56 In accordance with network status report requirements; SBB infrastructure only.
- 57 Traffic volume for all railway undertakings on SBB infrastructure.
- 58 Includes wagonload freight block trains.
- 59 Basel Kleinhüningen–Lugano Vedeggio domestic lorry shuttle ceased operation as of the 2019 timetable change.
- 60 The categorisation according to mode of transport is based on the freight train category specified by freight traffic companies when ordering train paths.
- 61 Proportion of trans-alpine road and rail freight in Switzerland transported via rail, measured by traffic volume in net-net tonnes. Source: Federal Office of Transport – shift of freight from road to rail.

## Punctuality

		2020	2021	2022	2023	2024	Δ%	
1	<b>Train punctuality in Passenger Services</b>							
2	Entire network, for the whole year	%	92.6	91.9	92.5	92.5	93.2	0.7
	East region, for the whole year	%	95.2	94.4	94.8	94.3	93.6	-0.7
	Central region, for the whole year	%	91.7	91.4	92.4	92.8	93.7	0.9
	West region, for the whole year	%	90.1	88.0	89.4	89.2	91.9	2.7
	South region, for the whole year	%	90.0	90.7	89.1	90.4	92.6	2.1
3	<b>Train punctuality in Long-Distance Services</b>							
	Entire network, for the whole year	%	91.2	90.7	90.4	90.1	91.2	1.1
	East region, for the whole year	%	93.4	92.7	91.7	91.3	91.3	0.1
	Central region, for the whole year	%	90.2	89.9	90.1	89.8	91.2	1.4
	West region, for the whole year	%	90.4	89.5	90.3	89.4	91.0	1.6
	South region, for the whole year	%	91.8	90.6	88.0	88.9	91.9	3.0
4	<b>Train punctuality in Regional Services</b>							
	Entire network, for the whole year	%	92.9	92.1	92.9	93.0	93.6	0.6
	East region, for the whole year	%	95.4	94.6	95.1	94.6	93.9	-0.7
	Central region, for the whole year	%	92.1	91.8	92.9	93.5	94.3	0.8
	West region, for the whole year	%	90.0	87.6	89.1	89.1	92.1	3.0
	South region, for the whole year	%	89.3	90.7	89.6	91.2	92.9	1.7
5	<b>Connection punctuality in Passenger Services</b>							
6	Entire network, for the whole year	%	99.1	98.9	98.7	98.7	98.7	0.0
	East region, for the whole year	%	99.2	99.1	98.8	98.8	98.8	0.0
	Central region, for the whole year	%	98.8	98.7	98.5	98.5	98.6	0.1
	West region, for the whole year	%	98.7	98.6	98.5	98.5	98.6	0.2
	South region, for the whole year	%	98.9	97.8	97.3	97.6	98.0	0.3
7	<b>Consignment punctuality, SBB Cargo Ltd</b>							
	Entire network, for the whole year	%	93.5	91.0	91.5	89.8	88.0	-1.8

### Footnotes: Punctuality

- Percentage share of all punctual trains. A train is considered punctual if it arrives at its stops with fewer than three minutes' delay. The measurement is based on the commercial timetables for trains from Monday to Sunday, and takes into account all stops. Trains cancelled at short notice are considered late.
- All railway undertakings; measured at around 900 SBB Infrastructure operating points.



- 3 Percentage share of all punctual long-distance trains (EC, ICE, RJX, TGV, IC, IR, RE). A train is considered punctual if it arrives at its stops with fewer than three minutes' delay. The measurement is based on the commercial timetables for trains from Monday to Sunday, and takes into account all stops. Trains cancelled at short notice are considered late.
- 4 Percentage share of all punctual regional trains (R, S). A train is considered punctual if it arrives at its stops with fewer than three minutes' delay. The measurement is based on the commercial timetables for trains from Monday to Sunday, and takes into account all stops. Trains cancelled at short notice are considered late.
- 5 Percentage share of all connections reached. A connection is considered to have been reached if the fixed interchange time between two trains at the transfer station is provided. The directions of the arriving and departing trains are not taken into account. Trains for which the interchange time exceeds 30 minutes are no longer considered connections.
- 6 All railway undertakings; measured at 53 SBB Infrastructure transfer stations.
- 7 Delivery punctuality of wagons. A wagon is punctual if it is delivered to the client at the check-in within the planned arrival time window with fewer than 10 minutes' delay for CargoExpress, or fewer than 20 minutes' delay for CargoRail. The measurement takes into account all loaded domestic consignments as well as empty wagons, which are reserved for an operational time window.

## Quality

		2020	2021	2022	2023	2024	Δ%	
1	<b>Safety</b>							
	Derailments	number	1	1	4	2	2	0.0
	Collisions involving train runs	number	10	11	10	13	5	-61.5
	Accidents at level crossings	number	12	11	13	12	15	25.0
	Accidents involving passengers or third parties gaining access to trains	number	4	4	3	3	4	33.3
	<b>Connectivity</b>							
	Rolling stock optimised for connectivity	%	64.1	68.4	69.5	70.4	71.5	1.1
2	Long-Distance Services fleet	%	88.0	91.2	92.5	93.4	94.0	0.6
3	Regional Services fleet	%	37.4	41.8	41.8	41.7	42.6	0.9
4	Downlink data rate in long-distance services	Mbit/s	—	—	—	66	89	35.8
	Users of WiFi in IPV	m/year	—	1.13	1.32	1.39	1.51	8.2
	Data volumes generated via WiFi in IPV	TB/week	—	5.6	6.3	7.8	8.2	5.4
5	Stations with SBB WiFi	number	79	79	79	79	79	0.0
	Registered customers	m	1.07	1.02	1.35	1.46	1.41	-3.0
6	Volume of data downloaded	TB/week	14.5	14.8	18.4	21.4	18.7	-12.8
	<b>Customer satisfaction</b>							
	Overall customer satisfaction index	index (0–100)	76.2	78.9	78.9	77.9	77.4	-0.5
	Customer satisfaction for private customers	index (0–100)	—	81.2	80.5	78.7	79.2	0.5
	Customer satisfaction: SBB Cargo Ltd (Switzerland)	index (0–100)	64.4	66.0	69.8	73.7	67.6	-6.1

### Footnotes: Quality

- 1 From the infrastructure manager's point of view: SBB network including Sensetalbahn, excluding Zentralbahn.
- 2 By 2026 the long-distance fleet will be equipped with high-frequency windows that let mobile signals through. Old rolling stock that is only occasionally used or is soon to be scrapped will not be upgraded.
- 3 By 2030 the regional fleet will be equipped with high-frequency windows that let mobile signals through.
- 4 Mobile network coverage on trains is provided by the mobile network operators in cooperation with SBB. The mean value of the medians of the values measured for the three Swiss mobile network operators is shown.
- 5 Another 463 or so stations and stops are equipped with WiFi on the Smart Information Display.
- 6 Including data volumes generated at Smart Information Displays.

