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As part of our IR activities we have once again made numerous financial presentations in key European and Asian financial markets. We have been placing more emphasis on holding many one-on-one talks with analysts and major investors. Important information about our company is also available at our Website, www.db.de/ir-english.

Rating

Rating agency	Long-term rating	Short-term rating
Moody's	Aa1 Outlook "stable"	P-1
Standard & Poor's	AA Outlook "negative"	A-1+

Both Moody's and S&P reconfirmed their ratings during the year under review. The ratings have remained unchanged since they were first issued in 2000. At the end of August Standard & Poor's downgraded its outlook from stable to negative because of the public discussions surrounding the DB Group's privatization plans.

Bonds – issues in 2006

ISIN	Issuer	Currency	Volume in million	Coupon	Due	Term in years
XS 0238 773 849 ¹⁾	Deutsche Bahn Finance B.V.	USD	800	5.125%	January 2011	5
XS 0238 773 849	Deutsche Bahn Finance B.V.	USD	400	5.125%	January 2011	5
XS 0164 831 843	Deutsche Bahn Finance B.V.	EUR	300	4.750%	March 2018	12
XS 0275 636 438	Deutsche Bahn Finance B.V.	EUR	500	4.000%	July 2017	11

¹⁾ The bond was issued in December 2005, payments for the bond began during the year under review.

We tapped the international financial markets via our finance subsidiary, Deutsche Bahn Finance B.V., Amsterdam/Netherlands, to refinance a portion of our bonds and loans that became due during the year under review. Due to high demand we increased the volume of our 5.125 % bond we had originally issued in December 2005 by an additional USD 400 million. We also realized potential demand in the longer-term segment of the market by increasing the volume of our 4.75 % bond we issued in 2003, and which matures in 2018, by an additional € 300 million. This fourth tranche brings the total

volume of this issue up to € 1.6 billion. Furthermore, we have decided to issue a € 500 million bond and set its maturity for 2017, a year that we had as yet not covered with our issues. The issued bonds have been broadly placed in terms of geography. Asian addresses represented the main demand for our USD-denominated issues, while euro-denominated issues were primarily placed within the euro zone.

Our key value management figures continue to improve

Our financial management policies are designed to achieve a sustainable increase in our corporate value. We use the Return on Capital Employed ratio (ROCE) as the central key performance measure for the development of our Group portfolio as well as for allocating capital expenditures. DB Group's ROCE target is 10%. We calculate our cost of capital based on a mid-term, pre-tax target capital structure of 8.8%.

Return on Capital Employed € million or %	2006	2005	2004
EBIT adjusted for special items	2,143	1,350	1,011
÷ Capital employed	28,693	27,013	26,490
= ROCE	7.5%	5.0%	3.8%

As part of our value management system we also employ redemption coverage and gearing to manage our debt. Our mid-term redemption coverage target is 30%, while our gearing target is to achieve a 1:1 ratio of net financial debt to equity capital.

Redemption coverage € million or %	2006	2005	2004
Operating cash flow	4,171	3,249	2,795
÷ Adjusted net financial debt	22,412	22,152	21,964
= Redemption coverage	18.6%	14.7%	12.7%

Gearing € million or %	2006	2005	2004
Net financial debt	19,586	19,669	19,511
÷ Equity	9,214	7,675	7,067
= Gearing	213%	256%	276%

Corporate Governance – transparency and efficiency of corporate management

In conjunction with its already comprehensive capital market activities with respect to outside capital and the planned partial privatization of the company, Deutsche Bahn AG resolved to voluntarily adhere to the German Corporate Governance Code (Code) issued on February 26, 2002 by the German Corporate Governance Government Commission, in the form of its own Corporate Governance Principles. The objective is to secure the trust of business partners, investors, employees and the general public in the management and supervision of the company. The current version of the comprehensive Corporate Governance Principles of DB AG can be found online at www.db.de/ir-english.

