



# Deutsche Bahn

## Facts & Figures 2022

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# STRONG RAIL STRATEGY



We are pursuing an endeavor of fundamental importance: an endeavor to shift more traffic to rail. Our Strong Rail strategy will lay the foundation we need to be successful in that endeavor.

## THE BUILDING BLOCKS OF THE STRONG RAIL STRATEGY

Building blocks for organizing the shift in the mode of transport

More robust

1

Infra-structure expansion

2

Digital Rail for Germany

3

Network capacity management

4

Fleet and depot expansion

5

100,000 employees

More powerful

6

Strong line organization

7

Integrated accountability

8

Strong admin

9

Stable processes

10

15 employee building blocks

More modern

11

Germany in sync

12

Focus on growth segments

13

Digital platforms

14

New forms of mobility

15

Smart services

Building block of the green transformation



Environment and 100% green electricity

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# DB GROUP

## Management Board of Deutsche Bahn AG



From left to right:

**MARTIN SEILER** Human Resources and Legal Affairs

**EVELYN PALLA** Regional Transport

**BERTHOLD HUBER** Infrastructure

**DR. RICHARD LUTZ** Chairman and CEO

**DR. SIGRID NIKUTTA** Freight Transport

**DR. LEVIN HOLLE** Finance and Logistics

**DR. DANIELA GERD TOM MARKOTTEN** Digitalization and Technology

**DR. MICHAEL PETERSON** Long-Distance Passenger Transport



Information regarding CVs at:  
[db.de/management-board](https://www.db.de/management-board)



## Supervisory Board of Deutsche Bahn AG

Werner Gatzert  
 Chairman of the  
 Supervisory Board

Martin Burkert\*  
 Deputy Chairman  
 of the Supervisory Board

Ralf Damde\*  
 Stefan Gelbhaar  
 Anja Hajduk

Susanne Henckel  
 Jörg Hensel\*  
 Cosima Ingenschay\*  
 Alexander Kaczmarek\*  
 Prof. Dr. Susanne Knorre  
 Dorothee Martin  
 Daniela Mattheus  
 Heike Moll\*  
 Michael Sven Puschel  
 Dr. Immo Querner  
 Bernd Reuther

Klaus-Peter Schölzke\*  
 Manfred Scholze\*  
 Jens Schwarz\*  
 Veit Sobek\*

\* Employees' representative  
 on the Supervisory Board.  
 As of March 2023.

## ORGANIZATIONAL STRUCTURE OF DEUTSCHE BAHN GROUP

### DB Group

#### MANAGEMENT BOARD

Chairman  
 and CEO

Digitalization and  
 Technology

Human Resources  
 and Legal Affairs

Finance and  
 Logistics

Long-Distance  
 Passenger Transport

Regional  
 Transport

Freight  
 Transport

Infrastructure

#### BUSINESS UNITS

DB Schenker

DB Arriva

DB Long-  
 Distance

DB Regional

DB Cargo

DB Netze  
 Track

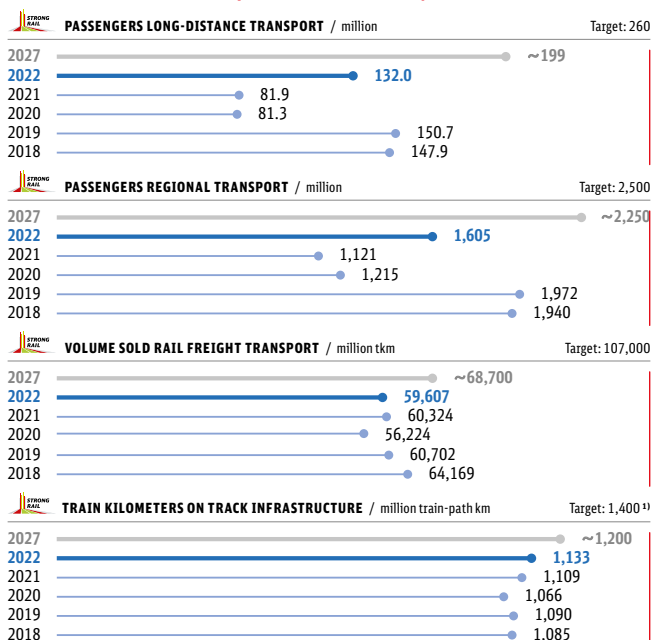
DB Netze  
 Stations

DB Netze  
 Energy

■ Major investments ■ Integrated Rail System

# STRONG RAIL TOP TARGETS

## Shift in the mode of transport (rail in Germany)

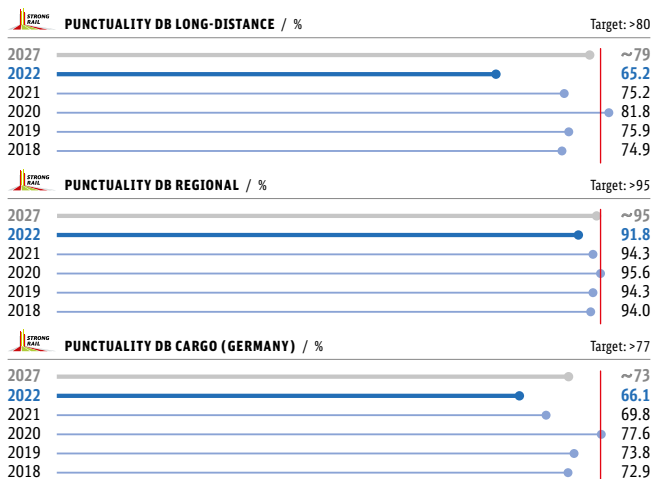


<sup>1)</sup> +>30 % compared to 2015.

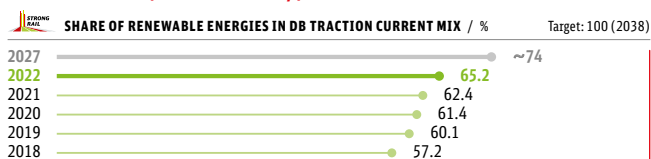
## Customer satisfaction (rail in Germany)



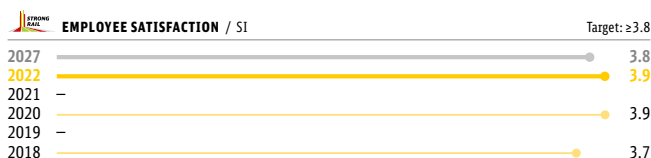
## Punctuality (rail in Germany)



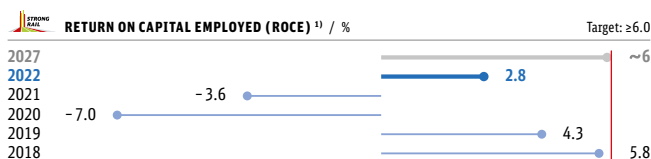
## Environmental (rail in Germany)



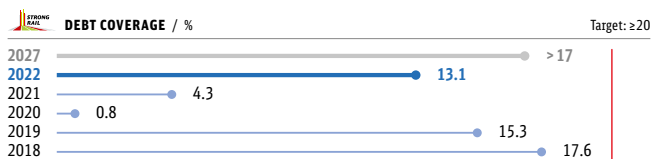
## Social



## Economic



<sup>1)</sup> Limited comparability to previous years' figures from 2019 onwards due to IFRS 16 effect (inclusion of leasing activities).



