



# 2019/20

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Competition figures



Dear readers,

We witnessed a year of mixed fortunes on Germany's railways in 2019. Amid continuing strong inter- and intramodal competition and a slowing economy, German rail passenger transport gained market share. Rail freight, meanwhile, saw its share of the market decline. It was a similarly mixed picture for European rail traffic.

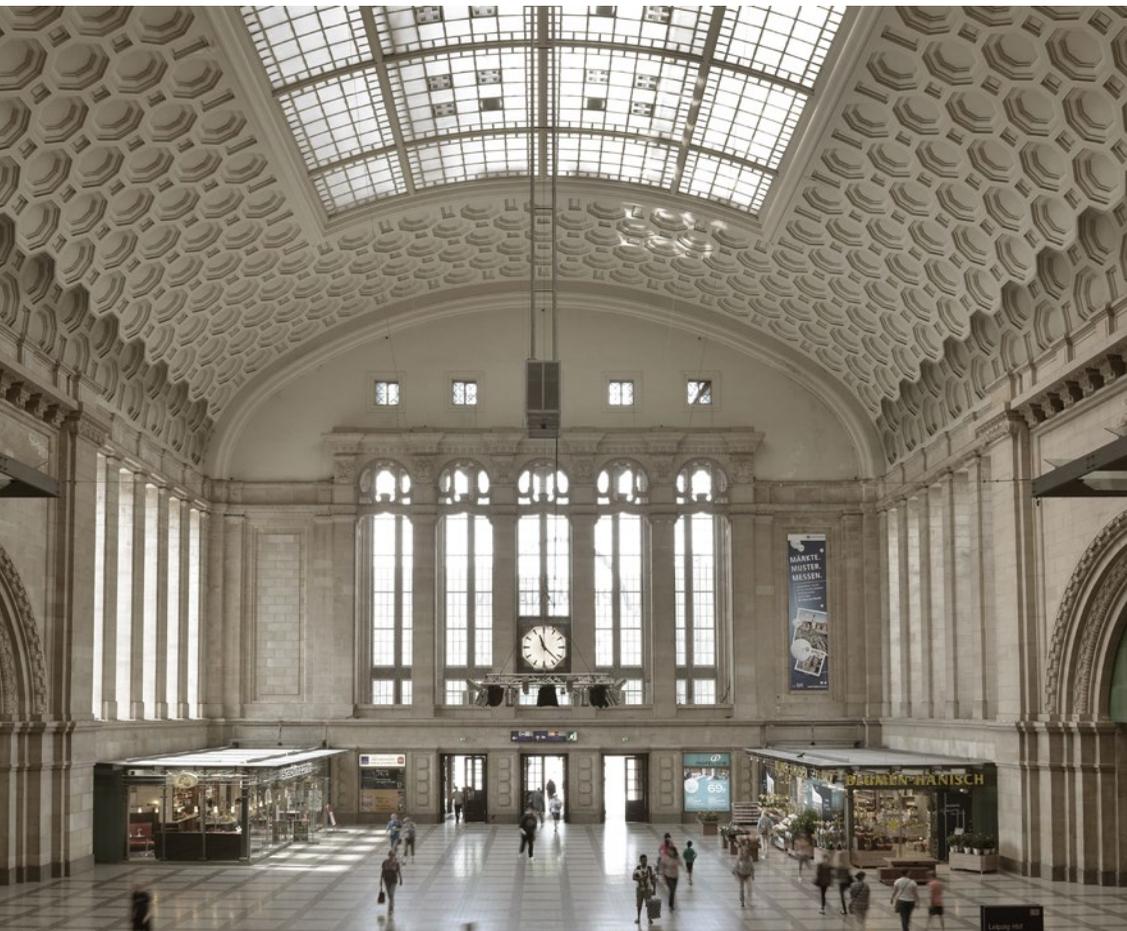
In 2020, the effects of the Covid-19 pandemic have presented the entire transport sector with major challenges to tackle.

The crisis has clearly shown the importance of rail to passenger transport and to the logistics systems that supply the economy. Even in exceptional circumstances, the rail industry can ensure stable and extensive provision of essential mobility and logistics services. Railways must continue to be part of the solution in overcoming the coronavirus crisis and reviving the economy. The economic stimulus package passed by the German government provides an important impetus in this respect.

Rail is key to active climate protection and sustainable mobility. It is a fundamental part of the German Climate Action Plan 2050 and the European Green Deal. At Deutsche Bahn, we continue to plan for growth and are maintaining our investment and recruitment work as part of Strong Rail, DB's overarching strategy.

**Sincerely,**  
Ronald Pofalla

A handwritten signature in blue ink, appearing to read 'R. Pofalla', written in a cursive style.




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# German market

2019/20

**Transport volume in the German passenger transport market rose slightly in 2019, with rail achieving the highest growth rate. The coronavirus pandemic has had a substantial impact on the market in 2020.**

■ **Slump in 2020 following moderate growth in 2019:**

In 2019, transport volume in Germany rose by an estimated 0.9% to 1,126 billion passenger kilometres (2018: 1,115 billion). Extensive measures to contain the coronavirus pandemic led to a slump in demand for all modes of transport from mid-March 2020.