■ **Basis:** The Corporate Governance Principles of Deutsche Bahn AG comprise a set of rules to follow in the management and supervision of the Company. They are based on the Code. Deutsche Bahn AG regularly adapts its Corporate Governance Principles to meet the changing legal requirements and developments on the national and international level. The changes to the Code made in June 2005 were formally incorporated into the Corporate Governance Principles during the year under review. However, we began observing most of the new requirements at an earlier date. We did not incorporate the rules regarding the disclosure of insider information and the obligation to report acquisitions or divestitures of company shares by corporate bodies and managers, because these were not relevant at that time.

■ **Cooperation between the Management and Supervisory Boards:** The Management and Supervisory Boards work closely together for the benefit of the Company in accordance with the principles of the German Stock Corporation Act, Articles of Association, Rules of Procedure of the Supervisory and Management Boards as well as the decisions of the corporate bodies. The Management Board develops the Company's strategy, coordinates it with the Supervisory Board and, together with the Supervisory Board, monitors the state of the implementation of the strategy at regular intervals. The Management Board in a regular, timely and comprehensive manner instructs the Supervisory Board on all relevant matters of planning, business developments, the risk situation and risk management. It intervenes when the development of business deviates from the established plans and objectives.

In keeping with the principles of good corporate management, the Management and Supervisory Boards are committed to a culture of open discussions while treating all matters related to the management of the Company as confidential. All members of corporate bodies are to ensure that all employees involved are obliged to maintain confidentiality in the same manner. A list of all corporate body members including their duties can be found on pages 199 to 201.

■ **Supervisory Board:** The Supervisory Board advises and supervises the Management Board in the management of the Company. It consists of 20 members, half of which represent shareholders and half of which represent employees, as stipulated by the

Codetermination Act. Shareholder representatives are chosen in part by the shareholder and in part by the General Meeting. The employee representatives are elected in accordance with the provisions of the Codetermination Act. The members of the Supervisory Board are independent. The personal and business ties of Supervisory Board members are listed on page 193 of the Consolidated Financial Statements. Conflicts of interest are to be reported to the Supervisory Board. There were no such conflicts of interest during the year under review.

The Supervisory Board is to form the following committees: an Executive Committee, Personnel Committee, Audit Committee and Mediation Committee in accordance with the provisions of the Codetermination Act. The Audit Committee deals with matters of accounting and risk management in particular and assigns an auditor to perform the audit. The work of the Audit Committee is governed by its own Rules of Procedure. The Chairman of the Audit Committee must have special knowledge of and experience with the principles of accounting and internal control systems. The Personnel Committee formed during the year under review was assigned the responsibility for the personnel matters of the Management Board. Extensive information on the activities of the Supervisory Board and its committees can be found in the Report of the Supervisory Board on pages 208 to 211.

- **Management Board:** The Management Board is responsible for running the Company. It is obliged to act in the interest of the Company and to promote the sustainable increase in the value of the Company. It is to provide for adequate risk management and risk controlling. The members of the Management Board are obliged to disclose without delay any conflicts of interest to the Supervisory Board and their Management Board colleagues. No such conflicts occurred during the year under review.

The members of the Management Board are compensated in accordance with their performance. Their remuneration consists of fixed and variable components. The amount of the variable component is closely tied to the performance of the DB Group's operating business. The method for determining the amount of compensation for the Supervisory Board was changed through a resolution of the General Meeting on June 30, 2006. According to the new method, starting with the year under review, the members of the Supervisory Board receive, in addition to their fixed compensation, variable compensation based on, among other things, the DB Group's performance. Both fixed and variable components of the remuneration paid to each member of the Management Board are voluntarily listed in the Notes to the Consolidated Financial Statements. The supplements to the pension reserves for the Management Board and exclusively short-term remuneration paid to the Supervisory Board are listed in two separate sums.

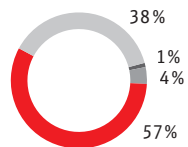
- **Risk management:** Assessing opportunities and risks is a challenge for Group management. The early identification and limiting of risks tied to business activities is of utmost importance to the Management and Supervisory Boards. The Group-wide integrated risk management system is designed to identify risks, opportunities and

potential countermeasures at an early stage. The Management and Supervisory Boards are regularly instructed on the results. For details, readers are kindly referred to the Risk Report on pages 101 to 107.