—● Short-term/mid-term target — Long-term target

# KEY FIGURES AND RATINGS

## Quality figures

| <b>PUNCTUALITY / %</b>  | <b>2022</b> | 2021 | 2020 |
|---|-------------|------|------|
| DB Group in Germany (rail)  | 90.9        | 93.7 | 95.1 |
| DB rail passenger transport in Germany  | 91.0        | 93.8 | 95.2 |
| DB Long-Distance  | 65.2        | 75.2 | 81.8 |
| DB Regional   | 91.8        | 94.3 | 95.6 |
| DB Cargo (Germany)  | 66.1        | 69.8 | 77.6 |
| DB Arriva (rail: United Kingdom, Denmark, Sweden, the Netherlands, Poland and Czech Republic) <sup>1)</sup> | 90.2        | 93.5 | 92.3 |
| DB Regional (bus)   | 86.0        | 83.9 | 83.4 |
| DB Cargo  | 66.3        | 69.5 | 76.9 |

To measure punctuality, we compare the target arrival time to the actual arrival time for every train/bus run. We summarize the arrival of trains/buses on schedule or up to a defined maximum delay using a degree of punctuality.

<sup>1)</sup> From July 2022 onwards, excluding the sold activities of DB Arriva in Sweden.

| <b>PRODUCT QUALITY RAIL INFRASTRUCTURE IN GERMANY / %</b> | <b>2022</b>         | 2021                | 2020  |
|---|---------------------|---------------------|-------|
| Punctuality in Germany <sup>1)</sup>                      | 89.7                | 92.9                | 94.5  |
| Facilities quality (passenger stations) (grade)           | 2.77 <sup>2)</sup>  | 2.77 <sup>2)</sup>  | 2.83  |
| Supply reliability (energy)                               | 99.99 <sup>3)</sup> | 99.99 <sup>3)</sup> | 99.99 |

<sup>1)</sup> Non-Group and DB Group train operating companies.

<sup>2)</sup> Preliminary figure.

<sup>3)</sup> Preliminary figure (not rounded).

| <b>CUSTOMER SATISFACTION / SI</b>             | <b>2022</b> | 2021 | 2020 |
|---|-------------|------|------|
| DB Long-Distance                              | 74.8        | 77.8 | 80.2 |
| DB Regional (rail)                            | 70.1        | 71.6 | 69.0 |
| DB Regional (bus)                             | 74          | 75   | 71   |
| DB Cargo                                      | 67          | 70   | 68   |
| DB Netze Track                                | 54          | 61   | 66   |
| DB Netze Stations                             |             |      |      |
| Stations (passenger/visitors)                 | 71          | 73   | 72   |
| Stations (TOCs and transport authorities)     | 68          | 69   | 68   |
| Tenants                                       | 79          | 79   | 77   |
| DB Netze Energy                               | 79          | 79   | 77   |
| Traction current and diesel                   | 73          | 77   | 71   |
| Electricity and gas plus (DB Group customers) | 79          | 80   | 76   |
| DB Arriva (bus and rail in United Kingdom)    | 73          | 77   | 80   |
| DB Schenker                                   | 70          | 68   | 74   |





## Performance figures

|   | 2022   | 2021   | ± absolute | ± %    |
|---|--------|--------|------------|--------|
| <b>PASSENGER TRANSPORT</b>  |        |        |            |        |
| Passengers (million)  | 3,751  | 2,931  | + 820      | + 28.0 |
| Passengers per day (million)  | 10.3   | 8.0    | + 2.3      | + 28.8 |
| <b>RAIL</b>   |        |        |            |        |
| Passengers (million)  | 1,980  | 1,413  | + 567      | + 40.1 |
| thereof in Germany  | 1,737  | 1,203  | + 534      | + 44.4 |
| thereof DB Long-Distance  | 132.0  | 81.9   | + 50.1     | + 61.2 |
| Passengers per day (million)  | 5.4    | 3.9    | + 1.5      | + 38.5 |
| Volume sold (million pkm <sup>1)</sup> )  | 82,642 | 50,831 | + 31,811   | + 62.6 |
| Volume produced (million train-path km <sup>2)</sup> )                          | 692.6  | 680.3  | + 12.3     | + 1.8  |
| Trains per day <sup>3)</sup>  | 23,325 | 23,505 | - 180      | - 0.8  |
| <b>BUS</b>  |        |        |            |        |
| Passengers (million)  | 1,771  | 1,518  | + 253      | + 16.7 |
| Passengers per day (million)  | 4.9    | 4.2    | + 0.7      | + 16.7 |
| Volume sold <sup>3)</sup> (million pkm <sup>1)</sup> )                          | 5,062  | 4,523  | + 539      | + 11.9 |
| Volume produced (million bus km <sup>4)</sup> )                                 | 1,388  | 1,432  | - 44       | - 3.1  |
| <b>RAIL FREIGHT TRANSPORT</b>   |        |        |            |        |
| Freight carried (million t)   | 222.3  | 226.5  | - 4.2      | - 1.9  |
| thereof German subsidiaries   | 186.4  | 187.7  | - 1.3      | - 0.7  |
| Volume sold (million tkm <sup>5)</sup> )  | 84,468 | 84,850 | - 382      | - 0.5  |
| thereof German subsidiaries   | 59,607 | 60,324 | - 717      | - 1.2  |
| Volume produced (million train-path km <sup>2)</sup> )                          | 169.1  | 169.0  | + 0.1      | + 0.1  |
| Trains per day  | 2,632  | 2,689  | - 57       | - 2.1  |
| Mean transport distance (km)  | 380.0  | 374.6  | + 5.4      | + 1.4  |
| Capacity utilization (t per train)  | 499.4  | 502.0  | - 2.6      | - 0.5  |
| <b>FREIGHT FORWARDING AND LOGISTICS</b>   |        |        |            |        |
| Shipments in land transport (million)   | 102.8  | 110.7  | - 7.9      | - 7.1  |
| Air freight volume (export) (thousand t)  | 1,326  | 1,438  | - 112      | - 7.8  |
| Ocean freight volume (export) (thousand TEU)                                    | 1,909  | 2,003  | - 94       | - 4.7  |
| Warehouse space contract logistics (million m <sup>2</sup> )                    | 8.6    | 8.4    | + 0.2      | + 2.4  |
| <b>INFRASTRUCTURE</b>   |        |        |            |        |
| Train kilometers on track infrastructure (million train-path km <sup>2)</sup> ) | 1,133  | 1,109  | + 24       | + 2.2  |
| thereof non-Group railways  | 419.8  | 414.3  | + 5.5      | + 1.3  |
| Station stops (million)   | 159.8  | 158.8  | + 1.0      | + 0.6  |
| thereof non-Group railways  | 45.1   | 46.1   | - 1.0      | - 2.2  |

<sup>1)</sup> Passenger kilometers: product of number of passengers and mean travel distance.