■ **Rail raises market share in 2019:**

In 2019, rail recorded the strongest growth in transport volume of all modes of transport (increase of 2.1% to 100 billion passenger kilometres). The expansion of long distance rail services contributed to this. Rail's market share (measured in transport

volume) rose by 0.1 percentage points to 8.9%. The number of passengers was up 2% to 2.9 billion.

■ **Future performance:**

The coronavirus pandemic will have a major impact on the market in 2020. A preliminary estimate by the German Federal Statistical Office puts the decline in passenger numbers for the month of March at around 40% year on year. An even sharper impact is expected in April before the market increasingly stabilises in the subsequent months.



**Market share of private motorised transport stagnates:** A 1.6% fall in fuel prices and a 1.4% increase in the vehicle population bolstered demand for private motorised transport in 2019. Transport volume increased by an estimated 0.9%, while market share held steady at 83.8%. In 2020, private motorised transport will benefit from further falls in fuel prices and the need for social distancing. Despite this, initial estimates for the full year anticipate a 15% fall in transport volume.

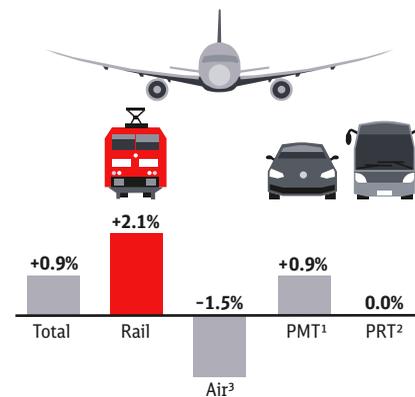
**Market share for public road transport declines:** In 2019, public road transport reached the previous year's volume of around 72 billion passenger kilometres. Market share fell to 6.4% (2018: 6.5%). Lower demand for scheduled long distance bus services was partly behind this drop, with the number of passengers falling by 8.0% to 21 million (2018: 23 million). Temporary suspension of services during the coronavirus crisis will further reduce the volume in 2020.

**Decline in air travel:** Transport volume for German domestic flights fell by 1.5% in 2019. Market share remained unchanged at 0.9%. In Spring 2020, airlines dramatically reduced their services due to the pandemic. Compared with the previous year, the number of passengers on German domestic flights was down roughly 70% and 99% in March and April respectively.

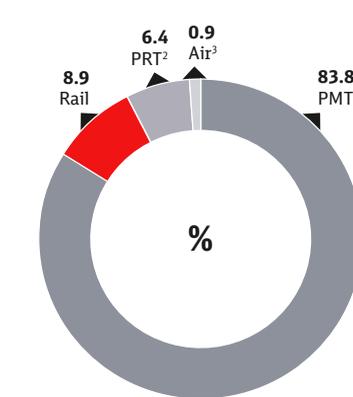
Transport volume in Germany (in billion passenger kilometres)	2018	2019 <sup>1</sup>
Private motorised transport	934.8	943.2
Rail passenger transport	98.2	100.2
Public road transport	72.1	72.1
Air travel (domestic in Germany)	10.3	10.1
Total	1,115.4	1,125.7

1 Provisional, partly estimated, figures rounded  
Sources: Destatis, DB

Market performance in 2019 compared with previous year (measured in transport volume)



Modal split in 2019 (measured in transport volume)



- 1) Private motorised transport
- 2) Public road transport
- 3) Air travel (domestic in Germany)

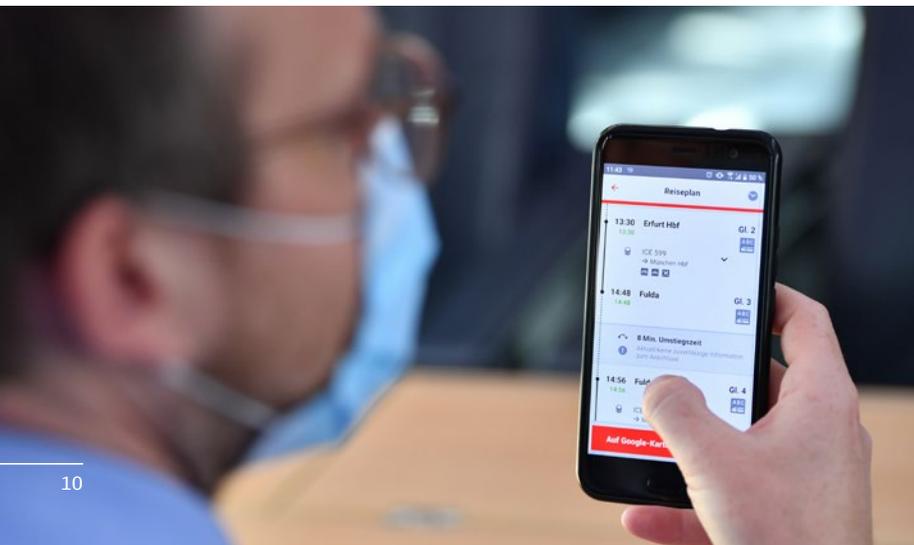
Sources: Destatis, DB



# Long distance rail

in Germany in 2019/20

- Transport volume grows in the long distance market:** Transport volume rose by around 4% in 2019 to 44.7 billion passenger kilometres. The number of passengers grew by 1.9% to over 151 million. In 2020, a sharp decline in patronage is expected due to the coronavirus pandemic.
- New passenger record for DB:** A total of 150.7 million passengers, including many new customers, travelled on DB's ICE, IC and EC trains in 2019. That was more than ever before. Transport volume rose by 3.1% to 44.1 billion passenger kilometres. This was primarily driven by the expansion of services,