- **Financial communication and accounting:** Financial communication comprises the publication of consolidated financial statements and the semi-annual report. Our investor relations and corporate communication activities keep interested parties informed of current developments. The dates of regular reports are listed in a Financial Calendar with sufficient advance notice. We use the Internet to provide information in a timely and comprehensive manner. DB Group financial reports have been prepared in accordance with the International Financial Reporting Standards (IFRS) beginning with the 2004 Annual Report. The Consolidated Financial Statements are made available within 90 days after the end of the financial year.
- **Efficiency:** During the year under review the Management Board appointed a Corporate Governance Officer to monitor the compliance with and implementation of the standards of Corporate Governance. This officer reported to the Audit Committee of the Supervisory Board during a meeting held on March 24, 2006, and confirmed the compliance with and implementation of the Corporate Governance Principles as approved by the Supervisory Board and the Management Board.

Group Profile

Revenue structure



- Passenger Transport
 - Transport and Logistics
 - Infrastructure and Services
 - Other
- 2005 to 2006: +19.9%

Management of the Group

Within our Group's structure Deutsche Bahn AG (DB AG) functions as a Group-wide management holding company for the integrated Deutsche Bahn Group (DB Group). The business portfolio is basically divided into ten business units, which report to three Group divisions. The business units are responsible for the conduct of our business operations. Central Group and service functions round out our organization structure.

DB Group provides national and international services to target markets reflecting our Group brand proposition of "Mobility - Networks - Logistics". We are active around the world in over 130 countries and in all of the important economic regions. DB AG has been a corporation established in accordance with German law since it was first founded in 1994, and therefore has a dual management and supervisory structure. The listing shown on pages 196 to 198 shows the main companies owned directly or indirectly by DB AG as well as the companies DB AG holds stakes in.

Our markets: Mobility, Networks, Logistics

Since the start of the German Rail Reform in 1994 we have developed the DB Group into a strong performing business enterprise through extensive restructuring and efficiency enhancing measures as well as comprehensive modernization programs. We strive to achieve further gains in our profitability and financial strength in all of our relevant markets by convincing our customers of the high quality of our services. This is why we have established a focused and clearly structured portfolio. Our business units are organized under three Group divisions: Passenger Transport, Transport and Logistics, and Infrastructure and Services. This structure gives the DB Group three strong, market-aligned pillars which mirror our Group brand proposition: "Mobility - Networks - Logistics".

The foundation of our business portfolio are our core rail activities in Germany. Based on our vertically integrated structure that makes us the major user of our infrastructure we have assumed dual responsibilities: first, we want to further develop rail as a mode of transport and strengthen the German transport infrastructure, which plays such a vital role in Germany's economy. Second, we are concurrently establishing the prerequisites needed to master Europe's rising volumes of traffic.

Anticipating customer demands, we have evolved beyond our classical core business and integrated our transport services in comprehensive mobility offers. This applies to both international mobility as well as multi-modal transport offers or optimized interfaces at junctures where different modes of transport meet.

Just like in the Passenger Transport Group division, we also strategically positioned ourselves to meet current and future market demands in the Transport and Logistics Group division: “DB Logistics” stands for our international logistics competence in clearly defined market segments. We realize opportunities available in fast growing markets via our comprehensive internationally oriented range of offers, and in doing so we also ensure that rail freight transport will be fit for the future. Furthermore, by integrating it in a high-performing, intermodal network, we also assure customer contacts and unlock new opportunities for growth.

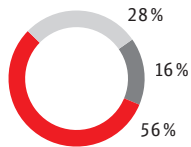
The successive opening of the European markets, which has already begun - in the rail freight transport sector since 2007 and as of 2010 for cross-border rail passenger transport - is an important strategic prospect for rail transport. This will generate additional opportunities for rail as a mode of transport that we will exploit either independently or in collaboration with other railways.