<sup>2)</sup> Train-path kilometers: driving performance in km of trains on rail.

<sup>3)</sup> Excluding DB Arriva.

<sup>4)</sup> Bus kilometers: driving performance in km of buses on road.

<sup>5)</sup> Ton kilometers: product of freight carried and mean transport distance.

## Financial figures

| € million   | 2022   | 2021   | ± absolute | ± %   |
|---|--------|--------|------------|-------|
| <b>PROFIT SITUATION</b>                               |        |        |            |       |
| Revenues  | 56,296 | 47,075 | +9,221     | +19.6 |
| Revenues comparable                                   | 55,238 | 46,928 | +8,310     | +17.7 |
| Profit/loss before taxes on income                    | 932    | -788   | +1,720     | -     |
| Net loss for the year                                 | -227   | -911   | +684       | -75.1 |
| EBITDA adjusted                                       | 5,210  | 2,287  | +2,923     | +128  |
| EBIT adjusted   | 1,253  | -1,552 | +2,805     | -     |
| <b>FINANCIAL AND ASSET SITUATION<br/>AS OF DEC 31</b> |        |        |            |       |
| Non-current assets                                    | 59,044 | 56,149 | +2,895     | +5.2  |
| Current assets  | 17,259 | 15,694 | +1,565     | +10.0 |
| Equity  | 14,679 | 10,621 | +4,058     | +38.2 |
| Net financial debt                                    | 28,827 | 29,107 | -280       | -1.0  |
| Total assets  | 76,303 | 71,843 | +4,460     | +6.2  |
| <b>KEY ECONOMIC PERFORMANCE<br/>INDICATORS</b>        |        |        |            |       |
| Capital employed as of Dec 31                         | 45,289 | 43,020 | +2,269     | +5.3  |
| Return on capital employed (ROCE) (%)                 | 2.8    | -3.6   | +6.4       | -     |
| Debt coverage (%)                                     | 13.1   | 4.3    | +8.8       | -     |
| Net debt/EBITDA adjusted (multiple)                   | 6.3    | 15.4   | -9.1       | -     |
| <b>CAPITAL EXPENDITURES/CASH FLOW</b>                 |        |        |            |       |
| Gross capital expenditures                            | 15,353 | 15,387 | -34        | -0.2  |
| Net capital expenditures                              | 6,750  | 6,342  | +408       | +6.4  |
| Cash flow from operating activities                   | 5,644  | 3,900  | +1,744     | +44.7 |

## REVENUES

| TOTAL REVENUES ADJUSTED / € million  | 2022          | 2021          | ± absolute    | ± %          |
|--------------------------------------|---------------|---------------|---------------|--------------|
| DB Long-Distance                     | 4,980         | 2,911         | +2,069        | +71.1        |
| DB Regional                          | 9,039         | 8,043         | +996          | +12.4        |
| DB Cargo                             | 5,244         | 4,982         | +262          | +5.3         |
| DB Netze Track                       | 6,266         | 5,984         | +282          | +4.7         |
| DB Netze Stations                    | 1,384         | 1,285         | +99           | +7.7         |
| DB Netze Energy                      | 4,200         | 3,366         | +834          | +24.8        |
| Other                                | 6,123         | 5,685         | +438          | +7.7         |
| Consolidation Integrated Rail System | -12,576       | -11,777       | -799          | +6.8         |
| <b>Integrated Rail System</b>        | <b>24,660</b> | <b>20,479</b> | <b>+4,181</b> | <b>+20.4</b> |
| DB Arriva                            | 4,214         | 4,069         | +145          | +3.6         |
| DB Schenker                          | 27,604        | 22,939        | +4,665        | +20.3        |
| Consolidation miscellaneous          | -182          | -237          | +55           | -23.2        |
| <b>DB Group</b>                      | <b>56,296</b> | <b>47,250</b> | <b>+9,046</b> | <b>+19.1</b> |



| EXTERNAL REVENUES ADJUSTED / € million | 2022          | 2021          | ± absolute     | ± %           |
|--|---------------|---------------|----------------|---------------|
| DB Long-Distance                       | 4,845         | 2,792         | + 2,053        | + 73.5        |
| DB Regional                            | 8,921         | 7,929         | + 992          | + 12.5        |
| DB Cargo                               | 4,998         | 4,713         | + 285          | + 6.0         |
| DB Netze Track                         | 2,035         | 1,975         | + 60           | + 3.0         |
| DB Netze Stations                      | 593           | 520           | + 73           | + 14.0        |
| DB Netze Energy                        | 2,451         | 1,808         | + 643          | + 35.6        |
| Other                                  | 696           | 593           | + 103          | + 17.4        |
| <b>Integrated Rail System</b>          | <b>24,539</b> | <b>20,330</b> | <b>+ 4,209</b> | <b>+ 20.7</b> |
| DB Arriva                              | 4,212         | 4,067         | + 145          | + 3.6         |
| DB Schenker                            | 27,545        | 22,853        | + 4,692        | + 20.5        |
| <b>DB Group</b>                        | <b>56,296</b> | <b>47,250</b> | <b>+ 9,046</b> | <b>+ 19.1</b> |

| EXTERNAL REVENUES ADJUSTED<br>BY REGIONS / € million | 2022          | 2021          | ± absolute     | ± %           |
|--|---------------|---------------|----------------|---------------|
| Germany  | 29,003        | 24,055        | + 4,948        | + 20.6        |
| Europe (excluding Germany)                           | 15,892        | 14,278        | + 1,614        | + 11.3        |
| Asia/Pacific   | 5,983         | 4,957         | + 1,026        | + 20.7        |
| North America  | 4,417         | 3,180         | + 1,237        | + 38.9        |
| Rest of world  | 1,001         | 780           | + 221          | + 28.3        |
| <b>DB Group</b>                                      | <b>56,296</b> | <b>47,250</b> | <b>+ 9,046</b> | <b>+ 19.1</b> |