including on the Berlin–Munich line, and stimulus from the wider economy. Capacity utilisation remained stable as train capacity increased.

- More trains, more services:** In 2019, DB Long Distance expanded its services on routes with particularly strong demand, such as Berlin–Munich, Berlin–Frankfurt am Main and Hamburg–Rhine/Ruhr. New ICE 4 trains gradually joined the fleet, with more than 40 of them in operation since the end of 2019. FlixTrain expanded its German long distance train network to 25 cities in 2019 and planned a new Hamburg–Stuttgart connection for 2020.
- Strong start to 2020:** A total of 23.7 million passengers used DB's long distance trains in the first two months of 2020. This was an increase of 8.4% year on year. An expansion of services with the 2020 timetable change boosted demand, as did a reduction in VAT on long distance tickets as part of the German government's climate package.

- Collapse in demand due to coronavirus pandemic:** In April, the number of passengers on DB's long distance services was approximately 10% to 15% of the normal level, with services reduced by around 25%. From mid-May, DB gradually increased services again in response to demand. FlixTrain suspended operations in mid-March. The Berlin–Cologne and the Cologne–Hamburg services were its first routes to resume in late July.

- Rail set to return to growth:** Looking ahead, rail transport will return to a path of growth. Expanding long distance services is part of the DB corporate strategy, Strong Rail. The goal is to grow the number of long distance passengers to 260 million a year. To achieve this, DB Long Distance will progressively expand its vehicle fleet and train services.

# Regional and local rail

in Germany in 2019/20

■ **High competitive pressure in a growing market:** There is intense competition for contracts in regional transport throughout Europe. The market in Germany is set to grow further in the coming years. As part of the German government's climate protection policies, funding for regional and local transport services will increase by a total of EUR 5.2 billion between 2020 and 2031. The coronavirus pandemic has had a negative impact in 2020.

■ **Higher market share for competitors:** In 2019, DB Regio's competitors further increased their share of the train kilometres provided in regional and local rail passenger transport from 35% (2018) to an estimated 36%.

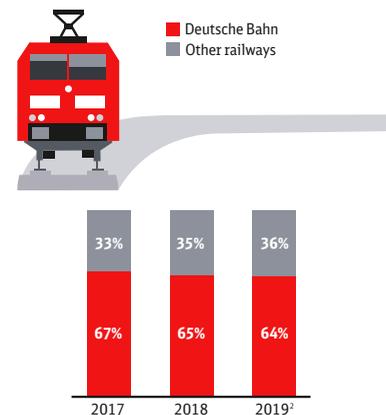
■ **DB Regio increases patronage:** At 41.6 billion, passenger kilometres at DB Regio in 2019 were slightly below the previous year's level

(down 0.6% on 2018). However, the number of passengers rose by 1.7% to 1,972 million.

■ **25 competitive tenders:** Client bodies concluded 25 contract award procedures in 2019, encompassing around 88 million train kilometres a year. DB Regio won 15 contracts (around 65% of the train kilometres awarded). Around 49% of the train kilometres newly awarded were already operated by DB Regio. This means that the company gained more train kilometres than it lost to competitors.

■ **Ensuring mobility despite a slump in demand:** During the lockdown imposed in Spring 2020 to contain the coronavirus, transport companies continued to offer up to 75% of their regular service level despite declining passenger numbers. This meant that extensive public transport remained available, ensuring the mobility

Market shares in regional transport<sup>1</sup>  
(measured in train services ordered)



Sources: Federal Network Agency, DB  
1 Figures rounded; 2 estimated

of key workers and enabling a rapid increase in service levels after the restrictions were relaxed. For a time, 90% fewer passengers were travelling in rural areas, while numbers were down by 60% to 80% in cities.

■ **Rescue package for bus and rail services:** Farebox revenues fell



by up to 90% during the lockdown. The local public transport associations expect revenue losses of around EUR 5 billion in regional and local passenger transport in 2020. They welcome the German government's one-off EUR 2.5 billion increase in funding for regional and local transport services and the confirmation that the federal states will also invest their own funds. To implement the rescue package, the German government has notified Brussels of a federal framework for regional transport support.