This covers our full spectrum of earnings-oriented opportunities we are addressing while we concurrently continue our internal efforts to increase our efficiency.

We intend to fully take advantage of these chances and at the same time convince our customers of our high levels of product quality and service while we further reinforce our profitability and financial strength. We have underpinned our strategies and plans with comprehensive sets of measures at business unit level as well as those applicable for Group-wide purposes. We have bundled the most important of these measures together in “Qualify”, our Group-wide program.

Passenger Transport Group Division

Revenue structure



- Long-Distance
- Regional
- Urban

2005 to 2006: + 2.6%

A single source of comprehensive mobility offers

One of the DB Group's core competencies is our ability to make convincing mobility offers. Our range of services covers rail transport and, increasingly important, bus transport. Our goal is to achieve intelligent linkage between our rail offers, as well as a smooth interface with other modes of transport. Within the Long-Distance Transport, Regional Transport and Urban Transport business units our main focus is on comfortable, customer-friendly mobility chains. Based on revenues, we are the leading provider of mobility services in Europe.

The liberalization of the European passenger transport markets has begun, although its implementation has progressed at varying speeds across Europe. Within the long-distance rail passenger transport segment, Germany is clearly leading the way as its market has opened the furthest. In contrast, local transport is increasingly being contracted out all across Europe. In this context the previously closed local transport markets are progressively evolving into a market with European competitors.

Today, based on our strength in our home market, we are already the biggest mobility group in Europe – and leading in the long-distance rail passenger transport sector as well as in the regional and urban transport sectors. Against this backdrop we are placing top priority on our goal of reinforcing and expanding our position as the leading provider of mobility services in Germany.

Market positions in passenger transport 2005

#1 in European rail passenger transport

Based on revenues

- #1 Deutsche Bahn
- #2 SNCF
- #3 Trenitalia
- #4 National Express
- #5 SBB

#1 in European regional and urban passenger transport

Based on revenues

- #1 Deutsche Bahn
- #2 SNCF
- #3 Veolia
- #4 First Group
- #5 National Express

#1 European mobility service provider

Based on revenues

- #1 Deutsche Bahn
- SNCF
- #3 Air France-KLM
- #4 Deutsche Luftbansa
- #5 British Airways

All data on competitors is based on annual reports, independent research or in-house estimates.

3,234 million € revenues
124 million € EBIT
14,641 employees

Long-Distance Transport business unit

DB Fernverkehr AG is a provider of national and pan-European long-distance transport services, and together with its subsidiary companies comprises our Long-Distance Transport business unit. DB Fernverkehr AG's regularly scheduled daily service is the business unit's core business. Based on our customer promise of providing attractively priced, fast and comfortable, city-center to city-center connections, we intend to continue growing at a faster pace than the overall market in the future. DB AutoZug GmbH and CityNightLine CNL AG, our independently operating subsidiary companies providing car carrier and sleeping car services, respectively, flank this offer. Our Long-Distance Transport business unit not only provides mobility services within Germany, but its offers extend into neighboring countries as well. At the same time our long-distance services are closely linked to regional and urban transport by offers like the BahnCard's CityTicket function.

6,480 million € revenues
690 million € EBIT
25,700 employees

Regional Transport business unit

Within the Regional Transport business unit we provide travelers an extensive network of regional connections within metropolitan areas and the surrounding countryside. Integrated transport operations run by DB Regio AG and its subsidiary companies link together offer planning and service implementation at local levels for rail and bus services. Our goal is to offer integrated urban transport services that fully meet local transport requirements. A streamlined organization structure that meets market needs was built based on the premise of being customer-oriented and profitable.

Rail passenger regional transport is changing. More and more routes are being publicly tendered, and in the coming 15 years all of the routes will be put out for bids. We will defend our position as the biggest provider of regional transport services within Germany through our integrated transport concepts, an up-to-date fleet of vehicles as well as convincing services. At the same time, we also see opportunities to enter new markets and gain new customers. To accomplish this we will optimize our offers, bearing in mind the demands of our customers and the contracting organizations.

