



Well on track. 

Profile

A brief portrait of BLS



Contents

Group	4
BLS: the company	4
BLS: the public limited company	5
2011 financial review	6
2011 key figures	7
Employees	8
Passenger transport	10
Railway	10
Railway network	12
Busland AG	14
Lötschberg vehicle transport	16
Ships	18
Sales network	20
Cargo transportation	24
BLS Cargo AG	24
Development of transport services	25
Infrastructure	26
BLS Netz AG	26
Infrastructure facts	26
Railway network and operational control	28
Lötschberg NRLA	30
Railway production	32
Rolling stock	34
In regular use	34
Historic vehicles of the BLS Foundation	36
Infrastructure vehicles	37
History of BLS	38
Organisation	40
Contacts	42

BLS: the company

BLS is the strong, independent number two company in the Swiss railways sector. Operating Berne's S-Bahn, it is responsible for the second-largest S-Bahn network in Switzerland. With its lines in the Entlebuch, it also plays an important part in Lucerne's S-Bahn system. In the Emmental BLS operates an extensive bus network, while in the Bernese Oberland it runs BLS navigation services the lakes of Thun and Brienz. And on the Lötschberg line, BLS operates the most efficient car transport service in Switzerland. In total, BLS provides access to an economic region in which 1.5 million inhabitants reside.

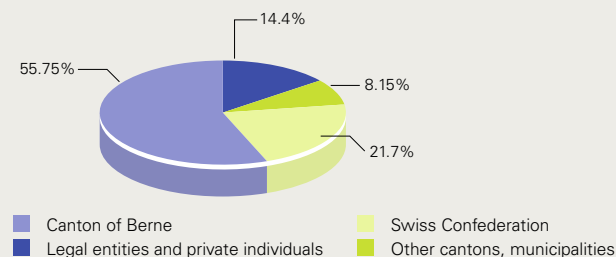
The subsidiary BLS Netz AG operates and maintains the 436-kilometre-long railway network of BLS and makes it available to other railway undertakings on a non-discriminatory basis. The centrepiece of this modern railway network is the Lötschberg axis, with its 34.6-kilometre-long Lötschberg Base Tunnel, which became operational in 2007.

The subsidiary BLS Cargo AG plays a pivotal role in rail freight haulage in Alpine transit through Switzerland. Enjoying a 43 percent share of the market, the company is an important pillar in Switzerland's railway operations and contributes significantly to shifting freight traffic from road to rail.

By pursuing its strategy, BLS is seeking to strengthen customer focus within the company, raise quality and improve cost efficiency.

More than 2,800 employees from over 20 nations work daily in the most diverse of professions to ensure that the BLS and its customers enjoy an improved travel experience.

BLS: the public limited company



Founded *	24 April 2006
Share capital	CHF 79,442,336.–
Nominal share value	CHF 1.–
Market value as at 31 December 2011	CHF 1.02
Listing	BX Bern eXchange

* Resulting from the merger with BLS Lötschbergbahn AG and Regionalverkehr Mittelland AG

BLS Netz AG
(Established on 1 January 2009)

BLS Cargo AG
(Established on 9 April 2001)

Holdings:		Holdings:	
Swiss Confederation:	50.05 %	BLS AG:	52 %
Canton of Berne:	16.50 %	DB Schweiz Holding AG:	45 %
BLS AG:	33.40 %	IMT AG:	3 %
SBB AG:	0.05 %		

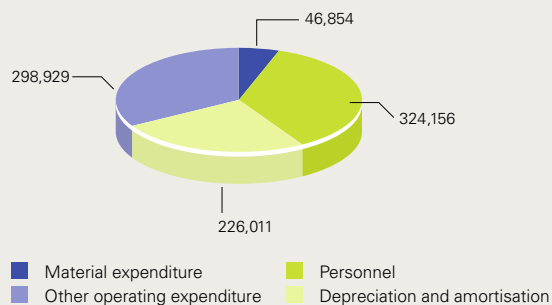
2011 financial review

Consolidated accounts as at 31.12.2011

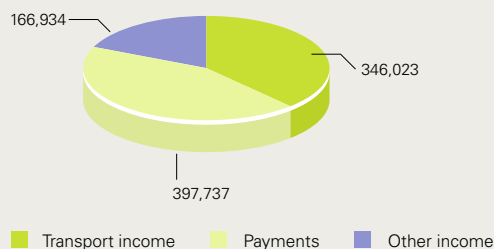
Assets	in CHF 1,000
Current assets	245,972
Plant and equipment	4,720,907
Total	4,966,879