# European market

## Rail passenger transport in 2019/20

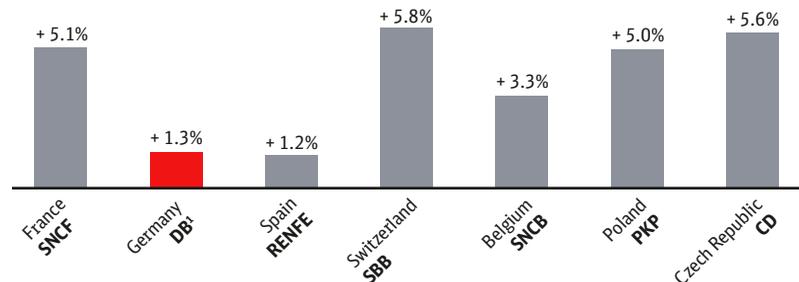
■ **Higher transport volume in 2019:**

Switzerland's SBB (+5.8%), CD in the Czech Republic (+5.6%), France's SNCF (+5.1%) and Poland's PKP (+5.0%) saw major growth in transport volume in 2019. SNCF had lost ground due to strikes in 2018 (-3.9%).

■ **Coronavirus slows growth:**

The scope and duration of the various measures taken by EU member states to tackle the coronavirus pandemic have differed depending on how much each country was affected. The measures have significantly disrupted the operations

**Performance of rail passenger transport in Europe in 2019**  
(measured in transport volume, percentage change year on year)



1 DB excluding Arriva

Sources: UIC, DB

of European railway companies. The closure of borders between EU countries brought international passenger traffic to a virtual standstill. At national level, traffic fell sharply as a result of the containment measures taken by member states and the recommendation that people minimise use of public transport. Data from the Community of European Railway and Infrastructure Companies (CER) shows a decline of more than 80% in some countries.

■ **Future performance:** The extent to which European rail traffic will be affected by the coronavirus pandemic in 2020 as a whole will depend on how quickly the railways can return to normal operations and implement planned market activities. Spain's RENFE, for example, had planned to expand its low-cost high-speed rail offering under the AVLO brand in 2020. Various rail companies were preparing to enter the French and Spanish long distance markets. SNCF, Trenitalia, Talgo/Globalia and Air Nostrum had requested train

paths in Spain. Trenitalia, RENFE and FlixTrain planned to operate in France, and FlixTrain had also announced its entry into the Swedish market for 2020.

■ **Setting the right direction:** The European Commission has reaffirmed its commitment to the Green Deal, which aims to make the EU climate neutral by 2050. In order for the railways to play their role in implementing the EU climate protection strategy, they must remain efficient and competitive. CER is calling for a flexible approach to the rules on state aid in the rail sector so that compensation for coronavirus-related losses can be provided quickly. It has also argued that measures to overcome the economic crisis should support the climate-friendly development of the transport system. CER is championing investments in rail infrastructure and digitalisation projects. These will benefit the railways as well as European citizens, the economy and the climate.



## German market

in 2019/20

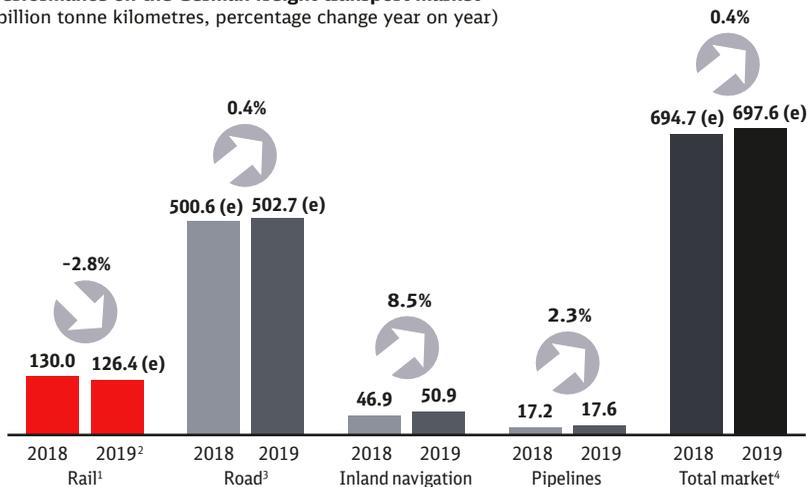
**Freight transport increased only slightly in 2019, due to low economic growth. Its future performance will depend on how quickly the economy recovers from the declines caused by the pandemic.**

- **Weak growth in 2019:** With growth of 0.6% in 2019, the German economy expanded more slowly than in the preceding years (2018: 1.5%, 2017: 2.5%). Freight transport performance rose by 0.4% to an estimated 698 billion tonne kilometres. The German economy is expected to shrink by more than 6% in 2020, which will considerably reduce demand for freight transport. For 2021, the German government is forecasting economic growth of at least 5%.
- **Rail freight traffic declines:** In 2019, the volume of rail freight fell by an estimated 2.8%. This was mainly due to falling demand from industries such as steel, chemicals and automotive manufacture, which make extensive use of rail freight services. In addition, some traffic shifted back to inland waterway transport, which had lost business to the railways in 2018 due to low river levels. In 2020, industrial production, and with it demand for transport, has collapsed due to the coronavirus crisis. Initial estimates put the decline in rail transport volume for 2020 as a whole at around 12%.