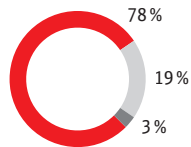
1,805 million € revenues
154 million € EBIT
12,238 employees

Urban Transport business unit

The Urban Transport business unit is the most recent addition to the Passenger Transport Group division. It is responsible for S-Bahn (metro) operations in Berlin and Hamburg as well as our bus services. We offer public road passenger transport services independently or on behalf of cities and counties. The business unit positions us to take advantage of opportunities arising from the liberalization and further development of a market that is currently still very fragmented. The gradual opening of this market is anticipated to lead to a successive consolidation in the coming years. In terms of our future prospects we are focusing our attention on the growth opportunities available in neighboring European urban transport markets as our opportunities for collaboration within Germany are limited by the current interpretation of cartel law.

Transport and Logistics Group Division

Revenue structure



- Schenker
- Railion
- Stinnes

■ 2005 to 2006: +37.1%

Global logistics competence plus rail know-how

Since the successful integration of Schenker in 2002 we have not only become the leading European provider of rail freight transport, but we are also one of the leading companies in the freight forwarding and logistics sector. During the year under review we were present in the market with our Schenker, Railion and Stinnes business units.

Schenker has a leading position in European land transport and in global sea and air freight. Railion is the leading provider of rail freight services across Europe. We leveraged the consolidation tendencies in the global logistics markets to further strengthen Schenker's competitive position, in particular with our acquisitions of BAX and Star-Trans.

We further expanded the Railion network during the previous year with the launch of Railion Italia and the acquisition of RBH Logistics. The market and the competitive environment in rail freight are particularly marked by a high degree of change and intense competition, which offers major opportunities for further business development. Increasing internationalization and the new cross-border alignment of production structures and material flows are leading to a continuing increase in demand for international logistics services. The deregulation of rail freight commencing at the European level in 2007 opens new perspectives for rail as a mode of transport. Liberalization has been almost completely implemented along the North-South corridor. Railion is already well positioned along this axis because of its own locally placed subsidiary companies. The East-West corridor now opens new opportunities for growth. At the same time, it is necessary to integrate rail freight transport into all-inclusive logistics offers in view of current and future customer requirements. We have already realigned our strategy to meet these demands.

Market positions in transport and logistics 2005

#1 in European rail freight transport
Based on tkm

- # 1 Railion
- # 2 PKP
- # 3 SNCF
- # 4 Trenitalia
- # 5 RCA

#1 in European land transport
Based on revenues

- # 1 Schenker
- # 2 DHL
- # 3 DSV
- # 4 Dachser
- # 5 Geodis

#2 in global air freight
Based on t

- # 1 DHL
- # 2 Schenker
- # 3 UPS
- # 4 Panalpina
- # 5 Kühne & Nagel

#3 in global ocean freight
Based on TEU

- # 1 Kühne & Nagel
- # 2 DHL
- # 3 Schenker
- # 4 Panalpina
- # 5 UPS

#6 in global contract logistics
Based on revenues

- # 1 DHL
- # 2 CEVA Logistics
- # 3 Kühne & Nagel
- # 4 Ryder
- # 5 Wincanton

All data on competitors is based on annual reports, independent research or in-house estimates.

13,232 million € revenues

367 million € EBIT

54,905 employees

Schenker business unit

With more than 54,900 employees working in over 1,100 locations in over 130 countries, our Schenker business unit is an acknowledged global player in markets characterized by rapid rates of growth, fierce competition and accelerating consolidation. Schenker is a market leader in European land transport and also in the global air and sea freight business sectors. We are determined to retain and further expand these positions in the future.

The acquisition of BAX, a US logistics company, during the year under review was part of our long-term strategic approach to become market leader in the growing logistics business, coupled with a strong position in all of the world's growth regions. Following the integration of BAX into the worldwide Schenker network, the combined organization now has top-ranked positions in European land transport, global air and sea freight, as well as in contract logistics. BAX and Schenker complement each other's activities excellently in the categories of geographic presence and customer profiles. During the integration process we place great emphasis on enhancing customer benefits, improving our networks, harmonizing business processes and increasing overall competitiveness. The integration of the two firms' operations is in the advanced stages and in numerous countries the combined organization is already active in the market under the Schenker name.