Liabilities	in 1,000 CHF
Short-term external capital	227,879
Long-term external capital	3,813,171
Equity	925,829
Total	4,966,879

Operating expenditure (in 1,000 CHF): 895,950



Operating revenue (in 1,000 CHF): 910,694



2011 key figures

Passenger transport	in million passengers
Rail	51.8
Bus	3.0
Ships	0.9
Total	55.7

Passenger transport	in million passenger kilometres
Rail	865.2
Bus	12.6
Total	877.8

Vehicle transport	in million transported vehicles
Kandersteg–Goppenstein/Kandersteg–Iselle (I)	1.3

Freight	
Million net tonne kilometres	3,826

Infrastructure, train-path kilometres	in million km travelled on own infrastructure
Passenger transport	11.7
Freight transport	2.0
Total	13.7

Infrastructure, Lötschberg-axis transit freight transport	
Million gross tonne kilometres	1,860.2
Million net tonnes	14.3

Energy consumption, traction current	
Million kilowatt-hours	166.9

Employees

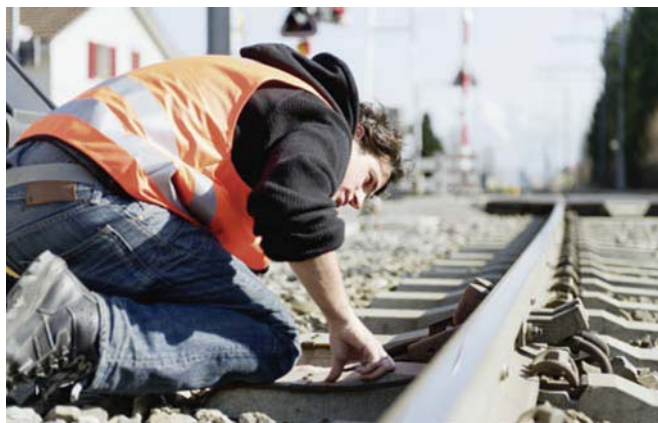
The BLS Group has a workforce of over 2,800 employees – principally in the canton of Berne, but also in eight further cantons as well as for its cargo operations in Germany and Italy. What's more, BLS trains around 120 apprentices in a wide range of trades and professions in conjunction with "login", the training association for the public transport sector.



Current staffing levels

BLS AG	Number
Passenger transport (rail, bus and ship)	274
Infrastructure	746
Railway production	1,414
Management services	199
Total	2,633
<hr/>	
BLS Cargo AG	80
BLS Cargo Italia s.r.l.	19
BLS Cargo Deutschland	8
Busland AG	96
BLS Group	2,836

Number of employees excluding temporary staff and staff paid on an hourly basis; as at 31.12.2011. There are an additional 142 staff paid on an hourly basis, sharing some 38 full-time jobs.



Gender structure

Men: 84.67 %
 Women: 15.33 %

24 nationalities

The motivation, experience and competence of our employees forms the basis for the success of the company. BLS offers them positive, meaningful work in the fascinating world of public transportation. They receive the opportunity to accept responsibility, apply their knowledge and skills, thereby making an active contribution to the further development of the company, its products and services. In all of this, quality, efficiency and customer focus stand central in all of their endeavours.

BLS places great store on a corporate culture that is characterised by trust, respect, openness and dialogue. This reflected in the manner in which employees deal and communicate with one another as well as with customers – in keeping with the three BLS mission statement values: "Dependable. Ambitious. Engaging."