## Sustainability

		2020	2021	2022	2023	2024	Δ%	
1	<b>Energy consumption within Switzerland</b>							
	Electricity and fuel consumption in Switzerland	GWh	2,470	2,562	2,523	2,482	2,458	-1.0
2	Rail power consumption by SBB passenger and freight transport	GWh	1,578	1,646	1,692	1,660	1,655	-0.3
3	Infrastructure network rail power consumption	GWh	87	90	67	91	103	12.6
4	Own use of rail power by energy infrastructure	GWh	190	189	145	140	131	-6.6
	Fuel for rail traction	GWh	103	108	107	97	97	0.2
5	Fossil diesel	GWh	103	108	107	97	88	-9.8
6	Hydrotreated vegetable oil (HVO)	GWh	0	0	0	0	10	—
	Fuel for road vehicles, machines and equipment	GWh	29	28	31	28	26	-6.6
	Electricity for buildings and facilities	GWh	285	298	290	285	281	-1.3
	Thermal energy for buildings and facilities	GWh	198	204	191	181	165	-9.1
	Heating oil	GWh	49.8	45.3	57.9	43.9	31.7	-27.8
	Natural gas	GWh	58.5	59.8	45.4	43.6	41.3	-5.2
	Propane	GWh	4.4	11.2	7.7	5.8	4.7	-18.7
	Biogas	GWh	6.3	7.4	5.9	4.8	8.0	66.5
	Wood	GWh	17.1	18.9	20.8	22.6	24.5	8.4
	District heating	GWh	61.5	61.0	53.5	60.3	54.3	-9.8
7	Specific energy consumption of railway passenger transport	kWh/100 Pkm	12.13	11.86	9.01	7.77	7.62	-1.9
8	Long-Distance Services	kWh/100 Pkm	9.90	9.38	6.96	6.03	5.97	-1.1
7	Regional Services	kWh/100 Pkm	17.13	17.59	14.20	12.01	11.65	-3.0
2	Specific energy consumption for railway freight traffic	kWh/100 net tonne-km	4.05	4.09	4.11	4.07	4.03	-1.0
9	<b>Greenhouse gas emissions within Switzerland</b>							
10	Greenhouse gas emissions from energy consumption	t CO <sub>2</sub> e	67,381	69,608	68,623	61,207	53,783	-12.1
2	Traction current	t CO <sub>2</sub> e	1,140	1,180	1,211	1,204	1,175	-2.4
11	Own use of rail power by energy infrastructure	t CO <sub>2</sub> e	0	0	0	0	0	—
	Fuel for rail traction	t CO <sub>2</sub> e	28,209	29,399	29,187	26,530	23,971	-9.6
	Fuel for road vehicles, machines and equipment	t CO <sub>2</sub> e	7,837	8,277	8,287	7,611	7,108	-6.6
	Electricity for buildings and facilities	t CO <sub>2</sub> e	225	235	228	224	222	-1.3
	Thermal energy for buildings and facilities	t CO <sub>2</sub> e	29,909	30,453	29,662	25,572	21,233	-17.0

		2020	2021	2022	2023	2024	Δ%	
12	Specific greenhouse gas emissions from railway passenger transport	g CO <sub>2</sub> e/100 Pkm	22.2	21.7	16.5	14.2	14.0	-1.9
	Long-Distance Services	g CO <sub>2</sub> e/100 Pkm	18.1	17.2	12.7	11.1	10.9	-1.1
13	Regional Services	g CO <sub>2</sub> e/100 Pkm	31.4	32.2	26.0	22.0	21.3	-3.0
14	Specific greenhouse gas emissions from railway freight traffic	g CO <sub>2</sub> e/100 tonne-km	189.6	186.5	185.4	191.4	171.5	-10.4
15	<b>Noise protection</b>							
	Low-noise rolling stock SBB Passenger Services	%	98.0	98.3	98.5	98.6	98.6	0.0
	Low-noise freight wagons SBB Cargo Ltd (Switzerland)	%	98.0	98.8	98.8	98.8	99.8	1.0
16	Noise barriers and walls	km	412	417	422	425	427	0.5
16	of which SBB infrastructure	km	411	416	421	424	426	0.5
1	<b>Stock consumption</b>							
	Track construction materials	t	617,496	643,583	642,251	602,106	525,155	-12.8
	Gravel	t	49,612	63,996	59,349	64,215	53,400	-16.8
	Ballast	t	460,729	466,495	465,499	426,900	370,000	-13.3
	Line sleepers	t	50,335	55,072	61,186	59,905	52,634	-12.1
	produced from concrete	t	45,773	50,478	56,308	55,363	50,751	-8.3
	produced from wood	t	2,557	2,913	3,057	2,257	1,407	-37.7
	produced from steel	t	2,006	1,680	1,821	2,285	476	-79.2
	Points sleepers	t	12,154	16,188	13,092	12,719	11,951	-6.0
	produced from concrete	t	10,356	14,287	11,152	10,512	11,110	5.7
	produced from wood	t	1,798	1,901	1,940	2,207	841	-61.9
	Rails	t	44,665	41,832	43,125	38,368	37,170	-3.1
	Liquid fuels and propellants	1,000 l	18,275	18,109	19,617	16,982	15,632	-7.9
5	Fossil diesel	1,000 l	13,178	13,464	13,506	12,328	11,232	-8.9
6	Hydrotreated vegetable oil (HVO)	1,000 l	0	2	0	0	1,016	–
	Fossil petrol	1,000 l	120	120	324	269	221	-17.9
	Fossil heating oil	1,000 l	4,977	4,523	5,787	4,386	3,164	-27.8
	Lubricants	t	589	568	472	461	503	9.1
	of which switch and pin lubricants	t	18	17	17	19	20	4.1
	of which wheel flange oil	t	43	44	42	39	43	7.9
	Herbicides	t	1.4	1.9	1.4	0.8	0.6	-30.7





		2020	2021	2022	2023	2024	Δ%	
1	<b>Waste</b>							
	Industrial waste	t	255,409	243,807	268,659	260,630	247,066	-5.2
17	Track excavation waste (ballast, sand and gravel)	t	165,459	149,496	181,835	175,903	176,582	0.4
18	Metals	t	73,775	71,955	64,894	63,474	56,108	-11.6
18	Concrete sleepers	t	9,798	16,453	15,207	15,389	8,076	-47.5
19	Building materials, excavation	t	2,472	2,159	2,459	1,981	1,407	-29.0
20	Wood	t	1,672	1,520	1,341	1,332	1,550	16.3
18	Paper, cardboard	t	835	797	852	822	1,887	129.6
21	Plastic, rubber	t	392	219	226	314	258	-17.8
18	Electronic waste	t	256	328	449	316	123	-61.2
22	Organic waste, compost	t	32	35	73	41	33	-18.5
18	Glass	t	184	196	207	162	145	-10.8
19	Other industrial waste	t	534	649	1,116	895	898	0.3
	<b>Hazardous wastes</b>	t	<b>30,928</b>	<b>51,476</b>	<b>55,369</b>	<b>59,608</b>	<b>46,251</b>	<b>-22.4</b>
23	Heavily contaminated spoil	t	15,834	33,200	39,570	39,616	33,989	-14.2
20	Contaminated old wood (wooden sleepers)	t	11,266	13,976	11,983	16,477	9,098	-44.8
19	Cleaning residue	t	1,067	866	852	880	773	-12.2
21	Chemicals	t	951	1,335	895	654	313	-52.2
20	Used oil, transformer oil	t	570	746	736	614	683	11.3
20	Slurry	t	559	769	733	599	594	-0.8
18	Accumulators, batteries	t	354	265	276	364	421	15.5
21	Contaminated containers	t	50	44	49	51	58	12.0
19	Other hazardous waste	t	277	275	276	353	323	-8.3
24	<b>Public refuse</b>	t	<b>9,621</b>	<b>9,878</b>	<b>10,782</b>	<b>12,047</b>	<b>12,904</b>	<b>7.1</b>
25	Combustible waste	t	8,664	8,989	9,857	10,963	10,293	-6.1
26	Paper, cardboard	t	489	444	345	416	350	-15.8
26	Glass	t	46	35	59	78	190	144.6
26	PET	t	302	274	359	407	1,889	364.5
26	Aluminium	t	120	135	162	184	182	-0.7

#### Footnotes: Sustainability

- 1 Data on SBB AG and SBB Cargo Ltd (Switzerland).
- 2 SBB's point of view as a railway undertaking; including SBB Cargo International Ltd.
- 3 Own use of rail power by infrastructure network for point heaters, installations, the electrical traction of engineering and work trains and for overhead contact line losses.
- 4 Own use of rail power by energy infrastructure for operating the power plants and for losses in the transmission grid, in the frequency converters and in the pump drive.
- 5 Fuel is pure diesel or a diesel-HVO mix; shown here is the calculated quantity of pure fossil diesel.
- 6 Fuel is HVO in a 25% mix with diesel; shown here is the calculated quantity of pure HVO.
- 7 SBB's point of view as a railway undertaking; including standard gauge subsidiaries of SBB Regional Services.