As an international provider of integrated logistics services, the Schenker business unit supports industry and trade in handling the global exchange of goods via land transport, global air and sea freight services, as well as all of the related logistical services. Our employees prepare seamless solutions tailored to meet the current and future demands of our customers. International teams of specialists link together the modules of our entire range of services to build complex value chains in order to ensure reliable flows of goods and information. This makes us a single source provider for all the key services required by our customers:

- As a European land transport specialist, we connect the major European business regions via a tightly-knit network of scheduled line services.
- We are equally specialized in providing global air and sea freight solutions as well as all of the related services.
- Our integrated logistics centers are located at the crossroads of global flows of goods and serve as effective interfaces between various modes of transport, thereby enabling a wide range of value-added services to take place.

Railion
3,194 million € revenues
226 million € EBIT
22,635 employees

Stinnes
608 million € revenues
16 million € EBIT
1,622 employees

Railion and Stinnes business units

During the 2007 financial year we adjusted the structures within the rail freight transport area in order to meet the demands posed by our markets and customers. Production and sales within the rail freight segment were moved closer to each other.

Today, Railion is already Europe's biggest and top performing rail carrier. Cross-border transports already account for more than half of our business. The European perspective provides us with enormous growth potential. Railion especially benefits from its strengths when it comes to long-distance transports and when large volumes of freight have to be consolidated. We have paved the way for this with our Railion network, our own access to foreign networks and by expanding our cooperative efforts at the international level.

Single car transport is the largest open production system in the European transport market. Here we offer a product structure with varying service levels. Block trains are used to transport large volumes of goods from point-to-point and especially from factory to factory.

We have consolidated our bulk goods and our combined rail/road activities within our Stinnes business unit.

Our combined rail/road transports unite the advantages offered by various modes of transport with rail: containers arriving from overseas are loaded onto rail cars in major European harbors like Rotterdam or Hamburg and then transported to their regional

Railion: Strategic focus on Europe

Our mission:

One-stop provider of high-quality cross-border transports

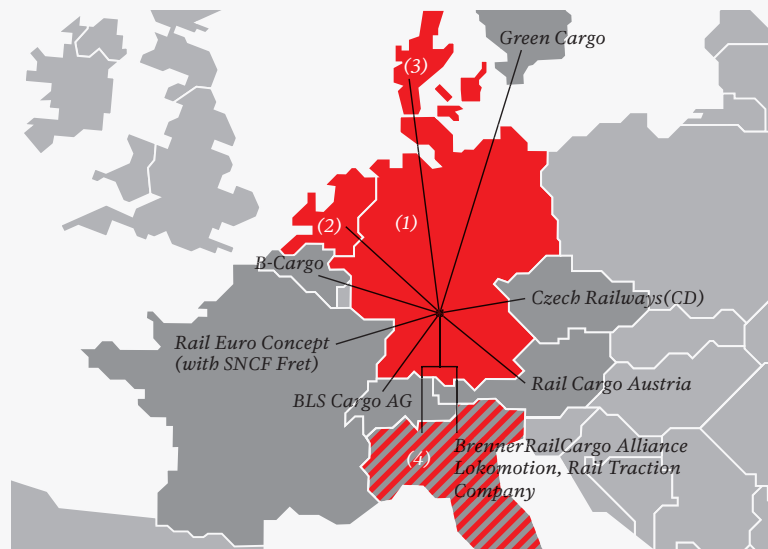
Our network:

- Railion Deutschland (1)
- Railion Nederland (2) since 2000
- Railion Danmark (3) since 2001
- Railion Italia (4) since 2005

Our perspective:

Opening of the European rail freight markets in 2007

- Railion network and partnerships/affiliates
- Railion network
- Railion partnerships/affiliates



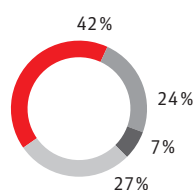
destinations. In the future we will bring sales and production activities for our combined rail/road service under a single management as we align our structures to meet market demands and position ourselves along the major European trade corridors. We offer our customers comprehensive logistics solutions for bulk goods transport and, working together with them, develop new innovative concepts.