Railway

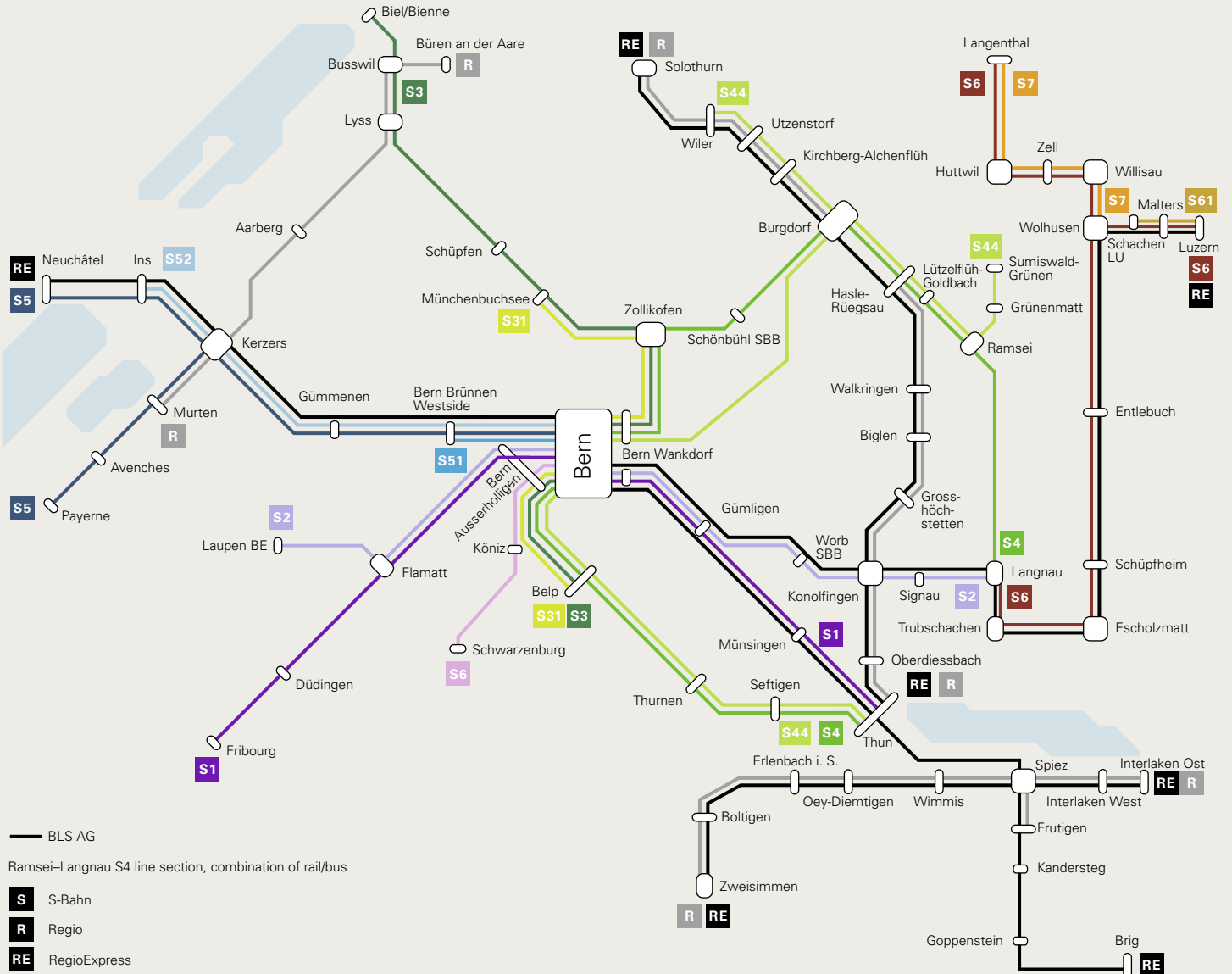
BLS AG is the most important regional railway company in the Swiss Mittelland. It operates Berne's S-Bahn and is responsible for all regional railway transport west of Lucerne. In addition to Switzerland's second-largest S-Bahn network, it also provides regional transport (Regio and RegioExpress trains) on a network of some 700 kilometres – for example, the RegioExpress trains from Berne to Neuchâtel, from Berne through the Emmental and Entlebuch (UNESCO Biosphere Reserve) to Lucerne, and from Solothurn to Thun, as well as in the Bernese Oberland with the "GoldenPass Panoramic" Interlaken–Spiez–Zweisimmen RegioExpress. BLS AG also operates the new RegioExpress service between Berne and Brig via the Lötschberg mountain route with its latest rolling stock, the "Lötschberger" trains (RABe 535).

Passengers are able to enjoy quick and comfortable travel in RegioExpress trains and modern commuter trains with a large percentage of low-floor space. Thanks to open, brightly-lit passenger compartments and the conductors on board our evening services, passengers enjoy a high degree of safety. Increasingly more BLS carriages now also benefit from CCTV monitoring. The commissioning of 28 modern double-decker trains as from the 2012/2013 timetable changeover will herald the start of a new era.

In 2011, BLS transported 51.3 million passengers.



Railway network



Busland AG

Busland AG covers a bus route network of over 200 kilometres in the Emmental. With 860 daily bus routes, Busland, representing BLS, has a near-ubiquitous presence on the roads in the Emmental. This service is the perfect complement to rail transport. The company, which is based in Burgdorf, employs about 110 people and operates 35 modern buses. Further production sites are located in Hasle-Rüegsau, Sumiswald, Huttwil, as well as in Langnau, where Busland AG also runs a workshop and servicing centre for utility vehicles.