- 8 SBB's point of view as a railway undertaking.
- 9 Data on SBB AG, SBB Cargo Ltd and SBB Cargo International Ltd.
- 10 Direct and indirect greenhouse gas emissions (Scope 1 and 2, excluding Scope 3).
- 11 The generation of electricity for the railway does not result in any direct or indirect greenhouse gas emissions.
- 12 SBB's point of view as a railway undertaking; including standard gauge subsidiaries of SBB Regional Services.  
The calculation of these specific emissions follows the EN 16258 standard ("Well-to-Wheel", without shunting and without construction, maintenance and dismantling of energy producing plants). Calculated on the basis of 90% hydro power and 10% nuclear power.
- 13 Excluding Zentralbahn.
- 14 SBB's point of view as a railway undertaking, including SBB Cargo International Ltd.  
The calculation of these specific emissions follows the EN 16258 standard ("Well-to-Wheel", without shunting and without construction, maintenance and dismantling of energy producing plants). Calculated on the basis of 90% hydro power and 10% nuclear power.
- 15 Fleet at year-end.
- 16 Construction length.
- 17 Quantity of track excavation waste that cannot be cleaned on site and immediately reused as ballast. It is handed over to Swiss waste management companies, which process and reuse around 80% of it, for example as chips for concrete; the remaining 20% has to be landfilled. To these quantities must be added the portion of the track excavation waste that is so heavily polluted that it must be disposed of in hazardous waste landfills (see section on hazardous waste).
- 18 Waste disposal: recycling.
- 19 Waste disposal: recycling, thermal recovery or landfill.
- 20 Waste disposal: thermal recovery.
- 21 Waste disposal: recycling or thermal recovery.
- 22 Waste disposal: composting, fermentation.
- 23 Waste disposal: landfill.
- 24 Volume of waste sent by SBB for disposal.
- 25 Volume of waste sent by SBB for thermal recovery.
- 26 Collected and reused by type.

## Rolling stock

		2020	2021	2022	2023	2024	Δ%	
1	<b>Rolling stock owned by SBB</b>							
	Electric multiple units	number	640	656	674	691	710	2.7
2	Long-Distance Services multiple units	number	170	185	203	220	238	8.2
3	Regional Services multiple units	number	470	471	471	471	472	0.2
	of which metre gauge	number	25	26	26	26	26	0.0
	Power cars	number	118	108	110	107	107	0.0
	of which metre gauge	number	1	2	2	2	2	0.0
	Mainline locomotives	number	598	543	516	500	485	-3.0
	Passenger Services	number	334	322	314	311	310	-0.3
	of which metre gauge	number	8	8	8	8	8	0.0
	Freight Services	number	264	221	202	189	175	-7.4
	Shunting locomotives	number	216	226	220	219	218	-0.5
	Passenger Services	number	39	40	35	35	35	0.0
	of which metre gauge	number	3	3	4	4	4	0.0
	Freight Services	number	75	75	75	74	74	0.0
	of which dual-mode	number	30	30	30	30	30	0.0
4	Infrastructure	number	102	111	110	110	109	-0.9
	Shunting tractors	number	241	247	226	218	209	-4.1
	Passenger services	number	18	20	24	25	24	-4.0
	of which metre gauge	number	4	4	3	3	3	0.0
	Freight Services	number	29	24	21	20	20	0.0
4	Infrastructure	number	194	203	181	173	165	-4.6
	Passenger coaches	number	2,090	1,982	1,947	1,916	1,888	-1.5
	1st and 2nd class coaches	number	1,703	1,616	1,581	1,554	1,526	-1.8
	of which metre gauge	number	28	28	28	28	28	0.0
	Driving trailers	number	386	365	366	362	362	0.0
	of which metre gauge	number	9	9	9	9	9	0.0
	Luggage vans	number	1	1	0	0	0	—
	Freight wagons	number	4,955	4,671	4,607	4,518	4,428	-2.0
	Four-wheel wagons	number	2,306	2,136	2,081	2,024	1,952	-3.6
	Eight-wheel wagons	number	2,649	2,535	2,526	2,494	2,476	-0.7
4	Infrastructure special vehicles with self-propulsion	number	168	167	172	172	186	8.1
4	Infrastructure service vehicles	number	1,827	1,973	2,010	2,000	2,009	0.4

		2020	2021	2022	2023	2024	Δ%	
5	<b>Traction units owned by SBB Freight Services</b>							
	Mainline locomotives	number	312	294	282	270	265	-1.9
	of which permitted on foreign networks	number	130	127	125	123	133	8.1
	Shunting locomotives	number	85	93	93	91	93	2.2
	Diesel-powered	number	52	51	51	49	50	2.0
	Hybrid drive	number	33	42	42	42	43	2.4
	Shunting tractors	number	33	27	21	20	20	0.0
1	<b>SBB Passenger Services – services</b>							
	Multiple units with dining car	number	112	117	119	119	121	1.7
	of which metre gauge	number	4	4	4	4	4	0.0
	Dining cars (coaches)	number	44	44	44	44	44	0.0
	of which metre gauge	number	0	0	0	0	0	–
	Air-conditioned passenger coaches	number	1,785	1,753	1,748	1,731	1,719	-0.7
	Rolling stock optimised for connectivity	%	64.1	68.4	69.5	70.4	71.5	1.1
6	Long-Distance Services fleet	%	88.0	91.2	92.5	93.4	94.0	0.6
7	Regional Services fleet	%	37.4	41.8	41.8	41.7	42.6	0.9
1	<b>Noise protection</b>							
	Low-noise rolling stock SBB Passenger Services	%	98.0	98.3	98.5	98.6	98.6	0.0
	Low-noise freight wagons SBB Cargo Ltd (Switzerland)	%	98.0	98.8	98.8	98.8	99.8	1.0

#### Footnotes: Rolling stock

- 1 Fleet at year-end.
- 2 Allocation to Long-Distance Services based on ownership.
- 3 Allocation to Regional Services based on ownership.
- 4 Not including rolling stock hired in order to cover short-term peak requirements.
- 5 Rolling stock available to SBB Cargo Ltd or SBB Cargo International Ltd for operational use, i.e. in particular including rolling stock leased on a long-term basis, but excluding rolling stock owned by SBB Cargo Ltd and leased to third parties. The distinction between owned rolling stock and operational rolling stock is currently only relevant for Freight Services. Inventory at the end of the year.
- 6 By 2026 the long-distance fleet will be equipped with high-frequency windows that let mobile signals through. Old rolling stock that is only occasionally used or is soon to be scrapped will not be upgraded.
- 7 By 2030 the regional fleet will be equipped with high-frequency windows that let mobile signals through.

## Stations

		2020	2021	2022	2023	2024	Δ%	
<b>Stations</b>								
	<b>Stations and stops</b>	<b>number</b>	799	805	805	806	801	-0.6
1	<u>by infrastructure manager</u>							
	SBB Infrastructure	number	765	765	765	766	761	-0.7
	Sensetalbahn (standard gauge)	number	3	3	3	3	3	0.0
	Zentralbahn (metre gauge)	number	32	38	38	38	38	0.0
	<u>by canton</u>							
	Aargau	number	64	64	65	65	65	0.0
	Appenzell Ausserrhoden	number	0	0	0	0	0	–
	Appenzell Innerrhoden	number	0	0	0	0	0	–
	Basel-Landschaft	number	21	21	21	21	21	0.0
	Basel-Stadt	number	4	4	4	4	4	0.0
	Bern / Berne	number	89	95	95	95	94	-1.1
	Fribourg / Freiburg	number	33	33	33	33	32	-3.0
	Genève	number	21	21	21	21	21	0.0
	Glarus	number	16	16	16	16	16	0.0
	Graubünden / Grigioni / Grischun	number	3	3	3	3	3	0.0
	Jura	number	13	13	13	12	12	0.0
1	Luzern	number	45	45	45	45	45	0.0
	Neuchâtel	number	25	25	26	26	25	-3.8
	Nidwalden	number	7	7	7	7	7	0.0
	Obwalden	number	11	11	11	11	11	0.0
	Schaffhausen	number	4	4	4	4	4	0.0
	Schwyz	number	15	15	15	15	15	0.0
	Solothurn	number	21	21	21	21	21	0.0
	St. Gallen	number	51	50	50	50	50	0.0
	Thurgau	number	62	62	62	62	62	0.0
	Ticino	number	34	34	34	35	35	0.0
	Uri	number	5	5	5	5	5	0.0
	Valais / Wallis	number	28	28	28	28	28	0.0
	Vaud	number	76	76	76	76	74	-2.6
	Zug	number	19	19	19	19	19	0.0
	Zürich	number	130	130	130	130	130	0.0
	Germany	number	2	2	2	2	2	0.0
2	<b>with disabled access</b>	<b>number</b>	<b>437</b>	<b>473</b>	<b>428</b>	<b>500</b>	<b>523</b>	<b>4.6</b>
2	of which SBB infrastructure	number	414	441	394	463	485	4.8