## KEY ECONOMIC PERFORMANCE INDICATORS

| ROCE  | 2022       | 2021         | ± absolute   | ± %      |
|---|------------|--------------|--------------|----------|
| EBIT adjusted (€ million)                   | 1,253      | - 1,552      | + 2,805      | -        |
| / Capital employed as of Dec 31 (€ million) | 45,289     | 43,020       | + 2,269      | + 5.3    |
| <b>ROCE (%)</b>                             | <b>2.8</b> | <b>- 3.6</b> | <b>+ 6.4</b> | <b>-</b> |

| DEBT COVERAGE / € million                   | 2022          | 2021          | ± absolute     | ± %          |
|---|---------------|---------------|----------------|--------------|
| EBITDA adjusted                             | 5,210         | 2,287         | + 2,923        | + 128        |
| + Net operating interest                    | - 467         | - 464         | - 3            | + 0.6        |
| + Actual taxes on income                    | - 455         | - 302         | - 153          | + 50.7       |
| <b>Operating cash flow after taxes</b>      | <b>4,288</b>  | <b>1,521</b>  | <b>+ 2,767</b> | <b>-</b>     |
| Net financial debt as of Dec 31             | 28,827        | 29,107        | - 280          | - 1.0        |
| + Pension obligations as of Dec 31          | 2,970         | 5,031         | - 2,061        | - 41.0       |
| + Hybrid capital <sup>1)</sup> as of Dec 31 | 1,001         | 1,001         | -              | -            |
| <b>/ Net debt as of Dec 31</b>              | <b>32,798</b> | <b>35,139</b> | <b>+ 2,341</b> | <b>- 6.7</b> |
| <b>Debt coverage (%)</b>                    | <b>13.1</b>   | <b>4.3</b>    | <b>+ 8.8</b>   | <b>-</b>     |

<sup>1)</sup> In line with the assessment of the rating agencies, half of the hybrid capital shown in the balance sheet is taken into account for calculating the adjusted net debt figure.

## PROFIT SITUATION

| EBITDA ADJUSTED / € million                    | 2022         | 2021           | ± absolute     | ± %           |
|--|--------------|----------------|----------------|---------------|
| DB Long-Distance                               | 389          | - 1,434        | + 1,823        | -             |
| DB Regional                                    | 619          | 218            | + 401          | -             |
| DB Cargo                                       | - 257        | - 81           | - 176          | -             |
| DB Netze Track                                 | 1,244        | 1,010          | + 234          | + 23.2        |
| DB Netze Stations                              | 195          | 160            | + 35           | + 21.9        |
| DB Netze Energy                                | 185          | 254            | - 69           | - 27.2        |
| Other/consolidation Integrated Rail System     | - 85         | - 25           | - 60           | -             |
| <b>Integrated Rail System</b>                  | <b>2,290</b> | <b>102</b>     | <b>+ 2,188</b> | <b>-</b>      |
| DB Arriva                                      | 411          | 359            | + 52           | + 14.5        |
| DB Schenker                                    | 2,512        | 1,826          | + 686          | + 37.6        |
| Consolidation miscellaneous                    | - 3          | -              | - 3            | -             |
| <b>DB Group</b>                                | <b>5,210</b> | <b>2,287</b>   | <b>+ 2,923</b> | <b>+ 128</b>  |
| EBIT ADJUSTED / € million                      | 2022         | 2021           | ± absolute     | ± %           |
| DB Long-Distance                               | - 39         | - 1,790        | + 1,751        | - 97.8        |
| DB Regional                                    | - 31         | - 417          | + 386          | - 92.6        |
| DB Cargo                                       | - 665        | - 467          | - 198          | + 42.4        |
| DB Netze Track                                 | 601          | 334            | + 267          | + 79.9        |
| DB Netze Stations                              | 29           | 1              | + 28           | -             |
| DB Netze Energy                                | 103          | 169            | - 66           | - 39.1        |
| Other/consolidation Integrated Rail System     | - 598        | - 545          | - 53           | + 9.7         |
| <b>Integrated Rail System</b>                  | <b>- 600</b> | <b>- 2,715</b> | <b>+ 2,115</b> | <b>- 77.9</b> |
| DB Arriva                                      | 12           | - 73           | + 85           | -             |
| DB Schenker                                    | 1,841        | 1,234          | + 607          | + 49.2        |
| Consolidation miscellaneous                    | -            | 2              | - 2            | - 100         |
| <b>DB Group</b>                                | <b>1,253</b> | <b>- 1,552</b> | <b>+ 2,805</b> | <b>-</b>      |
| EXCERPT FROM STATEMENT OF INCOME / € million   | 2022         | 2021           | ± absolute     | ± %           |
| Profit/loss before taxes on income             | 932          | - 788          | + 1,720        | -             |
| Taxes on income                                | - 1,159      | - 123          | - 1,036        | -             |
| Actual taxes on income                         | - 455        | - 302          | - 153          | + 50.7        |
| Deferred tax expenses (-) / income (+)         | - 704        | 179            | - 883          | -             |
| <b>Net loss for the year</b>                   | <b>- 227</b> | <b>- 911</b>   | <b>+ 684</b>   | <b>- 75.1</b> |
| DB AG shareholders                             | - 274        | - 946          | + 672          | - 71.0        |
| Hybrid capital investors                       | 25           | 26             | - 1            | - 3.8         |
| Other shareholders (non-controlling interests) | 22           | 9              | + 13           | + 144         |
| Earnings per share (€)                         |              |                |                |               |
| Undiluted                                      | - 0.64       | - 2.20         | + 1.56         | - 70.9        |
| Diluted  | - 0.64       | - 2.20         | + 1.56         | - 70.9        |



## CAPITAL EXPENDITURES

| GROSS CAPITAL EXPENDITURES / € million     | 2022          | 2021          | ± absolute   | ± %          |
|--|---------------|---------------|--------------|--------------|
| DB Long-Distance                           | 1,667         | 1,507         | + 160        | + 10.6       |
| DB Regional                                | 716           | 480           | + 236        | + 49.2       |
| DB Cargo                                   | 452           | 527           | - 75         | - 14.2       |
| DB Netze Track                             | 8,969         | 9,349         | - 380        | - 4.1        |
| DB Netze Stations                          | 1,434         | 1,380         | + 54         | + 3.9        |
| DB Netze Energy                            | 303           | 340           | - 37         | - 10.9       |
| Other/consolidation Integrated Rail System | 611           | 695           | - 84         | - 12.1       |
| <b>Integrated Rail System</b>              | <b>14,152</b> | <b>14,278</b> | <b>- 126</b> | <b>- 0.9</b> |
| DB Arriva                                  | 255           | 267           | - 12         | - 4.5        |
| DB Schenker                                | 946           | 842           | + 104        | + 12.4       |
| Consolidation miscellaneous                | -             | -             | -            | -            |
| <b>DB Group</b>                            | <b>15,353</b> | <b>15,387</b> | <b>- 34</b>  | <b>- 0.2</b> |