Lötschberg vehicle transport

The vehicle transport service on the Lötschberg line provides the fastest road link between the Bernese Oberland and the Valais. BLS transports passenger vehicle, camper vans, bicycles and motorcycles, as well as lorries and coaches up to a certain size on special transporter wagons to the other side of the Alps. Seasonal car trains also operate between Kandersteg and Iselle (Italy) as an alternative means of south-bound travel that avoids stress and traffic jams.

BLS vehicle trains operate

- **between Kandersteg (BE) and Goppenstein (VS):** daily, at least every 30 minutes in both directions, but also every 15 minutes at times of large traffic volume, and even more frequently at peak times on Saturdays. The journey takes 15 minutes. No reservations are necessary.
- **between Kandersteg and Iselle (Italy):** at least every weekend from March to the end of October, as well as during the Christmas period. The journey takes one hour. Reservations are strongly recommended.

Distance comparisons with alternative routes

Basle–Milan

via Kandersteg–Iselle BLS vehicle transport	302 km
via Gotthard/Ticino	354 km
via San Bernardino (tunnel)	419 km
via Lausanne and Great St. Bernhard Pass	526 km

Basle–Genova

via Kandersteg–Iselle BLS vehicle transport	492 km
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Ships

Excursions on scheduled boat services and charter trips along tranquil shores with views across a magnificent panorama. This is BLS navigation on the lakes of Thun and Brienz – two of the Bernese Oberland’s major tourist attractions. Around 70 employees at BLS navigation operate and maintain the attractive fleet which includes the two nostalgic paddle steamers “Blümlisalp” and “Lötschberg”

Our services

- Scheduled sailings on the Lake of Thun: daily throughout the year, frequent sailings from Easter through to October
- Scheduled sailings on the Lake of Brienz: daily from May to October
- Additional sailings: charter trips for family celebrations, staff outings, business dinners, etc.
- Spacious decks and large heated lounges on 11 motor vessels and the 2 original paddle steamers with capacities ranging from 100 to 1,000 passengers
- A range of catering services is available on all ships



Sales network

Our sales network constitutes a central component of our entire marketing drive. It is primarily tasked with facilitating access to the range of services and offers available from BLS. Here, we strive to provide a high quality of service, both in sales through our personnel and via our ticket vending machines.

Customers are able to receive excellent service in 27 travel centres; the most appropriate ticket for excursions in Switzerland and trips abroad, season tickets and half-fare cards, regional and point-to-point travel passes, group travel tickets and event admission tickets. Flights and city breaks tailored to customers' wishes, seaside and activity holidays round off the extensive packages we offer. Additional special services that are only offered in larger travel centres include check-in, money exchange and money transfer. The competent sales personnel are able to deal with customer concerns and requests locally; i.e. accepting notifications concerning lost items, handling applications for the refund or replacement of travel tickets.



In addition to sales, the advice and assistance we offer is becoming increasingly important. When it comes to more complex products and customer concerns, however, there is no substitute for personal contact with our sales assistants. In order to maintain quality with increasing sales volumes, our self-service offering is being further developed with additional offers. The 190 BLS ticket vending machines that are available to customers around the clock represent an important sales outlet. They are modern, user friendly and able to vend a wide range of travel tickets.

Our travel centres have a strong presence throughout the entire BLS perimeter. BLS operates a further 9 sales outlets and 15 shop-in-shop outlets like kiosks, Migrolino and Avec shops that offer a standard range of public transport tickets.

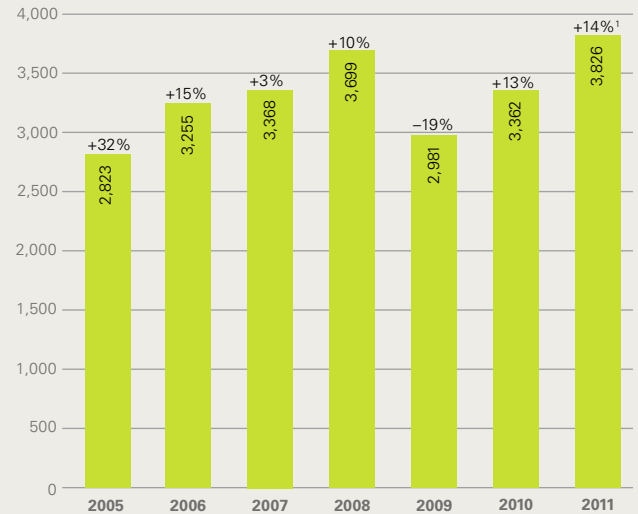


BLS Cargo AG

BLS Cargo is the leading rail freight company specialising in Alpine transit through Switzerland. With a focus on the provision of block train freight, BLS Cargo offers trains with unaccompanied combined transport, conventional wagon-load services, as well as the rolling highway. These transit operations are run jointly with our cooperation partner DB Schenker Rail and other partner railways in Europe. Our block train operations within Switzerland and in import/export constitute an additional pillar.