		2020	2021	2022	2023	2024	Δ%	
3	SBB points of sale	number	719	719	718	716	711	-0.7
	Staffed by SBB employees	number	144	143	130	121	121	0.0
4	Staffed by agencies	number	27	0	0	0	0	–
	With self-service	number	548	576	588	595	590	-0.8
	News stands at stations	number	234	129	129	140	141	0.7
	Convenience stores	number	159	229	231	245	239	-2.4
5	Advertising media	number	7,985	7,756	7,615	7,543	7,343	-2.7
6	Promotions at railway stations	number	7,684	8,467	7,869	7,882	5,086	-35.5
<b>Freight traffic</b>								
	Marshalling yards	number	5	5	5	5	5	0.0
<b>P+Rail and Bike+Rail</b>								
	Railway stations with P+Rail	number	587	588	587	587	588	0.2
	P+Rail parking spaces for private cars	number	29,091	29,281	29,312	29,402	29,466	0.2
7	Parking spaces for bikes managed by SBB	number	96,370	97,676	98,503	98,882	100,102	1.2
8	<b>Station users</b>							
	Aarau	MP/working day	56,600	58,000	68,700	76,500	78,600	2.7
	Baden	MP/working day	45,700	44,700	52,500	58,000	55,400	-4.5
	Basel SBB	MP/working day	92,400	95,700	124,000	140,400	140,900	0.4
	Bellinzona	MP/working day	11,800	12,600	14,400	15,700	16,100	2.5
	Bern	MP/working day	227,600	228,800	275,700	296,500	298,900	0.8
	Biel/Bienne	MP/working day	53,000	54,600	61,500	63,600	65,200	2.5
	Chur	MP/working day	29,700	31,400	36,300	39,500	40,300	2.0
	Fribourg/Freiburg	MP/working day	23,300	25,100	29,900	32,800	31,500	-4.0
	Genève	MP/working day	111,700	115,600	156,000	171,000	173,100	1.2
	Genève-Aéroport	MP/working day	19,300	19,700	35,700	41,100	43,000	4.6
	Genève-Eaux-Vives	MP/working day	–	7,600	11,200	13,400	14,500	8.2
	Lausanne	MP/working day	96,600	102,700	117,300	125,600	127,900	1.8
	Lugano	MP/working day	17,000	21,700	27,200	30,000	34,100	13.7
	Luzern	MP/working day	104,700	102,500	131,700	144,100	145,400	0.9
	Neuchâtel	MP/working day	23,600	25,000	28,600	29,300	28,900	-1.4
	Olten	MP/working day	52,400	51,300	62,900	68,800	69,600	1.2
	St. Gallen	MP/working day	54,200	54,100	69,100	77,800	77,400	-0.5
	Thun	MP/working day	30,500	30,700	35,900	40,500	40,400	-0.2
	Uster	MP/working day	22,300	22,500	25,500	27,500	27,900	1.5
	Winterthur	MP/working day	91,700	95,000	121,400	131,100	134,700	2.7
	Zug	MP/working day	47,700	46,100	55,600	59,800	58,900	-1.5



		2020	2021	2022	2023	2024	Δ%
Zürich Altstetten	MP/working day	0	42,700	57,400	67,100	69,700	3.9
Zürich Enge	MP/working day	18,100	17,400	21,900	24,900	24,400	-2.0
Zürich Hardbrücke	MP/working day	34,300	32,900	44,100	50,000	50,700	1.4
Zürich HB	MP/working day	294,600	286,400	367,400	399,000	405,200	1.6
Zürich Oerlikon	MP/working day	84,200	84,500	104,300	113,900	113,800	-0.1
Zürich Stadelhofen	MP/working day	67,900	68,100	81,100	86,800	84,500	-2.6

#### Footnotes: Stations

- 1 Lucerne station is shared by SBB and Zentralbahn and is only counted once here.
- 2 Due to the clarification of requirements, fewer stations will be considered accessible for disabled people as of 2022.
- 3 SBB AG only, excluding subsidiaries. The number of points of sale within SBB cannot be considered in relation to the number of SBB train stations: sales points at stations whose infrastructure belongs to SBB may be operated by transport companies other than SBB (e.g. Lyss); in addition, SBB has points of sale that are not located in train stations (e.g. Genève Balexert) or that are not located in SBB stations (e.g. Konstanz).
- 4 Contracts with third-party sales outlets (agencies) expired at the end of 2020.
- 5 Analogue and digital advertising spaces.
- 6 Changed delimitation between promotions and events.
- 7 Only takes into account the two-wheeler parking areas managed by SBB.
- 8 Station users: rail/public transport passengers, customers using shops and other outlets at stations, passers-by. Passengers changing trains count as one movement of persons.



## Infrastructures

		2020	2021	2022	2023	2024	Δ%	
<b>Network</b>								
	Routes managed	km	3,260	3,265	3,265	3,266	3,266	0.0
	multi-track	km	1,893	1,906	1,913	1,909	1,917	0.4
	single-track	km	1,367	1,359	1,352	1,357	1,349	-0.6
1	Average distance between stations	km	4.08	4.06	4.06	4.05	4.08	0.6
	Degree of electrification	%	100.0	100.0	100.0	100.0	100.0	0.0
2	ETCS-equipped standard-gauge network	%	100.0	100.0	100.0	100.0	100.0	0.0
3	Private sidings	number	545	531	515	511	503	-1.6
3	of which SBB infrastructure	number	541	530	514	510	502	-1.6
<b>Route network by infrastructure manager</b>								
	SBB Infrastructure (standard gauge)	km	3,155	3,156	3,156	3,157	3,157	0.0
	Sensetalbahn (standard gauge)	km	7	6	6	6	6	0.0
	Zentralbahn (metre gauge)	km	98	103	103	103	103	0.0
<b>Route network by canton</b>								
	Aargau	km	295	295	295	297	297	0.0
	Appenzell Ausserrhoden	km	0	0	0	0	0	–
	Appenzell Innerrhoden	km	0	0	0	0	0	–
	Basel-Landschaft	km	90	90	90	90	90	0.0
	Basel-Stadt	km	22	22	22	22	22	0.0
4	Bern / Berne	km	372	378	378	378	378	0.0
	Fribourg / Freiburg	km	127	127	127	127	127	0.0
	Genève	km	48	48	48	48	48	0.0
	Glarus	km	41	41	41	41	41	0.0
	Graubünden / Grigioni / Grischun	km	36	36	36	36	36	0.0
	Jura	km	54	54	54	54	54	0.0
5	Luzern	km	147	147	147	147	147	0.0
	Neuchâtel	km	114	114	114	114	114	0.0
6	Nidwalden	km	20	20	20	20	20	0.0
6	Obwalden	km	37	37	37	37	37	0.0
	Schaffhausen	km	11	11	11	11	11	0.0
	Schwyz	km	65	65	65	65	65	0.0
	Solothurn	km	96	96	96	96	96	0.0
	St. Gallen	km	234	234	233	233	233	0.0
	Thurgau	km	184	184	184	184	184	0.0
	Ticino	km	229	229	229	229	229	0.0
	Uri	km	71	71	71	71	71	0.0
	Valais / Wallis	km	133	133	133	133	133	0.0
	Vaud	km	293	293	293	293	293	0.0





		2020	2021	2022	2023	2024	Δ%
Zug	km	41	41	41	41	41	0.0
Zürich	km	476	476	476	476	476	0.0
Other countries	km	21	21	21	21	21	0.0