| GROSS CAPITAL EXPENDITURES BY REGIONS / € million | 2022          | 2021          | ± absolute  | ± %          |
|---|---------------|---------------|-------------|--------------|
| Germany   | 14,273        | 14,363        | - 90        | - 0.6        |
| Europe (excluding Germany)                        | 801           | 833           | - 32        | - 3.8        |
| Asia/Pacific                                      | 247           | 258           | - 11        | - 4.3        |
| North America                                     | 106           | 40            | + 66        | + 165        |
| Rest of world                                     | 39            | 13            | + 26        | -            |
| Consolidation                                     | - 113         | - 120         | + 7         | - 5.8        |
| <b>DB Group</b>                                   | <b>15,353</b> | <b>15,387</b> | <b>- 34</b> | <b>- 0.2</b> |

| NET CAPITAL EXPENDITURES / € million       | 2022         | 2021         | ± absolute   | ± %          |
|--|--------------|--------------|--------------|--------------|
| DB Long-Distance                           | 1,666        | 1,507        | + 159        | + 10.6       |
| DB Regional                                | 695          | 455          | + 240        | + 52.7       |
| DB Cargo                                   | 403          | 499          | - 96         | - 19.2       |
| DB Netze Track                             | 1,738        | 1,738        | -            | -            |
| DB Netze Stations                          | 397          | 297          | + 100        | + 33.7       |
| DB Netze Energy                            | 75           | 66           | + 9          | + 13.6       |
| Other/consolidation Integrated Rail System | 604          | 689          | - 85         | - 12.3       |
| <b>Integrated Rail System</b>              | <b>5,578</b> | <b>5,251</b> | <b>+ 327</b> | <b>+ 6.2</b> |
| DB Arriva                                  | 226          | 249          | - 23         | - 9.2        |
| DB Schenker                                | 946          | 842          | + 104        | + 12.4       |
| Consolidation miscellaneous                | -            | -            | -            | -            |
| <b>DB Group</b>                            | <b>6,750</b> | <b>6,342</b> | <b>+ 408</b> | <b>+ 6.4</b> |

| NET CAPITAL EXPENDITURES BY REGIONS / € million | 2022         | 2021         | ± absolute   | ± %          |
|---|--------------|--------------|--------------|--------------|
| Germany   | 5,709        | 5,338        | + 371        | + 7.0        |
| Europe (excluding Germany)                      | 762          | 813          | - 51         | - 6.3        |
| Asia/Pacific                                    | 247          | 258          | - 11         | - 4.3        |
| North America                                   | 106          | 40           | + 66         | + 165        |
| Rest of world                                   | 39           | 13           | + 26         | -            |
| Consolidation                                   | - 113        | - 120        | + 7          | - 5.8        |
| <b>DB Group</b>                                 | <b>6,750</b> | <b>6,342</b> | <b>+ 408</b> | <b>+ 6.4</b> |

## Social

### EMPLOYEE SATISFACTION

| EMPLOYEE SATISFACTION / SI | 2022 | 2021 | 2020 |
|----------------------------|------|------|------|
| DB Group                   | 3.9  | -    | 3.9  |
| DB Long-Distance           | 3.6  | -    | 3.9  |
| DB Regional                | 3.7  | -    | 3.8  |
| DB Cargo                   | 3.8  | -    | 3.9  |
| DB Netze Track             | 3.9  | -    | 3.9  |
| DB Netze Stations          | 4.0  | -    | 4.0  |
| DB Netze Energy            | 4.0  | -    | 4.0  |
| DB Arriva                  | 3.7  | -    | 3.8  |
| DB Schenker                | 4.0  | -    | 3.9  |

The employee survey is conducted every two years, on a scale from 1 to 5 (best possible value).

| COMPASS INDEX / % | 2022 | 2021 | 2020 |
|-------------------|------|------|------|
| Compass index     | -    | 49   | -    |

In the interim years of the employee survey, the compass index is determined for the Integrated Rail System in Germany, on a scale of 0 % to 100 %, as part of the culture barometer sample survey.

### RECRUITING

| EXTERNAL NEW HIRES IN GERMANY / NP       | 2022          | 2021          | 2020          |
|--|---------------|---------------|---------------|
| DB Group (excluding young professionals) | 21,810        | 18,450        | 21,700        |
| Young professionals                      | 4,888         | 4,529         | 4,641         |
| <b>DB Group</b>                          | <b>26,698</b> | <b>22,979</b> | <b>26,341</b> |

| YOUNG PROFESSIONALS IN GERMANY AS OF DEC 31 / NP | 2022          | 2021          | 2020          |
|--|---------------|---------------|---------------|
| Trainees <sup>1)</sup>                           | 11,869        | 11,668        | 11,356        |
| Dual degree students <sup>1)</sup>               | 1,398         | 1,316         | 1,237         |
| Trainees <sup>2)</sup>                           | 195           | 128           | 151           |
| Interns <sup>2)</sup>                            | 593           | 667           | 683           |
| "Chance plus" participants                       | 132           | 184           | 211           |
| <b>DB Group</b>                                  | <b>14,187</b> | <b>13,963</b> | <b>13,638</b> |

<sup>1)</sup> Includes all class years of vocational training (usually three class years of trainees and dual degree students).

<sup>2)</sup> Germany (companies with about 98 % of domestic employees).



## HEALTH MANAGEMENT

| <b>SICKNESS ABSENCE RATE IN GERMANY<br/>BASED ON HOURS / %</b> |             |      |      |
|--|-------------|------|------|
|  | <b>2022</b> | 2021 | 2020 |
| DB Group   | 7.2         | 5.7  | 6.0  |
| DB Long-Distance   | 7.8         | 6.0  | 5.8  |
| DB Regional  | 8.9         | 7.5  | 7.6  |
| DB Cargo   | 8.1         | 6.7  | 6.4  |
| DB Netze Track   | 6.2         | 4.9  | 5.0  |
| DB Netze Stations  | 6.9         | 5.2  | 5.5  |
| DB Netze Energy  | 4.6         | 3.3  | 3.4  |
| Other  | 6.7         | 5.2  | 5.4  |
| DB Schenker  | 6.2         | 5.4  | 8.1  |

Germany (companies with about 98% of domestic employees).