BLS Cargo has employed cross-border production models and deployed haulage engines and drivers across national borders since 2003. Thanks to its subsidiaries, BLS Cargo Deutschland GmbH and BLS Cargo Italia s.r.l., as well as its Chiasso service centre, BLS Cargo has a presence at Switzerland's key border localities. This allows BLS Cargo to exert a direct influence on the services associated with its trains and, consequently, also improve the quality of its haulage services.

Development of transport services
(in million net tonne kilometres)



¹ Due to a statistical change in calculating train kilometres, this represents a real comparable increase of 4% from the previous year.



BLS Cargo's market share in Switzerland's rail-based transit operations amounts to around 43 percent. This makes BLS Cargo an important pillar in Switzerland's railway operations and contributes significantly to shifting freight traffic from road to rail.

BLS Cargo was established in 2001. Apart from BLS AG, which enjoys a 52 percent shareholding, DB Schenker Rail Deutschland AG and IMT AG (Italian Ambrogio Group) have respective shareholdings of 45 and 3 percent in BLS Cargo.

BLS Netz AG

BLS Netz AG plans, constructs, maintains and operates BLS' railway infrastructure. This includes all the structures and equipment such as rail tracks, catenary wires, safety installations, public amenities, service buildings and maintenance vehicles. Moreover, BLS Netz AG is responsible for the operational management of the Lötschberg axis from Gümligen to Domodossola.

Infrastructure facts

Network length

Operational management	520 km
Property of BLS AG	436 km

Steepest gradient

per thousand (‰)

S-Bahn network, near Schwarzenburg	37
Transit axis: North–South (via mountain tunnel)	27
Transit axis: North–South (via base tunnel)	13

Tunnels

Number	71
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Longest tunnels

Lötschberg Base Tunnel	34.567 km
Lötschberg mountain tunnel	14.612 km
Grenchenberg Tunnel	8.578 km
Weissenstein Tunnel	3.699 km
Tunnel del Mittelgraben	3.298 km