**Fixed installations**

Train signals	number	34,330	35,000	36,382	35,064	35,412	1.0
of which SBB infrastructure	number	33,809	34,474	35,856	34,543	34,891	1.0
Signal boxes in operation	number	510	503	496	493	493	0.0
of which SBB infrastructure	number	483	476	469	467	467	0.0
Level crossings	number	1,113	1,127	1,126	1,125	–	–
technically secured, with barriers	number	960	965	964	964	–	–
of which SBB infrastructure	number	876	876	875	875	–	–
technically secured, without barriers	number	99	103	103	102	–	–
of which SBB infrastructure	number	90	90	90	90	–	–
7 only marked with St Andrew's crosses	number	54	59	59	59	–	–
7 of which SBB infrastructure	number	46	45	45	45	–	–
Railway tunnels: total items	number	303	309	308	308	308	0.0
of which SBB infrastructure	number	286	290	289	289	289	0.0
Railway tunnels: total length of all bores	km	429.5	431.0	431.7	431.5	431.5	0.0
of which SBB infrastructure	km	418.0	417.9	418.6	418.4	418.4	0.0
8 Railway bridges: total items	number	4,921	4,925	4,937	4,927	4,943	0.3
8 of which SBB infrastructure	number	4,743	4,746	4,755	4,744	4,761	0.4
8 Railway bridges: length of all bridges	km	108.4	108.7	109.9	110.4	110.4	0.0
8 of which SBB infrastructure	km	105.3	105.6	106.8	106.9	107.0	0.0
9 Noise barriers and walls	km	412	417	422	425	427	0.5
9 of which SBB infrastructure	km	411	416	421	424	426	0.5

**Electricity for railway operations**

Hydroelectric plants	number	8	8	8	8	8	0.0
Transformer stations	number	9	9	11	12	12	0.0
10 High-voltage lines 132kV	km	1,876	1,859	1,862	1,903	1,924	1.1
11 Substations	number	83	84	89	88	87	-1.1
12 Electricity produced and procured	GWh	2,769	3,062	2,549	2,554	2,963	16.0
Electricity used for railway operations	GWh	2,157	2,275	2,312	2,299	2,314	0.6
SBB infrastructure	GWh	1,890	2,002	2,048	2,027	2,044	0.8
13 Other infrastructures	GWh	267	273	264	272	270	-0.7
14 Proportion of traction current from renewable sources	%	91.1	90.2	90.3	91.8	90.0	-1.8

**Footnotes: Infrastructures**

- 1 Approximate data; taking into account both stations and stops.
- 2 Without Zentralbahn (metre gauge).
- 3 Siding facilities for freight and plant traffic, connected to the SBB network. The number of network connection contracts is given. In individual cases, several accesses to a siding can be covered by one contract.



- 4 Including Zentralbahn and Sensetalbahn.
- 5 Including Zentralbahn.
- 6 Zentralbahn (metre gauge).
- 7 Corresponds to the “no technical security” category of the Swiss Federal Statistical Office.
- 8 Railway bridges are bridges for tracks in SBB’s route network on which scheduled rail services run, regardless of whether or not the bridge belongs to SBB. SBB itself also owns other bridges such as footbridges on platforms and over roads, bridges for wild animals, etc.
- 9 Construction length.
- 10 Cables or overhead line; the figure refers to the train path length and not the circuit length.
- 11 Substations convert high-voltage current (132kV) into traction current at 15kV and feed this current into the overhead lines.
- 12 In net terms regarding bought/exchanged and sold/exchanged.
- 13 SBB subsidiary companies’ infrastructure (Sensetalbahn, Zentralbahn) and third-party infrastructure (BLS, MGB, SOB, etc.).
- 14 The minimum percentage of rail power from renewable energy sources is 90%. The definitive renewable electricity mix is declared on the basis of proof of origin and can only be finalised in spring of the following year.



## Personnel

		2020	2021	2022	2023	2024	Δ%
<b>SBB Group</b>							
Workforce	FTE	33,498	33,943	34,227	34,987	35,569	1.7
of which train drivers and passenger attendance	FTE	6,860	7,078	7,214	7,202	7,517	4.4
Motive power unit drivers	FTE	4,720	4,810	4,950	4,998	5,267	5.4
Passenger Services	FTE	3,338	3,428	3,470	3,486	3,547	1.8
Freight Services	FTE	1,052	1,055	1,113	1,164	1,393	19.7
Infrastructure	FTE	330	328	367	348	326	-6.3
Passenger attendance, Passenger Services	FTE	2,139	2,268	2,265	2,204	2,250	2.1
- SBB AG and SBB Cargo Ltd (Switzerland)	FTE	27,788	28,172	29,005	29,697	30,151	1.5
of which in Switzerland	FTE	27,782	28,168	29,001	29,693	30,148	1.5
- Subsidiaries	FTE	5,711	5,770	5,222	5,290	5,418	2.4
of which in Switzerland	FTE	4,947	4,958	4,351	4,413	4,532	2.7
<b>Workforce by unit</b>							
Passenger Services Markets	FTE	—	—	3,866	3,969	4,041	1.8
SBB AG	FTE	—	—	2,183	2,250	2,230	-0.9
Operations/production	FTE	—	—	387	394	408	3.4
Sales and customer service	FTE	—	—	1,587	1,616	1,588	-1.8
Administration	FTE	—	—	209	239	235	-2.0
Subsidiaries	FTE	1,707	1,702	1,683	1,719	1,811	5.3
of which train drivers and passenger attendance	FTE	798	814	824	853	906	6.2
Passenger Services Production	FTE	—	—	11,258	11,336	11,639	2.7
SBB AG	FTE	—	—	11,258	11,336	11,639	2.7
Operations/production	FTE	—	—	2,045	1,999	2,023	1.2
Technicians/maintenance	FTE	—	—	3,446	3,552	3,733	5.1
Train drivers and passenger attendance	FTE	—	—	4,911	4,837	4,891	1.1
Sales and customer service	FTE	—	—	55	56	56	0.1
Administration	FTE	—	—	800	893	936	4.8
1 Real Estate	FTE	793	780	1,012	1,112	1,160	4.3
SBB AG	FTE	793	780	793	880	913	3.9
Subsidiaries	FTE	0	0	220	232	247	6.2
Freight Services	FTE	3,225	3,222	3,284	3,382	3,388	0.2
SBB Cargo Ltd (Switzerland)	FTE	2,246	2,190	2,178	2,257	2,258	0.0
2 Operations/production	FTE	1,129	1,103	1,089	1,106	737	-33.4
Technicians/maintenance	FTE	171	174	185	196	213	8.3
3 Motive power unit drivers	FTE	509	485	483	521	754	44.8
Sales and customer service	FTE	104	105	107	110	104	-5.4
4 Administration	FTE	334	323	314	324	451	39.2



		2020	2021	2022	2023	2024	Δ%	
	Subsidiaries SBB Cargo Ltd (Switzerland)	FTE	36	37	40	40	42	5.2
	SBB Cargo International Ltd	FTE	943	996	1,066	1,086	1,089	0.3
	of which motive power unit drivers	FTE	543	570	630	643	639	-0.6
	<b>Infrastructure</b>	<b>FTE</b>	<b>9,978</b>	<b>9,999</b>	<b>9,835</b>	<b>10,060</b>	<b>10,153</b>	<b>0.9</b>
	SBB AG	FTE	9,130	9,173	9,835	10,060	10,153	0.9
	Operations/production	FTE	3,200	3,084	3,113	2,869	2,816	-1.9
	Technicians/maintenance	FTE	5,121	5,266	5,847	5,784	5,805	0.4
	Motive power unit drivers	FTE	330	328	367	348	326	-6.3
	Administration	FTE	478	495	508	1,059	1,206	13.8
	Subsidiaries	FTE	849	826	0	0	0	–
	<b>Group-level units</b>	<b>FTE</b>	<b>4,821</b>	<b>4,885</b>	<b>4,972</b>	<b>5,128</b>	<b>5,189</b>	<b>1.2</b>
	SBB AG, Group-level units	FTE	2,645	2,676	2,759	2,915	2,959	1.5
5	IT	FTE	1,258	1,259	1,329	1,464	1,444	-1.4
6	Human Resources	FTE	690	698	735	768	812	5.7
5	Other group-level units	FTE	697	718	695	682	703	3.1
	Subsidiaries	FTE	2,176	2,209	2,213	2,213	2,230	0.8
7	<b>Key figures for personnel</b>							
	<b>Workforce of SBB AG and SBB Cargo Ltd (Switzerland)</b>	<b>FTE</b>	<b>27,788</b>	<b>28,172</b>	<b>29,005</b>	<b>29,697</b>	<b>30,151</b>	<b>1.5</b>
	of which train drivers and passenger attendance	FTE	5,519	5,693	5,761	5,706	5,971	4.7
	Motive power unit drivers, SBB Passenger Services	FTE	2,654	2,721	2,763	2,755	2,774	0.7
	Services	FTE	2,026	2,160	2,148	2,081	2,117	1.7
3	Motive power unit drivers SBB Cargo Ltd (Switzerland)	FTE	509	485	483	521	754	44.8
	Motive power unit drivers SBB Infrastructure	FTE	330	328	367	348	326	-6.3
	<b>Staff motivation</b>	<b>Index (1–100)</b>	<b>77</b>	<b>78</b>	<b>78</b>	<b>79</b>	<b>80</b>	<b>1.0</b>
	Staff satisfaction	Index (1–100)	70	71	71	72	73	1.0
8	<b>Turnover</b>	<b>FTE</b>	<b>1,716</b>	<b>1,932</b>	<b>2,033</b>	<b>2,211</b>	<b>2,138</b>	<b>-3.3</b>
	Women	FTE	295	345	404	413	393	-4.7
	Men	FTE	1,421	1,587	1,629	1,798	1,745	-2.9
9	<b>Absences</b>	<b>days per FTE</b>	<b>13.2</b>	<b>13.2</b>	<b>15.3</b>	<b>14.4</b>	<b>14.9</b>	<b>3.7</b>
9	Sickness	days per FTE	10.9	10.8	12.7	11.5	12.2	5.6
9	Accident	days per FTE	2.3	2.4	2.6	2.8	2.7	-4.1
10	<b>Fatalities</b>	<b>number</b>	<b>32</b>	<b>31</b>	<b>29</b>	<b>15</b>	<b>24</b>	<b>60.0</b>
11	of which due to occupational accidents	number	0	0	3	1	1	0.0
7	<b>Workforce by type of employment contract</b>							
	GAV (Collective Labour Agreement)	FTE	26,380	26,710	27,485	28,128	28,556	1.5
	OR (Code of Obligations)	FTE	1,408	1,463	1,519	1,568	1,595	1.7
12	Hired staff	FTE	3,396	3,208	3,108	3,143	2,859	-9.0