## NUMBER AND STRUCTURE OF EMPLOYEES

| <b>EMPLOYEES AS OF DEC 31 / FTE</b> | <b>2022</b>    | 2021           | ± absolute     | ± %          |
|-------------------------------------|----------------|----------------|----------------|--------------|
| DB Long-Distance                    | 19,139         | 18,790         | + 349          | + 1.9        |
| DB Regional                         | 37,738         | 37,220         | + 518          | + 1.4        |
| DB Cargo                            | 31,167         | 30,753         | + 414          | + 1.3        |
| DB Netze Track                      | 52,510         | 51,290         | + 1,220        | + 2.4        |
| DB Netze Stations                   | 6,997          | 6,811          | + 186          | + 2.7        |
| DB Netze Energy                     | 1,943          | 1,900          | + 43           | + 2.3        |
| Other                               | 59,992         | 58,345         | + 1,647        | + 2.8        |
| <b>Integrated Rail System</b>       | <b>209,486</b> | <b>205,109</b> | <b>+ 4,377</b> | <b>+ 2.1</b> |
| DB Arriva                           | 38,059         | 43,189         | - 5,130        | - 11.9       |
| DB Schenker                         | 76,591         | 75,418         | + 1,173        | + 1.6        |
| <b>DB Group</b>                     | <b>324,136</b> | <b>323,716</b> | <b>+ 420</b>   | <b>+ 0.1</b> |

| <b>EMPLOYEES BY REGIONS AS OF DEC 31 / FTE</b> | <b>2022</b>    | 2021           | ± absolute   | ± %          |
|--|----------------|----------------|--------------|--------------|
| Germany  | 212,188        | 209,763        | + 2,425      | + 1.2        |
| Europe (excluding Germany)                     | 78,908         | 84,260         | - 5,352      | - 6.4        |
| Asia/Pacific                                   | 18,006         | 16,985         | + 1,021      | + 6.0        |
| North America                                  | 11,299         | 9,256          | + 2,043      | + 22.1       |
| Rest of world                                  | 3,735          | 3,452          | + 283        | + 8.2        |
| <b>DB Group</b>                                | <b>324,136</b> | <b>323,716</b> | <b>+ 420</b> | <b>+ 0.1</b> |

| EMPLOYEES (ANNUAL AVERAGE) / FTE | 2022           | 2021           | ± absolute     | ± %          |
|----------------------------------|----------------|----------------|----------------|--------------|
| DB Long-Distance                 | 18,931         | 18,961         | - 30           | - 0.2        |
| DB Regional                      | 37,599         | 37,337         | + 262          | + 0.7        |
| DB Cargo                         | 31,027         | 30,868         | + 159          | + 0.5        |
| DB Netze Track                   | 52,128         | 51,270         | + 858          | + 1.7        |
| DB Netze Stations                | 6,972          | 6,768          | + 204          | + 3.0        |
| DB Netze Energy                  | 1,915          | 1,892          | + 23           | + 1.2        |
| Other                            | 59,193         | 58,255         | + 938          | + 1.6        |
| <b>Integrated Rail System</b>    | <b>207,765</b> | <b>205,351</b> | <b>+ 2,414</b> | <b>+ 1.2</b> |
| DB Arriva                        | 40,688         | 44,187         | - 3,499        | - 7.9        |
| DB Schenker                      | 75,907         | 74,067         | + 1,840        | + 2.5        |
| <b>DB Group</b>                  | <b>324,360</b> | <b>323,605</b> | <b>+ 755</b>   | <b>+ 0.2</b> |

| EMPLOYEES AS OF DEC 31 / NP   | 2022           | 2021           | ± absolute     | ± %          |
|-------------------------------|----------------|----------------|----------------|--------------|
| DB Long-Distance              | 20,206         | 19,836         | + 370          | + 1.9        |
| DB Regional                   | 39,862         | 39,333         | + 529          | + 1.3        |
| DB Cargo                      | 31,755         | 31,338         | + 417          | + 1.3        |
| DB Netze Track                | 54,118         | 52,756         | + 1,362        | + 2.6        |
| DB Netze Stations             | 7,381          | 7,161          | + 220          | + 3.1        |
| DB Netze Energy               | 2,024          | 1,968          | + 56           | + 2.8        |
| Other                         | 62,740         | 60,978         | + 1,762        | + 2.9        |
| <b>Integrated Rail System</b> | <b>218,086</b> | <b>213,370</b> | <b>+ 4,716</b> | <b>+ 2.2</b> |
| DB Arriva                     | 39,912         | 46,031         | - 6,119        | - 13.3       |
| DB Schenker                   | 78,886         | 77,589         | + 1,297        | + 1.7        |
| <b>DB Group</b>               | <b>336,884</b> | <b>336,990</b> | <b>- 106</b>   | <b>-</b>     |

| EMPLOYEES BY REGIONS AS OF DEC 31 / NP | 2022           | 2021           | ± absolute   | ± %      |
|--|----------------|----------------|--------------|----------|
| Germany                                | 221,343        | 218,705        | + 2,638      | + 1.2    |
| Europe (excluding Germany)             | 82,220         | 88,486         | - 6,266      | - 7.1    |
| Asia/Pacific                           | 18,055         | 17,021         | + 1,034      | + 6.1    |
| North America                          | 11,523         | 9,311          | + 2,212      | + 23.8   |
| Rest of world                          | 3,743          | 3,467          | + 276        | + 8.0    |
| <b>DB Group</b>                        | <b>336,884</b> | <b>336,990</b> | <b>- 106</b> | <b>-</b> |

| SHARE OF WOMEN AS OF DEC 31 / % | 2022 | 2021 | 2020 |
|---------------------------------|------|------|------|
| DB Group                        | 25.0 | 24.4 | 24.3 |
| DB Long-Distance                | 26.7 | 26.9 | 27.3 |
| DB Regional                     | 16.9 | 17.0 | 16.9 |
| DB Cargo                        | 13.0 | 12.0 | 11.5 |
| DB Netze Track                  | 20.7 | 20.0 | 19.4 |
| DB Netze Stations               | 44.0 | 44.1 | 44.2 |
| DB Netze Energy                 | 15.0 | 13.9 | 14.4 |
| Other                           | 30.0 | 29.2 | 29.6 |
| DB Arriva                       | 14.6 | 13.6 | 14.7 |
| DB Schenker                     | 36.7 | 36.5 | 36.3 |



# Environmental

## CLIMATE PROTECTION

### SPECIFIC GREENHOUSE GAS EMISSIONS COMPARED TO 2006 <sup>1)</sup> / %



<sup>1)</sup> From 2021 onwards excluding DB Arriva.

### DB TRACTION CURRENT MIX IN GERMANY / %

#### RENEWABLE ENERGIES <sup>1)</sup>



#### NUCLEAR ENERGY



#### BLACK COAL



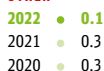
#### LIGNITE



#### NATURAL GAS



#### OTHER



Data are based on findings and estimates available as of February of the respective year.

<sup>1)</sup> Including additionally procured electricity for all of DB Group's green services with 100% eco-power (for example Hamburg S-Bahn (metro) or DBeco plus) and taking into account a forecast based on the German Renewable Energy Sources Act (Erneuerbare-Energien-Gesetz; EEG) subsidy.