■ **Railways safeguard supplies:** In Spring 2020, the railways recorded growth in the transport of essential goods such as foodstuffs, packaging and hygiene and medical products, including the supplies needed to make them. The crisis demonstrated

the advantages of the rail freight system, which can combine large volumes of goods and transport them with comparatively low manpower. One freight train can transport as much as around 50 lorries can.

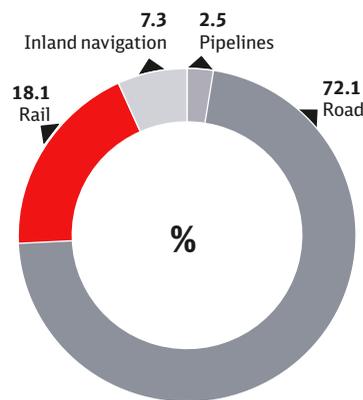
**Performance on the German freight transport market**  
(billion tonne kilometres, percentage change year on year)



1 Data revision by the German Federal Statistical Office, applied retroactively from 2016  
2 provisional; 3 provisional, estimated (e); 4 provisional, estimated (e)

Sources: Destatis, DB

**Modal split in 2019**  
(measured in transport volume)



Sources: Destatis, DB

■ **Falling fuel prices bolster road haulage:** With estimated growth in transport volume of 0.4%, road haulage in 2019 remained roughly at the previous year's level. In 2020, further falls in fuel prices due to the crisis will boost the competitiveness of road freight. The estimated decline in transport volume is around 10% and is therefore smaller for road than for rail.

■ **One-off effect on inland waterway traffic:** In 2019, inland waterways recorded a considerable increase in transport volume of 8.5% after the previous year's slump caused by low river levels. However, this did not fully compensate for the decline seen in 2018 (transport volume down 15.5%). Another double-digit decline in volume sold is emerging in 2020 due to the coronavirus crisis.

■ **Competition intensifies:** In 2019, inland waterway transport increased its market share again to 7.3% (2018: 6.8%); however, this remained significantly below the 2017 figure (8.0%). Rail's market share fell to 18.1% (2018: 18.7%), while road haulage stagnated at 72.1%. The coronavirus crisis is resulting in fiercer competition. Excess capacity and sharp falls in fuel prices are increasing pricing pressures.

# Rail freight transport

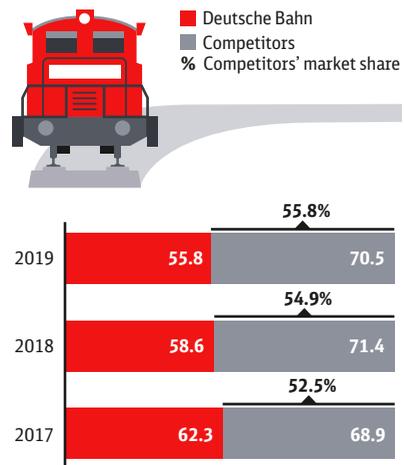
in Germany in 2019/20

## Falling demand for transport:

The volume sold by rail freight companies in Germany fell by 2.8% in 2019. Weaker economic growth reduced the demand for transport in cyclical sectors such as steel and automotive manufacture. Transport volume declined at both DB and non-DB rail companies.

**Major losses in 2020:** In addition to the industrial recession, which has continued beyond late 2019 and early 2020, coronavirus-related production stoppages in industry, declining fuel demand and a drop in traffic at seaports led to a slump in rail transport services from March 2020 onwards. Growth in transport of essential goods was not high enough to compensate for the falls in other areas. For 2020 as a whole, a double-digit decline in transport volume is expected at rail freight companies.

Performance by freight operating companies (transport volume in billion tonne kilometres)



Sources: Destatis, DB

**Pressure from intramodal competition remains high:** DB's competitors sold an estimated 70.5 billion tonne kilometres in 2019 (2018: 71.4 billion tonne kilometres). They expanded their market share by 0.9 percentage points to 55.8% (2018: 54.9%).

**Industry associations call for stabilisation package:** During the crisis, freight operators have continued to run transport services despite underused capacity and high fixed costs, thereby helping to guarantee vital supplies. To ensure these businesses remain viable, industry associations are calling for action to stabilise freight companies' economic position. Such measures include expanding reductions in track access charges and moving swiftly to introduce reductions in facility charges. To enable railways to compete with road haulage, which is benefiting from much lower fuel prices, the industry associations are calling on government to reduce the burden from electricity tax, renewable energy reallocation charges and emissions trading.

**Climate targets require a shift to rail:** In order to avoid a shift back to road transport as the economy recovers, the industry associations are calling for economic measures and assistance to overcome coronavirus-related losses. They want these policies to help to expand climate-friendly rail's share of the German freight transport market towards the 25% target set by government. Compared with road haulage, rail freight reduces greenhouse gas emissions by 80% per tonne kilometre. Without such a modal shift, it will not be possible to meet the reduction targets for transport emissions.