		2020	2021	2022	2023	2024	Δ%	
7	<b>Workforce by workplace canton</b>							
	Aargau	FTE	655	672	670	669	691	3.3
	Appenzell Ausserrhoden	FTE	0	0	0	0	0	—
	Appenzell Innerrhoden	FTE	0	0	0	0	0	—
	Basel-Landschaft	FTE	483	463	484	516	498	-3.4
	Basel-Stadt	FTE	960	1,019	1,029	1,038	1,066	2.6
	Bern / Berne	FTE	7,134	7,247	7,540	7,919	8,033	1.4
	Fribourg / Freiburg	FTE	192	189	211	215	213	-1.1
	Genève	FTE	984	1,037	1,063	1,098	1,125	2.5
	Glarus	FTE	4	4	4	3	4	30.0
	Graubünden / Grigioni / Grischun	FTE	150	155	154	142	146	3.2
	Jura	FTE	156	155	147	143	145	0.7
	Luzern	FTE	780	761	777	750	747	-0.3
	Neuchâtel	FTE	139	146	145	150	152	1.3
	Nidwalden	FTE	0	0	0	0	0	—
	Obwalden	FTE	0	0	0	0	0	—
	Schaffhausen	FTE	133	125	125	126	120	-4.7
	Schwyz	FTE	188	179	177	155	155	0.4
	Solothurn	FTE	3,212	3,250	3,329	3,397	3,470	2.1
	St. Gallen	FTE	1,009	992	978	973	972	-0.1
	Thurgau	FTE	189	189	185	191	190	-0.6
	Ticino	FTE	1,897	1,939	2,040	2,123	2,161	1.8
	Uri	FTE	179	164	165	160	158	-0.9
	Valais / Wallis	FTE	1,066	1,049	1,082	1,080	1,076	-0.3
	Vaud	FTE	2,861	2,938	3,023	3,079	3,147	2.2
	Zug	FTE	150	147	151	150	157	4.8
	Zürich	FTE	5,262	5,348	5,522	5,617	5,721	1.9
	Other countries	FTE	5	5	4	3	3	-8.5

7	<b>Diversity of personnel</b>							
13	Employees of SBB AG and SBB Cargo Ltd (Switzerland)	Employees	29,529	29,986	30,896	31,692	32,250	1.8
	<b>According to language of communication</b>							
	German	%	73.6	73.3	72.9	72.8	72.7	-0.1
	among employees without management function	%	71.2	70.8	70.3	70.2	70.1	-0.1
	among specialist managers	%	86.6	86.8	86.5	86.5	86.2	-0.4
	among senior managers	%	78.0	77.0	76.6	76.5	76.1	-0.4
	among first-line managers	%	71.9	71.5	71.1	70.7	70.3	-0.5
	among middle managers	%	82.4	80.9	80.4	80.4	80.0	-0.4
	among top managers	%	90.7	91.3	89.8	88.2	87.8	-0.4
	French	%	19.2	19.5	19.7	19.7	19.8	0.1
	among employees without management function	%	20.8	21.1	21.4	21.5	21.6	0.1



		2020	2021	2022	2023	2024	Δ%
among specialist managers	%	10.9	10.6	10.8	10.6	10.8	0.2
among senior managers	%	16.0	16.6	16.9	16.9	17.0	0.1
among first-line managers	%	20.3	20.5	20.7	20.9	21.0	0.1
among middle managers	%	12.8	13.7	14.1	13.9	14.1	0.2
among top managers	%	8.2	7.7	9.3	10.8	11.1	0.3
<b>Italian</b>	<b>%</b>	<b>7.2</b>	<b>7.3</b>	<b>7.4</b>	<b>7.5</b>	<b>7.5</b>	<b>0.0</b>
among employees without management function	%	8.0	8.1	8.3	8.3	8.3	0.0
among specialist managers	%	2.5	2.6	2.7	2.9	3.1	0.2
among senior managers	%	6.0	6.4	6.5	6.7	7.0	0.3
among first-line managers	%	7.8	8.1	8.1	8.4	8.8	0.4
among middle managers	%	4.8	5.4	5.5	5.7	5.9	0.2
among top managers	%	1.0	1.0	1.0	1.0	1.1	0.1
<b>According to age</b>							
Younger than 30	%	13.9	14.2	14.3	14.3	14.0	-0.3
Without management function	%	96.5	96.7	96.7	96.5	96.7	0.2
Specialist manager	%	1.5	1.4	1.4	1.6	1.2	-0.4
Senior manager	%	2.0	1.9	1.9	1.9	2.1	0.2
<b>30 to 39</b>	<b>%</b>	<b>22.6</b>	<b>23.0</b>	<b>23.8</b>	<b>24.3</b>	<b>24.8</b>	<b>0.5</b>
Without management function	%	77.9	78.4	79.2	79.5	79.6	0.1
Specialist manager	%	13.1	13.0	12.5	12.4	12.3	-0.1
Senior manager	%	9.0	8.6	8.3	8.0	8.0	0.0
<b>40 to 49</b>	<b>%</b>	<b>24.0</b>	<b>23.5</b>	<b>23.2</b>	<b>23.4</b>	<b>23.7</b>	<b>0.4</b>
Without management function	%	70.9	70.0	69.7	69.1	68.9	-0.2
Specialist manager	%	16.2	17.8	18.3	19.3	19.7	0.4
Senior manager	%	12.9	12.2	12.0	11.6	11.4	-0.2
<b>50 to 59</b>	<b>%</b>	<b>30.7</b>	<b>30.2</b>	<b>29.5</b>	<b>28.4</b>	<b>27.2</b>	<b>-1.2</b>
Without management function	%	79.0	78.3	77.4	76.2	74.9	-1.3
Specialist manager	%	11.7	12.8	13.4	14.6	15.7	1.1
Senior manager	%	9.3	8.9	9.2	9.3	9.5	0.2
<b>60 and older</b>	<b>%</b>	<b>8.9</b>	<b>9.2</b>	<b>9.3</b>	<b>9.6</b>	<b>10.2</b>	<b>0.5</b>
Without management function	%	84.2	82.7	81.4	80.2	79.4	-0.8
Specialist manager	%	9.5	10.7	12.5	13.5	14.5	0.9
Senior manager	%	6.3	6.5	6.1	6.3	6.1	-0.2
<b>Female employees</b>	<b>%</b>	<b>18.4</b>	<b>18.8</b>	<b>19.0</b>	<b>19.4</b>	<b>19.9</b>	<b>0.5</b>
Without management function	%	18.6	18.9	19.0	19.2	19.7	0.4
Specialist manager	%	20.4	20.9	21.2	21.9	22.5	0.6
Senior manager	%	14.3	15.0	16.1	17.6	18.5	0.9
First-line manager	%	14.3	16.0	15.8	16.5	17.1	0.6
Middle manager	%	13.5	13.3	15.6	17.9	19.2	1.3
Top manager	%	24.5	25.3	25.1	26.9	25.5	-1.4
<b>14 Part-time employees</b>	<b>%</b>	<b>22.3</b>	<b>22.9</b>	<b>23.4</b>	<b>24.4</b>	<b>25.4</b>	<b>1.0</b>
Women	%	55.2	55.6	55.6	56.2	56.9	0.7
Men	%	14.8	15.3	15.9	16.7	17.5	0.8