Bridges

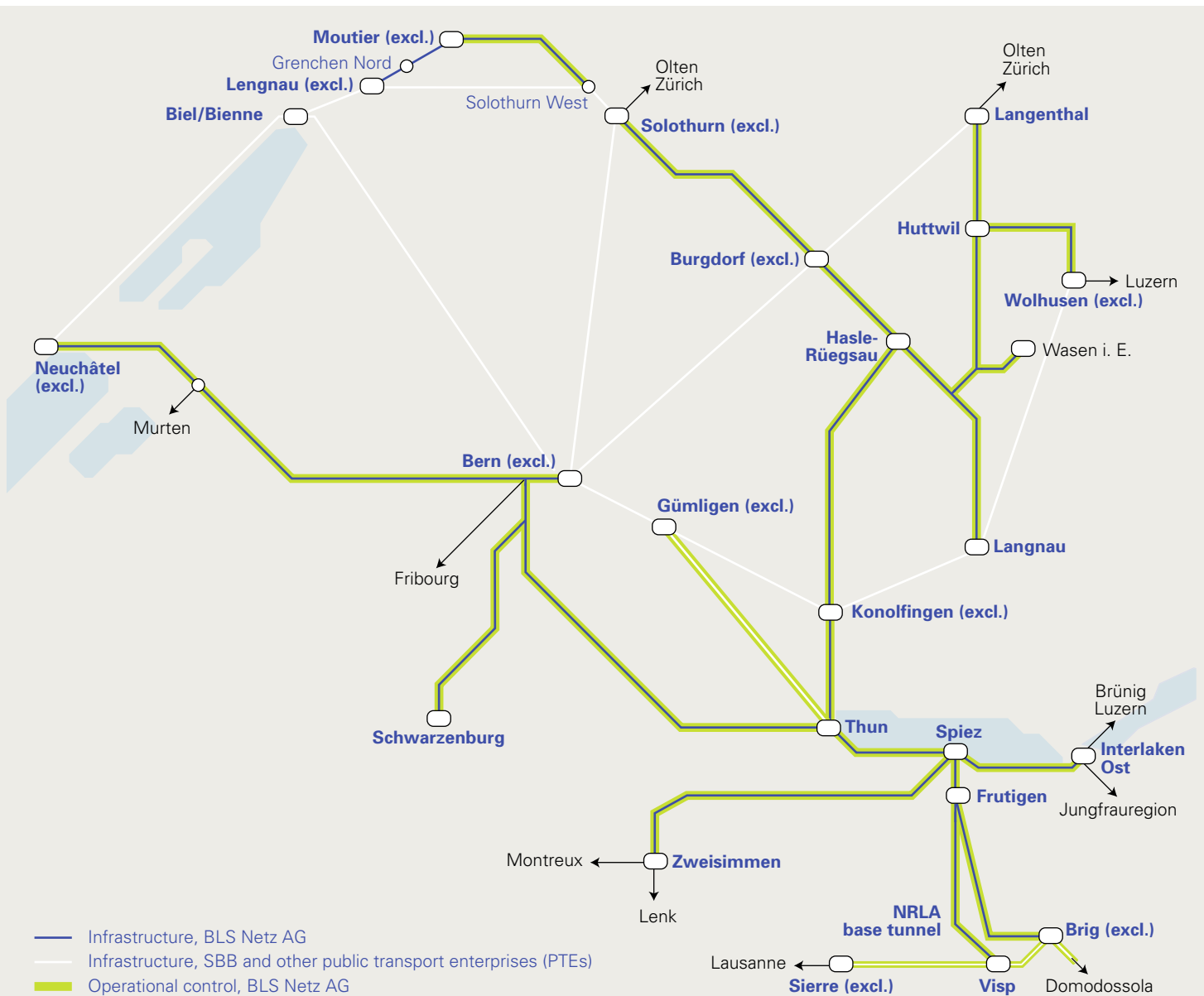
above 2 m

Number	402
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BLS Netz AG is the second largest infrastructure operator in the Swiss standard gauge network. It is an innovator of technical systems and operational processes. Examples of BLS innovations in terms of infrastructure include the following:

- Operation and maintenance of the Lötschberg Base Tunnel, currently the most modern railway tunnel in the world.
- Operation of the so-called SIM corridor via the Lötschberg–Simplon axis which allows lorries and swap bodies of up to 4 metres in height to be transported on the Rolling Highway or in unaccompanied combined transport (UCT).
- System leadership in wayside train monitoring equipment such as the Heustrich-based loading gauge infringement detectors in the Kander Valley.
- Development and operation of the economical MICRO safety installation for the refurbishment of hitherto non-monitored level crossings.
- Intervention organisation and incident management on the Lötschberg base route in cooperation with the emergency services of the Berne and Valais cantons.

Railway network and operational control



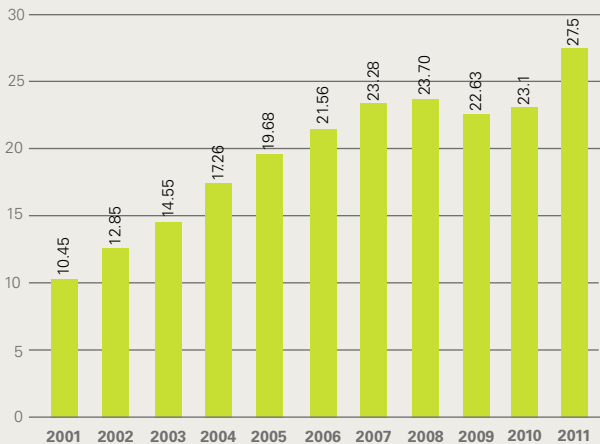
Lötschberg NRLA

When the Lötschberg base route opened on 15 June 2007, BLS AG took over responsibility for the operation and maintenance of what is at present the world's most modern and technically most complex railway tunnel.

The base route provides travel time savings of over one hour for passenger transport and considerable efficiency gains for freight transport with heavy trains on account of the savings in the use of tractive units. It provides the train path capacity that is urgently needed to absorb the growing demand for freight transit.

As the operator of the Lötschberg axis, comprising the base tunnel and the mountain route via Kandersteg–Goppenstein, BLS plays a key role along Europe's longest and most important freight corridor.

Transport development along the Lötschberg axis in million gross tonnes (transit freight trains)



Rotterdam–Genoa corridor



Railway production

Entirely in keeping with the motto “Well on track – with the train product from a single supplier”; the Railway Production division with its 1,500 staff provides all the services necessary to supply the so-called ‘product’ of trains. This ranges from long-term planning, fleet management and key-account management as a gateway for customers, to management and maintenance, as well as the driving and staffing of trains.