## NOISE REDUCTION

| NOISE REMEDIATION AND PREVENTION IN GERMANY                        | 2022  | 2021  | 2020  |
|--|-------|-------|-------|
| <b>NOISE REMEDIATION (EXISTING NETWORK)</b>                        |       |       |       |
| Noise barriers completed (km)                                      | 37.7  | 44.2  | 75.1  |
| Homes with passive measures  | 1,484 | 1,820 | 1,485 |
| Track kilometers noise-remediated in total as of Dec 31 (km)       | 2,202 | 2,110 | 2,039 |
| Noise remediation areas relieved by noise prevention in total (km) | 52.1  | 52.1  | 49.9  |
| <b>NOISE PREVENTION (NEW CONSTRUCTION AND EXPANSION LINES)</b>     |       |       |       |
| Noise barriers completed (km)                                      | 33.2  | 41.2  | 18.4  |
| Homes with passive measures  | 714   | 590   | 1,173 |

## RESOURCE CONSERVATION

| VOLUME OF WASTE BY TYPE OF DISPOSAL | 2022  | 2021  | 2020  |
|-------------------------------------|-------|-------|-------|
| Total waste (thousand t)            | 8,187 | 8,830 | 8,134 |
| Recycling rate (%)                  | 96.7  | 96.2  | 95.6  |
| Share of thermal recovery (%)       | 1.2   | 1.2   | 1.4   |
| Share of disposal (%)               | 2.1   | 2.6   | 3.1   |
| Share of hazardous waste (%)        | 4.7   | 5.4   | 5.7   |

Period October 1 to September 30. DB Schenker period January 1 to December 31 of previous year.  
Excluding DB Arriva. Includes only DB Cargo AG from the DB Cargo business unit.

## Ratings

| CREDIT RATINGS DB AG | First issued | Last update  | Ratings    |           |         |
|----------------------|--------------|--------------|------------|-----------|---------|
|                      |              |              | Short-term | Long-term | Outlook |
| Moody's              | May 16, 2000 | Jan 31, 2023 | P-1        | Aa1       | stable  |
| S&P Global Ratings   | May 16, 2000 | Jul 29, 2022 | A-1+       | AA-       | stable  |

| ESG RATINGS                  | 2022 | 2021 | 2020 | Last update | Scale   |
|------------------------------|------|------|------|-------------|---|
| CDP (climate rating)         | A    | A    | A    | Dec 2022    | A to F  |
| EcoVadis                     | 68   | 61   | 61   | Jun 2022    | The best 1% (75-100)<br>The best 5% (67-74)<br>The best 25% (56-66)<br>The best 50% (47-55)                   |
| ISS ESG                      | C+   | C+   | B-   | Dec 2021    | A+ / 4.00 to D- / 1.00  |
| Moody's ESG (previously V.E) | 52   | 52   | 46   | Sep 2021    | advanced (60-100)<br>robust (50-59)<br>limited (30-49)<br>weak (0-29)   |
| MSCI                         | AA   | A    | A    | Feb 2023    | Leader (AA-AAA)<br>Average (BB-A)<br>Laggard (CCC-B)  |
| Sustainalytics               | 24.5 | 19.7 | 19.5 | Nov 2022    | Risk assessment:<br>negligible (0-10),<br>low (10-20),<br>medium (20-30),<br>high (30-40),<br>severe (40-100) |

Alphabetical order.



# FIGURES BY BUSINESS UNITS

## Overview passenger transport

|  | 2022          | 2021          | ± absolute      | ± %           |
|--|---------------|---------------|-----------------|---------------|
| <b>PERFORMANCE FIGURES</b>                     |               |               |                 |               |
| <b>Passengers (million)</b>                    | <b>3,751</b>  | <b>2,931</b>  | <b>+ 820</b>    | <b>+ 28.0</b> |
| <b>Passengers per day (million)</b>            | <b>10.3</b>   | <b>8.0</b>    | <b>+ 2.3</b>    | <b>+ 28.8</b> |
| <b>RAIL</b>                                    |               |               |                 |               |
| <b>Passengers (million)</b>                    | <b>1,980</b>  | <b>1,413</b>  | <b>+ 567</b>    | <b>+ 40.1</b> |
| DB Long-Distance                               | 132.0         | 81.9          | + 50.1          | + 61.2        |
| DB Regional                                    | 1,605         | 1,121         | + 484           | + 43.2        |
| DB Arriva                                      | 243.3         | 209.8         | + 33.5          | + 16.0        |
| <b>Passengers in Germany (million)</b>         | <b>1,737</b>  | <b>1,203</b>  | <b>+ 534</b>    | <b>+ 44.4</b> |
| <b>Passengers per day (million)</b>            | <b>5.42</b>   | <b>3.87</b>   | <b>+ 1.55</b>   | <b>+ 40.1</b> |
| DB Long-Distance                               | 0.36          | 0.22          | + 0.14          | + 63.6        |
| DB Regional                                    | 4.40          | 3.07          | + 1.33          | + 43.3        |
| DB Arriva                                      | 0.67          | 0.57          | + 0.10          | + 17.5        |
| <b>Volume sold (million pkm)</b>               | <b>82,642</b> | <b>50,831</b> | <b>+ 31,811</b> | <b>+ 62.6</b> |
| DB Long-Distance                               | 41,720        | 24,762        | + 16,958        | + 68.5        |
| DB Regional                                    | 34,754        | 21,407        | + 13,347        | + 62.3        |
| DB Arriva                                      | 6,167         | 4,663         | + 1,504         | + 32.3        |
| <b>Volume produced (million train-path km)</b> | <b>692.6</b>  | <b>680.3</b>  | <b>+ 12.3</b>   | <b>+ 1.8</b>  |
| DB Long-Distance                               | 158.9         | 144.4         | + 14.5          | + 10.0        |
| DB Regional                                    | 433.7         | 426.7         | + 7.0           | + 1.6         |
| DB Arriva                                      | 100.0         | 109.2         | - 9.2           | - 8.4         |
| Other  | 0.0           | 0.0           | -               | -             |
| <b>Trains per day<sup>1)</sup></b>             | <b>23,325</b> | <b>23,505</b> | <b>- 180</b>    | <b>- 0.8</b>  |
| DB Long-Distance                               | 1,600         | 1,537         | + 63            | + 4.1         |
| DB Regional                                    | 21,725        | 21,968        | - 243           | - 1.1         |
| <b>BUS</b>                                     |               |               |                 |               |
| <b>Passengers (million)</b>                    | <b>1,771</b>  | <b>1,518</b>  | <b>+ 253</b>    | <b>+ 16.7</b> |
| <b>Volume sold<sup>1)</sup> (million pkm)</b>  | <b>5,062</b>  | <b>4,523</b>  | <b>+ 539</b>    | <b>+ 11.9</b> |
| DB Regional                                    | 5,049         | 4,515         | + 534           | + 11.8        |
| Other  | 12.9          | 8.3           | + 4.6           | + 55.4        |
| <b>Volume produced (million bus km)</b>        | <b>1,388</b>  | <b>1,432</b>  | <b>- 44</b>     | <b>- 3.1</b>  |
| <b>PUNCTUALITY (%)</b>                         |               |               |                 |               |
| <b>DB rail passenger transport in Germany</b>  | <b>91.0</b>   | <b>93.8</b>   | <b>- 2.8</b>    | <b>-</b>      |
| DB Long-Distance                               | 65.2          | 75.2          | - 10.0          | -             |
| DB Regional                                    | 91.8          | 94.3          | - 2.5           | -             |
| <b>DB Arriva (rail)</b>                        | <b>90.2</b>   | <b>93.5</b>   | <b>- 3.3</b>    | <b>-</b>      |