		2020	2021	2022	2023	2024	Δ%
Non-Swiss employees	%	17.3	17.8	18.4	19.6	20.6	1.0
External entries	number	2,767	2,361	3,520	3,198	2,749	-14.0
Women	number	681	621	774	786	723	-8.0
Younger than 30	number	356	344	383	370	333	-10.0
30 to 39	number	187	145	221	207	210	1.4
40 to 49	number	102	92	117	140	116	-17.1
50 to 59	number	34	36	49	66	61	-7.6
60 and older	number	2	4	4	3	3	0.0
Men	number	2,086	1,740	2,746	2,412	2,026	-16.0
Younger than 30	number	882	755	963	990	822	-17.0
30 to 39	number	662	544	886	747	619	-17.1
40 to 49	number	353	283	548	447	395	-11.6
50 to 59	number	157	126	291	191	155	-18.8
60 and older	number	32	32	58	37	35	-5.4
15 Number of nationalities	number	103	102	100	107	110	2.8
<b>7 Training, professional re-orientation and social issues</b>							
Trainees and higher education interns	FTE	108	119	120	109	121	10.4
Training positions filled by “Login” at SBB	Employees	1,358	1,392	1,410	1,448	1,468	1.4
“Login” interns at SBB	Employees	162	162	155	156	140	-10.2
16 Labour market centre	FTE	37	23	21	14	13	-10.0
17 anyway	FTE	87	93	94	97	92	-5.0
Integration positions	FTE	69	66	63	72	77	6.4

#### Footnotes: Personnel

- 1 Increase due to moving cleaning specialists to in-house staff and newly commissioned properties.
- 2 Reallocation of shunting staff with train driver training as train drivers and reclassification of planning and dispatching staff as administration.
- 3 Reallocation of shunting staff with train driver training as train drivers.
- 4 Reclassification of planning and dispatching staff as administration.
- 5 Transfer of cybersecurity specialists from IT to the group-level Safety unit.
- 6 Composition of staff in the fields of education and recruitment.
- 7 SBB AG and SBB Cargo Ltd (Switzerland), excluding subsidiaries.
- 8 Resignations, retirements and deaths.
- 9 Improved consideration of individual employment levels when calculating absences. Retrospective adjustment of information already published.
- 10 Fatalities due to sickness, non-occupational accidents and occupational accidents.
- 11 In 2024, one third-party company employee died in an occupational accident while working for SBB.
- 12 The FTE from hired staff is not included when calculating the number of staff.
- 13 Average number of employees over the year.
- 14 “Part-time” means employment relationships of less than 100%.
- 15 Dual citizenships are not taken into consideration.
- 16 The job market centre is part of the Group’s Human Resources department and is responsible for professional re-orientation within SBB.
- 17 Anyway is part of the Group’s Human Resources department and is responsible for professional reintegration within SBB.

## Finance

		2020	2021	2022	2023	2024	Δ%	
<b>Income statement</b>								
1	Operating income	CHF m	9,216	9,870	10,727	11,424	11,406	-0.2
	Traffic revenue	CHF m	3,345	3,409	4,242	4,578	4,815	5.2
	Passenger revenues	CHF m	2,465	2,540	3,395	3,731	3,974	6.5
	Freight revenues	CHF m	762	777	747	745	732	-1.8
2	Operating services revenue	CHF m	29	—	—	—	—	—
	Revenue from infrastructure use	CHF m	89	92	101	102	109	6.4
3	Public-sector funding	CHF m	3,149	3,264	3,127	3,180	3,056	-3.9
4	Grants for regional passenger services	CHF m	812	834	788	800	710	-11.2
	Contributions to the rail infrastructure	CHF m	2,317	2,387	2,338	2,378	2,344	-1.4
	Grants for freight traffic	CHF m	21	43	1	2	2	4.2
	Rental income from real estate	CHF m	546	608	657	686	718	4.7
5	Other income	CHF m	925	1,200	1,343	1,552	1,323	-14.7
	Own work capitalised	CHF m	1,250	1,349	1,357	1,429	1,493	4.5
	<b>Operating expenses</b>	CHF m	<b>-9,730</b>	<b>-10,094</b>	<b>-10,887</b>	<b>-11,050</b>	<b>-11,012</b>	<b>-0.3</b>
	Cost of materials	CHF m	-753	-777	-828	-900	-933	3.7
	Personnel expenses	CHF m	-4,360	-4,407	-4,540	-4,685	-4,824	3.0
	Other operating expenses	CHF m	-2,121	-2,447	-2,811	-2,919	-2,675	-8.3
	Depreciation	CHF m	-2,497	-2,462	-2,707	-2,546	-2,580	1.3
	Depreciation of financial assets	CHF m	-7	-2	-1	-1	0	-99.7
	Depreciation of tangible assets	CHF m	-2,278	-2,254	-2,453	-2,305	-2,337	1.4
	Depreciation of intangible assets	CHF m	-212	-206	-254	-241	-243	1.1
	<b>Operating result/EBIT</b>	CHF m	<b>-515</b>	<b>-225</b>	<b>-160</b>	<b>374</b>	<b>393</b>	<b>5.1</b>
	Financial result	CHF m	-139	-98	-135	-115	-110	-4.6
	Profit from real estate sales	CHF m	44	24	8	30	6	-81.7
	Income taxes	CHF m	-17	-23	-21	-19	-12	-36.8
	Minority interests	CHF m	10	-4	62	-4	-2	-54.9
	<b>Consolidated result</b>	CHF m	<b>-617</b>	<b>-325</b>	<b>-245</b>	<b>267</b>	<b>275</b>	<b>3.2</b>
<b>Balance sheet</b>								
	<b>Assets</b>	CHF m	<b>51,335</b>	<b>52,058</b>	<b>53,562</b>	<b>55,022</b>	<b>56,412</b>	<b>2.5</b>
	Current assets	CHF m	1,759	1,400	1,401	1,729	1,816	5.0
	Fixed assets	CHF m	49,576	50,658	52,161	53,293	54,596	2.4
	Financial assets	CHF m	530	627	482	489	503	2.7
	Property, plant and equipment	CHF m	38,923	42,029	43,893	44,287	45,171	2.0
	payments	CHF m	9,066	6,892	6,632	7,280	7,664	5.3
	Intangible assets	CHF m	1,057	1,110	1,154	1,236	1,258	1.8
	<b>Equity and liabilities</b>	CHF m	<b>51,335</b>	<b>52,058</b>	<b>53,562</b>	<b>55,022</b>	<b>56,412</b>	<b>2.5</b>
	Public loans (Federal and cantonal)	CHF m	23,813	24,343	25,785	26,618	27,318	2.6



		2020	2021	2022	2023	2024	Δ%	
6	Interest-bearing debt	CHF m	10,811	11,232	11,585	11,415	12,280	7.6
	of which net interest-bearing debt	CHF m	10,379	11,099	11,438	11,263	12,072	7.2
	Other foreign capital	CHF m	3,873	3,977	3,997	4,540	4,090	-9.9
	Equity, incl. minority interests	CHF m	12,838	12,506	12,196	12,448	12,725	2.2