Infrastructure and Services Board division

A strong backbone for efficient rail transport in Germany

The key prerequisites for smoothly functioning rail transport are a high quality infrastructure and reliable and affordable services – and, correspondingly, for the long-term competitiveness of the rails as a mode of transport. We bundled together all of our activities related to infrastructure and services in order to optimize our organizational structure. The Infrastructure and Services Group division comprises passenger stations, the track infrastructure, energy supply and our extensive services in the service, facility management, fleet management, IT, telematics and vehicle maintenance areas. Our construction project activities are also a part of the organization. The purpose of this move is to further simplify the interfaces, particularly between infrastructure companies and their business relations with providers of infrastructure-related services as well as vis-à-vis local authorities that are involved in our infrastructure activities.

Revenue structure



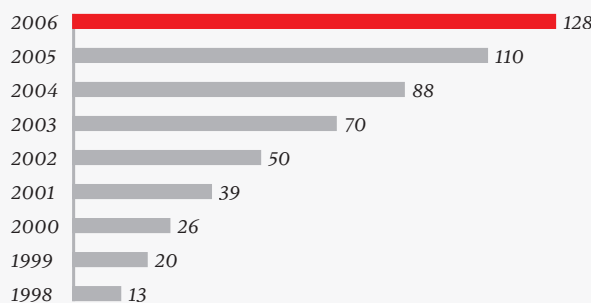
- Track Infrastructure
- Passenger Stations
- Services
- Energy

■ 2005 to 2006: +16.4%

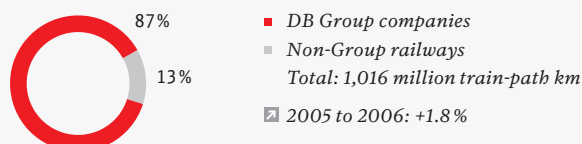
“Open Access” in Germany

- The principle of non-discriminatory access to track infrastructure was established in Germany with the start of the German Rail Reform in 1994.
- Germany has a leading position across Europe in this area: the independent “Rail Liberalization Index” confirms the overall high degree of market liberalization achieved in Germany in comparison to the rest of Europe.
- When the 2007 timetable was prepared we worked closely with our customers to eliminate about 10,000 cases of time and route overlaps. Only six cases were settled on a priority basis. There was no need to use the maximum bid procedure in any case.
- The Federal Network Agency (Bundesnetzagentur) is responsible for ensuring that access to the rail infrastructure takes place on a non-discriminatory basis.
- Pursuant to amendments made to the third amended version of the German General Railways Act (Allgemeines Eisenbahngesetz), as of January 1, 2006 responsibility for regulating access to the rail infrastructure was transferred from the Federal Railways Agency (Eisenbahn-Bundesamt) to the Federal Network Agency for Electricity, Gas, Telecommunications, Post and Railroads (Bundesnetzagentur für Elektrizität, Gas, Telekommunikation, Post und Eisenbahnen).

Train kilometers of non-Group railways using the DB network (million train-path km)



Struktur of train-path kilometers



548 million € revenues

100 million € EBIT

41,356 employees

Track Infrastructure business unit

The Track Infrastructure business unit consists of DB Netz AG, a service provider to currently about 350 rail transport companies – including 328 non-Group railways. All of them use the German rail network that is over 34,000 km long and the largest in all of Europe. DB Netz AG acts as an independent network operator to ensure non-discriminatory access to its infrastructure. The train kilometers traveled by non-Group railways on the DB network have been increasing strongly for years. DB Netz AG is responsible for the operation of the high-performance track infrastructure (long-distance/major metropolitan areas network, regional networks, marshalling yards and transshipment terminals). At the same time it is also responsible for the marketing of customer-oriented track usage offers, drawing up timetables in close cooperation with customers, as well as maintaining and repairing the infrastructure. This also involves the further development of the rail infrastructure by investing in the existing rail network, in modern command and control technology, as well as building new lines and upgrading old ones. Funding provided by Federal Government and States to finance the infrastructure plays a central role. Our track network is available to all railways on a non-discriminatory basis.