At the Berne-Aebimatt, Oberburg and Spiez sites, some 145 workshop staff ensure that the rolling stock is maintained for optimum daily service. In addition, more than 70 staff are engaged in the cleaning of vehicles. Thanks to the organisational proximity of management to operational maintenance and rolling stock services, BLS is able to react flexibly to changes in daily service operations that occur at short notice.

Bönigen is where BLS carries out all of the more complex and time-intensive maintenance work on rolling stock such as rolling overhauls, major repairs and retrofit work as a part of its rolling stock renovation and modernisation programmes.

Approximately 650 engine drivers stationed at 15 depot locations drive BLS’s passenger and freight trains. The train personnel comprising 170 staff are responsible for the staffing of trains and providing information relating to the ticketing structure. BLS’s own security service is responsible for ensuring safety on board trains.



Locomotives and tractive units



Re 465



Re 485



Re 420



RABe 535



Re 486



Re 425



RABe 525



RBDe 565

In regular use

Designation	Quantity	t Weight	kW Power	km/h Vmax.
Re 465	18	84	6,400	230
Re 485	20	84	5,600	140
Re 486	10	85	5,600	140
Re 456 (leased)	2	68	3,000	130
Re 425	33	80	4,980	140
Re 420	6	80	4,700	140
RABe 525 "NINA", 3-unit	24	79	1,000	140

Designation	Quantity	t Weight	kW Power	km/h Vmax.
RABe 525 "NINA", 4-unit	13	96	1,000	140
RABe 526 "GTW", 3-unit	13	84	1,100	140
RABe 535 "Lötschberger", 4-unit	21	105	1,000	160
RBDe 565	21	69	1,650	125
RBDe 566 I	8	69	1,475	125
RBDe 566 II	13	71	1,650	125



Ae 6/8



Be 4/4



Maintenance vehicle Tm 235



Am 843

Historic vehicles of the BLS Foundation

Designation	Quantity	Commissioned
Ed 3/3 * (GTB 3)	1	1900
Ec 4/5 * (SMB 11)	1	1911
Ce 4/6 (307)	1	1920
Ae 6/8 (205)	1	1939
BDe 4/6 (736)	1	1938
Ae 4/4 (251/258)	2	1944/1955
Ae 8/8 (273/275)	2	1952/1963
Be 4/4 (761)	1	1953

* Steam engine

Infrastructure vehicles

Designation	Quantity	t Weight	kW Power	km/h Vmax.
Am 843 (501–504)	4	80	1,500	100
Automotive main- tenance vehicles XTmas	9	25–44 ¹	210	60
Tem 225 (56–57)	2	30	180	75
Tm 235 (79...89)	6	19	175	75
Tm 235 (091–094)	4	40	2 × 350	80
Tm 235 (095–097)	3	29	350	80
Tm 235 (100)	1	38	550	75
Tm 236 (380–384)	5	30	550	80
Tm 235 (201–214)	14	37/38	2 × 330	100
Service wagon Xas (502–503)	2	90	126	10
Fire-fighting and rescue train ² XTmas/Xans	1	282 ³	6 × 315	100

¹ Payload

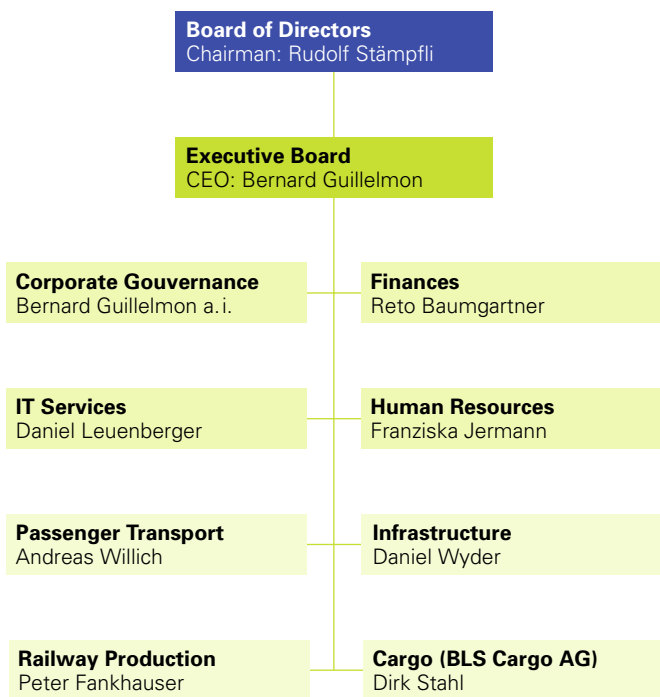
² Consisting of 2 rescue vehicles, 1 fire-fighting vehicle and 1 equipment vehicle