### Free cash flow

payments from the Confederation for infrastructure depreciation and amortisation	CHF m	1,712	2,334	2,441	2,776	2,633	-5.1
depreciation and amortisation	CHF m	1,501	1,430	1,509	1,481	1,506	1.7
payments from the Confederation for infrastructure depreciation and amortisation	CHF m	211	904	932	1,295	1,127	-13.0
Cash flow from investing activities	CHF m	-1,711	-1,468	-1,394	-1,109	-1,936	74.7
Cash flow from financing activities	CHF m	1,202	286	475	-181	824	-555.9
Total cash flow	CHF m	-299	-279	13	6	15	149.6

### Public-sector funding

Total public-sector funding	CHF m	6,459	4,091	5,126	4,083	3,879	-5.0
Payments reflected in income statement	CHF m	3,149	3,264	3,127	3,180	3,056	-3.9
Contributions to the rail infrastructure	CHF m	2,317	2,387	2,338	2,378	2,344	-1.4
Grants for regional passenger services	CHF m	812	834	788	800	710	-11.2
Grants for freight traffic	CHF m	21	43	1	2	2	4.2
Increase in loans, non-repayable contributions	CHF m	3,310	827	1,999	903	823	-8.9
Increase in loans for financing of rail infrastructure	CHF m	2,083	778	1,441	833	700	-16.0
Non-repayable contributions to investments	CHF m	1,227	49	558	70	123	77.0

### Additions to assets

Additions to assets reflected in the balance sheet	CHF m	5,342	3,470	4,392	3,696	3,870	4.7
Passenger Services Markets		—	—	707	586	878	49.8
Passenger Services Production		—	—	98	95	119	24.8
Real Estate	CHF m	463	412	502	578	465	-19.6
Freight Section	CHF m	38	32	18	24	47	99.6
Infrastructure Network	CHF m	3,491	1,838	2,840	2,210	2,163	-2.1
Infrastructure Energy	CHF m	142	221	190	159	157	-1.2
Group-level units	CHF m	20	30	37	44	42	-5.0



		2020	2021	2022	2023	2024	Δ%	
<b>SBB as a purchaser</b>								
	Purchasing volume	CHF m	6,055	5,634	5,861	5,838	6,170	5.7
	Proportion of suppliers based in Switzerland	%	91.2	88.5	86.4	88.5	90.1	1.6
7	Suppliers	number	14,206	13,315	13,870	14,244	14,488	1.7
7	Proportion of suppliers based in Switzerland	%	90.4	90.6	90.5	90.4	90.3	-0.1

#### Footnotes: Finance

- 1 Revenue in 2024 was CHF 9913 million (operating income minus retained earnings; 2023: CHF 9995 million, -0.8%).
- 2 Rail operating services have been included in other income since 2022 and retroactively including 2021.
- 3 Only payments reflected in income statement. From 2024 including grants for regional passenger transport by bodies other than the Confederation and cantons; adjusted retroactively in 2023.
- 4 From 2024 including grants for regional passenger transport by bodies other than the Confederation and cantons; adjusted retroactively in 2023.
- 5 From 2024 excluding grants for regional passenger transport by bodies other than the Confederation and cantons; adjusted retroactively in 2023.
- 6 Net interest-bearing debt was CHF 12.1 billion (2023: CHF 11.3 billion, +7.2%).
- 7 Only includes billers with a purchasing volume of more than CHF 2,000 in 2024.

## Segments

		2020	2021	2022	2023	2024	Δ%	
1	<b>Long-Distance Services</b>							
	Operating income	CHF m	1,849	1,926	2,631	2,899	3,018	4.1
	of which traffic revenue	CHF m	1,767	1,832	2,494	2,724	2,852	4.7
	Operating expenses	CHF m	-2,451	-2,414	-2,669	-2,783	-2,877	3.4
	Operating result	CHF m	-602	-489	-38	117	140	20.5
	Net income for the year	CHF m	-627	-478	-47	117	148	26.8
	Earnings per passenger-kilometre	CHF/Pkm	0.220	0.212	0.203	0.194	0.199	2.6
1	<b>Regional Services</b>							
	Operating income	CHF m	1,773	1,807	1,888	1,973	2,004	1.6
	of which traffic revenue	CHF m	781	779	922	1,027	1,144	11.5
2	of which public-sector funding	CHF m	857	886	829	842	749	-11.1
	Operating expenses	CHF m	-1,754	-1,791	-1,832	-1,915	-1,993	4.1
	Operating result	CHF m	19	15	57	58	11	-81.6
	Net income for the year	CHF m	-26	-21	11	23	-17	-173.9
	Earnings per passenger-kilometre	CHF/Pkm	0.209	0.201	0.183	0.173	0.185	7.4
3	Grant efficiency	CHF/train-km	10.16	9.91	9.29	8.95	7.86	-12.1
4	Percentage of costs covered by revenue	%	50.9	50.4	56.4	57.9	62.1	4.2
1	<b>Real Estate – income statement</b>							
	Operating income	CHF m	867	958	1,013	1,045	1,084	3.7
	of which third-party rental income	CHF m	541	604	653	681	713	4.6
	Operating expenses	CHF m	-634	-664	-702	-726	-759	4.6
	Operating result	CHF m	233	294	311	320	325	1.6
5	Net income for the year	CHF m	10	10	20	54	37	-31.8
	<b>Real Estate – key figures</b>							
	Income from disposal of non-operating real estate	CHF m	45	24	8	27	6	-79.7
	Book value of assets	CHF m	6,487	6,680	6,911	7,250	7,469	3.0
6	<b>Freight Services – income statement</b>							
	Operating income	CHF m	889	940	852	889	855	-3.8
	of which traffic revenue	CHF m	807	795	763	760	746	-1.8
	Operating expenses	CHF m	-923	-908	-1,051	-926	-920	-0.7
	Operating result	CHF m	-34	31	-199	-37	-65	74.5
	Net income for the year	CHF m	-26	18	-120	-39	-76	91.5



		2020	2021	2022	2023	2024	Δ%
<b>Freight Services – key figures</b>							
Operating expenses per train-kilometre	CHF/train-km	29.8	28.6	30.0	30.9	32.7	5.8
Net tonne-kilometres per Swiss franc in operating expenses	net tonne-km/CHF	17.3	18.9	17.9	17.6	16.9	-4.2

<b>1 Infrastructure Network</b>							
Operating income	CHF m	4,357	4,506	4,489	4,605	4,628	0.5
of which revenue from use of infrastructure	CHF m	1,082	1,045	1,168	1,225	1,266	3.3
of which public-sector funding	CHF m	2,232	2,265	2,225	2,271	2,238	-1.4
Operating expenses	CHF m	-4,566	-4,633	-4,642	-4,785	-4,776	-0.2
Operating result	CHF m	-210	-126	-153	-180	-148	-17.8
Net income for the year	CHF m	-64	25	-24	-23	2	-110.0
Additions to assets	CHF m	3,491	1,838	2,840	2,210	2,163	-2.1
Income per train-path kilometre	CHF/train-path km	6.15	5.66	6.19	6.50	6.65	2.3
7 Operating expenses per train-path kilometre	CHF/train-path km	14.53	14.16	13.72	14.16	14.06	-0.7

<b>1 Infrastructure Energy</b>							
Operating income	CHF m	459	635	784	890	796	-10.6
of which public-sector funding	CHF m	39	68	72	65	67	3.2
Operating expenses	CHF m	-436	-602	-946	-804	-680	-15.4
Operating result	CHF m	24	33	-162	86	116	34.9
Net income for the year	CHF m	18	35	-165	78	115	48.0
Additions to assets	CHF m	142	221	190	159	157	-1.2

**Footnotes: Segments**

- 1 Segment accounting: intra-group income and expenses not eliminated.
- 2 From 2024 including grants for regional passenger transport by bodies other than the Confederation and cantons; adjusted in 2023.
- 3 Grants per train-kilometre: the lower the absolute figure, the higher the assumed efficiency.
- 4 Ratio of income from users to the total costs of operating regional traffic lines. From 2024 including grants for regional passenger transport by bodies other than the Confederation and cantons; adjusted retroactively in 2023.
- 5 Net income for 2024 prior to compensation payments: CHF 264 million (2023: CHF 281 million, -6.1%).
- 6 Consolidated figures for SBB Cargo Ltd and SBB Cargo International Ltd. Segment accounting: intra-group income and expenses not eliminated.
- 7 Net operating expenses per train-path kilometre sold.