310 million € revenues

136 million € EBIT

4,557 employees

Passenger Stations business unit

Our passenger stations are the gateway to the world of rail transport, as well as hubs linking together various modes of transport. They are also marketplaces and calling cards for cities and regions. The scope of the business unit's activities includes the operation of passenger stations as traffic stations as well as the development and marketing of the floor space within the stations. Acting as an independent firm, DB Station & Service AG provides non-discriminatory access to its infrastructure. The number of station stops of non-Group railways has been rising strongly for years.

Since the start of the German Rail Reform, the passenger stations have been continually refurbished and modernized to meet the needs of travelers and station visitors. These efforts have focused on providing comprehensive and competent service, high levels of security, good customer information and a functional layout, without losing sight of increased profitability, especially for heavily frequented stations.

362 million € revenues

166 million € EBIT

1,628 employees

Energy business unit

DB Energy is responsible for supplying the DB Group and other companies with all energy-related services and providing a single source for the corresponding technology know-how and control technology. In accomplishing this task DB Energy relies on a comprehensive and technically complex infrastructure. As an independent energy manager it ensures the smooth operation of all facilities. It provides traction power and fuel on a non-discriminatory basis to all railway companies in Germany.

94 million € revenues

31 million € EBIT

26,689 employees

Services business unit

The Services business unit plays a central role towards the further improvement of the quality of our services and cost structures. It covers a broad range of services, which are consistently adapted to meet market needs. Because of the business unit's primary support function, it works mainly for intra-Group customers.

- DB Systems is our provider of IT services. As a full-service provider of IT solutions it develops and operates solutions for mobility and the logistics markets. Its portfolio covers the entire IT value chain – from consultancy and concept development through to development to operation and support services.
- DB Telematik (Telematics) plans, implements, operates and maintains telecommunications solutions for the DB Group and other companies. This applies to both the fixed line and mobile telephone sectors. One example of its responsibilities is our entire telecommunications network, which is one of the largest independent telecommunications networks in Germany. DB Telematics' service spectrum also includes digital radio networks like GSM-R (Global System for Mobile Communication – Rail), which are key for implementing the highest security standards.
- DB Kommunikationstechnik (Communications Technology) is our specialist provider of technical support services. Its range of services includes the maintenance and repair of IT and network technology, security technology and passenger information facilities, automatic ticketing machines as well as printing and information logistics.
- DB Sicherheit (Security) bundles together the security functions within the DB Group and provides comprehensive and professional security services for travelers, employees, freight, facilities and real estate at almost 100 locations. DB Security is the leading provider of security services for public transport facilities in Germany.
- DB Services is our systems provider of services related to real estate and transport. The range of services offered includes professional facility management for commercial, administrative, transport and industrial buildings and property. In addition, DB Services prepares and cleans vehicles and provides various services related to track maintenance (e. g. vegetation control, securing of construction sites). DB Services also works for shipping companies, airport operators and airlines.
- DB Fahrzeuginstandhaltung (Vehicle Maintenance) is a reliable service provider for us and many other private and state-owned railways across Europe. DB Vehicle Maintenance operates specialized facilities for inspection, conversion, modernization and component overhaul work. Its services are rounded out with maintenance work and the repair of accident-related damages.
- DB Fuhrpark (Fleet Management) provides mobility and fleet management services to DB Group, the German army, and other companies, including the Swiss Post Office. DB Fleet Management is also one of the largest leasing companies in Germany. Its DB Carsharing service and its innovative "Call a Bike" bicycle rental service offer a comprehensive mobility network to our customers.