# European market

## Rail freight transport in 2019/20

- Transport volume declines:** The volume sold in European rail freight fell by 3.2% in 2019. The main causes were the weak performance of industries that make extensive use of rail freight services (steel, chemicals, automotive manufacture) and the continuing decline in coal transports.
- Losses at most European freight operators:** The majority of rail freight operating companies experienced falls in transport volume in 2019. Poland's PKP Cargo (down 14.4%) and CD Cargo in the Czech Republic (down 10.9%) saw particularly marked declines. After high growth rates in previous years, the economic slowdown and reduced coal traffic had a major impact here. At DB Cargo, the decline of 3.7% in 2019 was less severe than the previous year's fall of 4.8%. France's Fret SNCF increased its transport volume by 7.0% in 2019. This was
  - predominantly due to a catch-up effect following extensive industrial action in 2018.
- Performance in 2020:** The spread of the coronavirus around the world has led to a global slump in production and demand, which is affecting every transport and logistics market. In its spring forecast, the European Commission expects the EU economy to shrink by 7.5% in 2020 and to grow by 6% in 2021. These economic fortunes will determine how freight transport performance fares.
- Crisis demonstrates advantages of rail:** The railways are capable of transporting large volumes of freight over long distances with little manpower. Unlike road haulage, international rail freight did not face major restrictions or congestion during the period of border closures.



## Freight transport

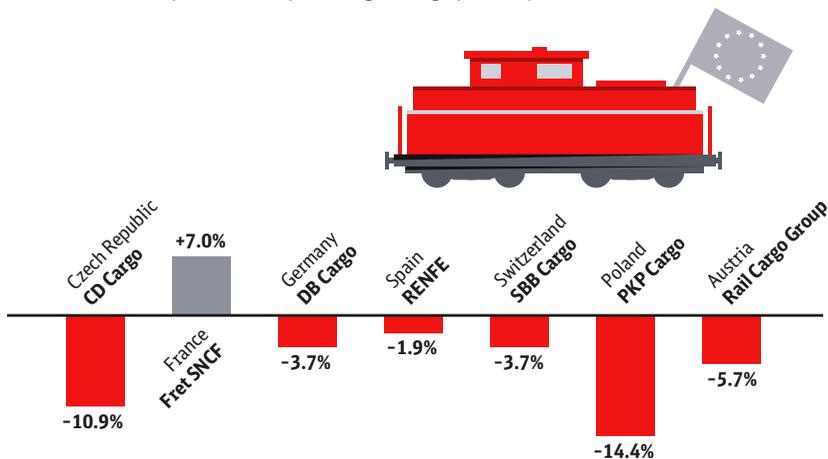
■ **Climate protection remains a key challenge:** Under the Green Deal, transport-related emissions are to be reduced by 90% by 2050 (compared with 1990 levels). This means shifting a considerable portion of freight traffic within the EU, 75% of which is currently carried by road, onto the rail network and inland waterways. The railways can only

shoulder their role in implementing the EU's climate change strategy if they can get through the crisis and invest in growth and innovation.

■ **Railways need support:** Data from the Community of European Railway and Infrastructure Companies (CER) shows that European rail freight operating companies lost an average



**Performance by selected freight operating companies in Europe in 2019<sup>1</sup>**  
(measured in transport volume, percentage change year on year)



<sup>1</sup> Figures as of: May 2020

Sources: Eurostat, UIC, companies

of 25% of their freight volumes and revenues in the space of two months during the current crisis. CER is calling for the swift creation of a European stabilisation fund and a reduction in track access and facility charges. It also wants to see less distortion of competition, for example in taxation and the allocation of external costs, and faster expansion of infrastructure.

■ **Seizing digital opportunities:** The introduction of the ERTMS/ETCS

traffic management and train control system on the European freight corridors, and the Europe-wide migration to a digital automatic coupling (DAC) system, have the potential to make railways much more competitive. DAC can reduce costs and transport time and enable the efficient digitalisation of rail transport. Common European frameworks and financial incentives will be critical to rapid migration.

# Use of the rail network

in Germany in 2019/20

There was further growth in the DB network's operating performance in 2019. Non-DB-Group rail companies accounted for a third of the total volume. Demand for train paths has fallen in 2020 due to the coronavirus pandemic.

- **Higher demand for train paths in 2019:** Operating performance on DB's rail network rose by 0.5% in 2019 to 1,090 million train-path kilometres (2018: 1,085 million train-path kilometres). The growth was mainly due to increased demand for train paths in long distance transport and additional orders in regional transport.
- **Non-DB rail companies continue growth:** The share of operating performance attributable to non-DB-Group rail companies on DB's network climbed to 33.8% in 2019 (2018: 32.2%). DB's competitors requested a total of 368.2 million



## Infrastructure

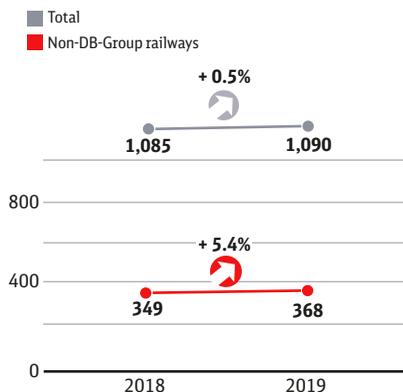
train-path kilometres. This was 5.4% more than in the previous year. Demand from DB companies fell by 1.9% to 722.1 million train-path kilometres.