³ Overall service weight

History of BLS

- 1835** Scheduled steamship services begin on the Lake of Thun, the predecessor to today's BLS navigation services
- 1864** Opening of the industrial horse-drawn tramway between Derendingen and Biberist, the predecessor to the Emmental Railway
- 1872/1874** Construction and commissioning of the Bördeli Railway (Därligen–Interlaken–Bönigen), the predecessor to the current route to Interlaken West
- 1875–1899** Opening: of the Emmental Railway Burgdorf–Solothurn (1875); of the Burgdorf–Langnau route (1881); of the Langenthal–Huttwil (LHB) route (1889); of the Huttwil–Wolhusen (HWB) route (1895); of the Burgdorf–Thun Railway (BTB); the first fully electrified railway in Europe (1899)
- 1893–1902** Opening: of the Lake of Thun Railway (TSB) (Thun–Därligen, 1893); of the Spiez–Erlenbach Railway (SEB) (1897); of the Spiez–Frutigen Railway (SFB) and the Berne–Neuchâtel Railway (BN) (1901); of the Gürbetal Railway (GTB) (1901/02); of the Erlenbach–Zweisimmen Railway (EZB) (1902)
- 1906** Founding of the Bernese Alps Railway Company Berne–Lötschberg–Simplon (BLS)
- 1907** Opening of the Berne–Schwarzenburg Railway (BSB)
- 1908** Opening of the Solothurn–Moutier (SMB) and Ramsei–Sumiswald–Huttwil routes (RSHB)
- 1913** Opening of the electrified Lötschberg Railway along the Frutigen–Kandersteg–Brig route and of the Lötschberg Tunnel
- 1915** Opening: of the Grenchenberg Tunnel (BLS Moutier–Lengnau route); of the Huttwil–Eriswil route (HEB) (1975 transfer to a bus service)
- 1942** Merger: of EB and BTB to form the Emmental–Burgdorf–Thun Railway (EBT); of SEB and EZB to form the Simmental Railway (SEZ)
- 1944** Merger: of LHB, HWB, HEB and RSHB to form the Associated Huttwil Railways (VHB); of GTB and BSB to form the Gürbetal–Berne–Schwarzenburg Railway (GBS)
- 1960** Launch of regular vehicle transport services on the Lötschberg line
- 1976–1992** Upgrade of the Thun–Brig transit route to twin track throughout
- 1993** Establishment of the subsidiary, BLS AlpTransit AG
- 1994–2000** Upgrade of the transit route to a 4 m “piggyback” corridor
- 1997** Merger: of the jointly operated companies BN, GBS and SEZ with BLS to form BLS Lötschbergbahn AG; of EBT, SMB and VHB to form Regionalverkehr Mittelland AG (RM)
- 2001** Basic agreement between BLS/SBB (long-distance rail services new task allocation: SBB; standard gauge S-Bahn, Berne: BLS); establishment of the subsidiary, BLS Cargo AG; establishment of RAlpin AG and launch of the “rolling highway” along the Freiburg i.Br. (Germany)–Lötschberg–Novara (Italy) route
- 24.4.2006** Establishment of BLS AG; merger with RM AG: 22 June 2006; merger with BLS Lötschbergbahn AG: 23 June 2006
- 15.6.2007** Opening of the Lötschberg Base Tunnel
- 9.12.2007** Commencement of full timetabled services on the Lötschberg base route
- 22.4.2009** Transfer of the BLS infrastructure to BLS AlpTransit AG and restructuring into BLS Netz AG
- 12.12.2010** BLS takes over the entire railway transport system in the triangle between Lucerne, Langnau and Langenthal
- 3.3.2011** 100,000th train passes through the Lötschberg Base Tunnel after three operational years

Organisation



As at 1.5.2012

Board of Directors, BLS AG

Rudolf Stämpfli

Dr. oec. HSG/Publisher
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Vice-Chairman

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Dirk Stahl

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Vice CEO/CEO, BLS Cargo AG

Reto Baumgartner

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EMBA GSBA
Head, Finances

Peter Fankhauser

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Diploma in business studies KFS
Head, Railway Production

Barbara Egger-Jenzer

Attorney at Law
Cantonal Minister, Berne

Rolf Escher

Attorney at Law and Notary Public

Max Gsell

Dr. rer. pol.

Josef Küttel

CEO, Groupe Ermewa SA

Hans Werder

Dr. rer. soc., lic. iur.

Franziska Jermann

Human Resources Manager
FH/NDS
Head, Human Resources

Daniel Leuenberger

Civil Engineer HTL/NDS
Head, IT Services

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