■ **Strong competition:** The continued growth in competition on the railway is clear from the number of applications for train paths by non-DB companies for the 2020 working timetable. Their share has risen to over 39% in regional transport and over 37% in freight transport.

■ **Train path cancellations during the coronavirus crisis:** As a result of the crisis, client bodies and transport companies have reduced the provision of passenger and freight transport services. DB Netz waived all fees for train path cancellations during the acute phase of lockdown (mid-March to early May).

■ **Recovery this year:** As the economy recovers, demand for train paths will pick up again over the remainder of 2020, bolstered by measures such as increased funding for regional and local transport services, expansion

**Operating performance on the DB network**  
(million train-path kilometres)



Source: DB

sion of long distance services and reduced track access charges in freight transport.

■ **DB Netz increases infrastructure capacity:** As part of DB's Strong Rail strategy, DB Netz will expand capacity by 30% (around 350 million train-path kilometres) over the coming years. This will create the infrastructure needed for rail to capture a larger share of the transport market.



■ **Record investment initiative:** DB and the German government are investing EUR 12 billion in rail infrastructure in 2020 alone – more than ever before. DB Netz is using this funding to modernise the rail network, including stations and electrical power systems. Out of a total of 13,000 construction measures started in 2020, fewer than 1% had to be postponed or cancelled due to the coronavirus.

■ **Modernisation push with Digital Rail for Germany:** The large-scale rollout of the European Train Control System (ETCS), and the digitalisation of signalling technology, are the basis for digitalising railway operations. The initial phase of Digital Rail for Germany includes the Stuttgart metropolitan area, the Cologne–Rhine/Main high-speed line and the Scandinavian–Mediterranean trans-European corridor.



# Rail's contribution

to protecting the environment

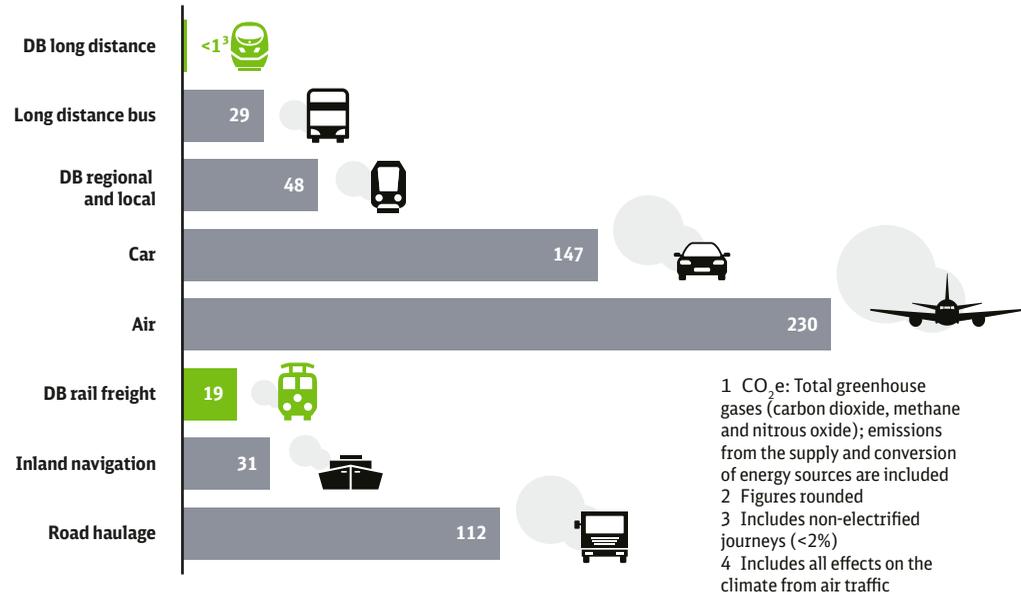
German and European climate targets will be unachievable unless traffic is shifted to rail on a massive scale. And the quieter trains are, the more acceptance rail will enjoy as a climate-friendly means of transport.

■ **Shift to rail cuts CO<sub>2</sub>:** With the Climate Action Plan 2050, the German government has set the goal of reducing greenhouse gas emissions in the transport sector by 40% to 42% from 1990 levels as a first step to be achieved by 2030. A modal shift to green rail can reduce CO<sub>2</sub> emissions by up to 10.5 million tonnes a year.

■ **Climate-friendly rail:** Today, no form of motorised transport is as climate friendly as the railway. A DB long distance train running on 100% green electricity emits practically no greenhouse gases, unlike cars or aircraft.

## Climate-friendly rail

(Greenhouse gas emissions [CO<sub>2</sub>e<sup>1</sup>] in grams per person/tonne and kilometre in Germany<sup>2</sup>)



Sources: UBA 2019 (TREMOD 6.02 and 6.03, reference year 2018), rail: DB (reference year 2019)

Adding a million new long distance passengers can reduce CO<sub>2</sub> emissions by over 40,000 tonnes per year compared with the equivalent

journeys by car. Compared with lorries, rail freight transport generates 80% lower greenhouse gas emissions.

■ **E-mobility by rail:** No other mode of transport has electrified on the same scale as the railway. With more than 90% of its transport volume powered by electricity, rail accounts for the largest market share of e-mobility in Germany.

■ **High share of renewable energy:** No other means of mass transport can switch completely to renewable energy as quickly as rail. In 2019, green electricity already made up 60% of DB's traction power. The next target is a share of 80% by 2030, and green electricity is due to supply 100% of DB's traction power by 2038 at the latest.

■ **Noise control:** By retrofitting freight wagons and implementing noise protection measures on railway lines, we are fostering acceptance among local residents for a modal shift to rail. The aim is to halve railway noise by 2020 for people living along DB rail lines.

■ **Quiet freight traffic:** By the end of 2020, DB's entire freight wagon fleet in Germany will be fitted with modern composite brake blocks known as whisper brakes. This will mark the completion of the wagon upgrade programme. Around 58,000 of the DB freight wagons in service had been fitted with whisper brakes by the end of 2019.

■ **Lineside measures reduce noise levels:** By the end of 2019, noise abatement measures had been put in place along some 1,850 kilometres of particularly noisy track. These involved lineside changes such as noise-protection barriers and sound-insulating windows in buildings near tracks. Noise abatement along a total of 2,000 kilometres of line will be completed by the end of 2020.

**Green rail**  
(share of green electricity in the traction power network)

**60%** 2019

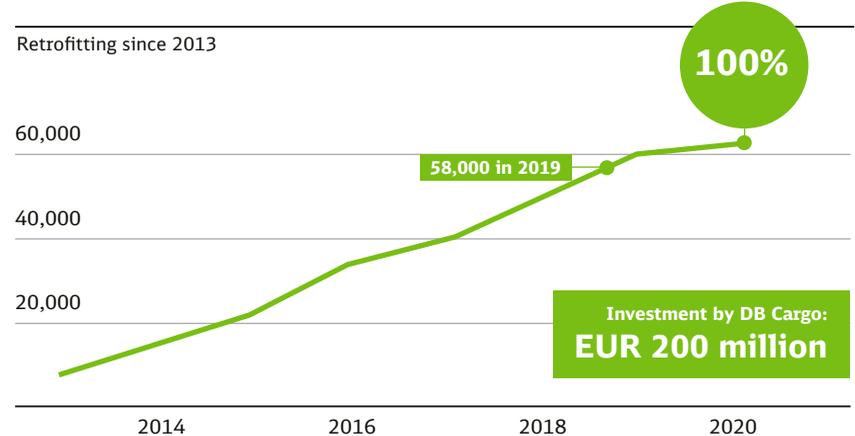
**100%** 2038

**Quiet wagons**  
In 2020, DB Cargo Deutschland will equip more freight wagons with modern "whisper brakes". By the end of the year, the entire active fleet will have been retrofitted.

That's an impressive  
**61,000 freight wagons**



Retrofitting since 2013



Source: DB

## Transport performance data since 2014 at a glance



### Passenger transport

Transport volume in Germany in billion passenger kilometres	2014	2015	2016	2017	2018	2019 <sup>1</sup>
Rail	91.0	91.7	94.2	95.5	98.2	100.2
Public road transport	71.3	72.6	73.7	71.4	72.1	72.1 (e)
Private motorised transport	935.0	945.7	965.2	935.7 <sup>2</sup>	934.8	943.2 (e)
Air travel (domestic in Germany)	10.0	10.1	10.5	10.4	10.3	10.1
Total market	1,107.2	1,120.2	1,143.5	1,112.9	1,115.4	1,125.7

Sources: Destatis, DB

## Transport performance data since 2014 at a glance

### Freight transport

Transport volume in Germany in billion tonne kilometres	2014	2015	2016	2017	2018 <sup>3</sup>	2019 <sup>4</sup>
Rail	112.6	116.6	128.9 <sup>5</sup>	131.2	130.0	126.4 (e)
Road	452.9	466.0	479.6	486.0	500.6 (e)	502.7 (e)
Inland navigation	59.1	55.3	54.3	55.5	46.9	50.9
Pipelines	17.5	17.7	18.8	18.2	17.2	17.6
Total market	642.1	655.6	681.0	694.4	694.7 (e)	697.6 (e)

Sources: Destatis, DB

### Infrastructure

Operating performance in Germany in million train-path kilometres	2014	2015	2016	2017	2018	2019
On the network	1,044	1,054	1,068	1,073	1,085	1,090
Of which non-DB-Group customers	261	290	322	331	349	368

Source: DB

- 1 2019 data provisional, partly estimated (e)
- 2 Methodological changes by the Federal Statistical Office from 2017
- 3 Road and total market data for 2018 provisional, estimated (e)
- 4 Road, rail and total market data for 2019 provisional, partly estimated (e)
- 5 Data revision by the Federal Statistical Office, applied retroactively from 2016