<sup>1)</sup> Excluding DB Arriva.

|  | 2022          | 2021          | ± absolute    | ± %          |
|--|---------------|---------------|---------------|--------------|
| <b>ROLLING STOCK</b>                             |               |               |               |              |
| <b>ICE fleet (trains)</b>                        | <b>367</b>    | <b>341</b>    | <b>+26</b>    | <b>+7.6</b>  |
| <b>Multiple units<sup>1)</sup></b>               | <b>4,946</b>  | <b>5,123</b>  | <b>-177</b>   | <b>-3.5</b>  |
| S-Bahn (metro) d.c.                              | 877           | 889           | -12           | -1.3         |
| S-Bahn (metro) a.c.                              | 1,095         | 1,087         | +8            | +0.7         |
| Diesel multiple units                            | 1,617         | 1,656         | -39           | -2.4         |
| Rail buses                                       | 3             | 3             | -             | -            |
| Electric multiple units                          | 1,354         | 1,437         | -83           | -5.8         |
| Trams  | -             | 51            | -51           | -100         |
| <b>Locomotives</b>                               | <b>879</b>    | <b>948</b>    | <b>-69</b>    | <b>-7.3</b>  |
| DB Long-Distance <sup>2)</sup>                   | 364           | 372           | -8            | -2.2         |
| DB Regional                                      | 498           | 556           | -58           | -10.4        |
| DB Arriva  | 17            | 18            | -1            | -5.6         |
| Other  | -             | 2             | -2            | -100         |
| <b>Passenger cars<sup>3)</sup></b>               | <b>4,041</b>  | <b>4,168</b>  | <b>-127</b>   | <b>-3.0</b>  |
| DB Long-Distance                                 | 2,028         | 2,137         | -109          | -5.1         |
| DB Regional                                      | 1,940         | 1,958         | -18           | -0.9         |
| DB Arriva  | 73            | 73            | -             | -            |
| <b>Seats (rail) (thousand)</b>                   | <b>1,345</b>  | <b>1,362</b>  | <b>-17</b>    | <b>-1.2</b>  |
| DB Long-Distance                                 | 284           | 269           | +15           | +5.6         |
| DB Regional                                      | 954           | 949           | +5            | +0.5         |
| DB Arriva  | 104           | 142           | -38           | -26.8        |
| Other  | 2             | 2             | -             | -            |
| <b>Buses<sup>4)</sup></b>                        | <b>25,096</b> | <b>25,525</b> | <b>-429</b>   | <b>-1.7</b>  |
| DB Regional                                      | 10,904        | 9,803         | +1,101        | +11.2        |
| DB Arriva  | 14,139        | 15,676        | -1,537        | -9.8         |
| Other  | 53            | 46            | +7            | +15.2        |
| <b>Automobiles (Flinkster)<sup>5)</sup></b>      | <b>2,726</b>  | <b>4,518</b>  | <b>-1,792</b> | <b>-39.7</b> |
| thereof electric vehicles                        | 302           | 345           | -43           | -12.5        |
| <b>Automobiles (CleverShuttle)</b>               | <b>196</b>    | <b>110</b>    | <b>+86</b>    | <b>+78.2</b> |
| <b>Automobiles (ioki)</b>                        | <b>386</b>    | <b>253</b>    | <b>+133</b>   | <b>+52.6</b> |
| <b>Call a Bike</b>                               | <b>13,467</b> | <b>13,018</b> | <b>+449</b>   | <b>+3.4</b>  |
| thereof e-Call a Bike                            | 946           | 586           | +360          | +61.4        |
| <b>OTHER</b>                                     |               |               |               |              |
| <b>Automatic ticketing machines</b>              | <b>5,628</b>  | <b>5,732</b>  | <b>-104</b>   | <b>-1.8</b>  |
| DB Regional                                      | 453           | 460           | -7            | -1.5         |
| Combined ticketing machines                      | 5,175         | 5,272         | -97           | -1.8         |
| <b>BahnCards (thousand)</b>                      | <b>5,107</b>  | <b>4,558</b>  | <b>+549</b>   | <b>+12.0</b> |
| BahnCard 100                                     | 46.4          | 36.2          | +10.2         | +28.2        |
| BahnCard 50                                      | 1,302         | 1,215         | +87           | +7.2         |
| BahnCard 25                                      | 3,759         | 3,306         | +453          | +13.7        |
| <b>Participants BahnBonus program (thousand)</b> | <b>5,111</b>  | <b>4,813</b>  | <b>+298</b>   | <b>+6.2</b>  |

<sup>1)</sup> Including ICE T, ICE 3 and ICE 4.

<sup>2)</sup> Including ICE 1 and ICE 2 power cars.

<sup>3)</sup> Including ICE cars.

<sup>4)</sup> DB Group and externally owned stock.

<sup>5)</sup> Vehicles of the Flinkster network in Germany, Austria and Italy.

## DB Long-Distance

|  | 2022          | 2021           | ± absolute      | ± %           |
|--|---------------|----------------|-----------------|---------------|
| <b>PERFORMANCE FIGURES</b>   |               |                |                 |               |
| <b>RAIL</b>  |               |                |                 |               |
| <b>Passengers</b> (million)  | <b>132.0</b>  | <b>81.9</b>    | <b>+ 50.1</b>   | <b>+ 61.2</b> |
| ICE  | 98.1          | 57.2           | + 40.9          | + 71.5        |
| Intercity/EC   | 32.1          | 23.0           | + 9.1           | + 39.6        |
| Other products   | 1.8           | 1.7            | + 0.1           | + 5.9         |
| <b>Passengers per day</b> (million)  | <b>0.36</b>   | <b>0.22</b>    | <b>+ 0.14</b>   | <b>+ 63.6</b> |
| <b>Volume sold</b> (million pkm)   | <b>41,720</b> | <b>24,762</b>  | <b>+ 16,958</b> | <b>+ 68.5</b> |
| ICE  | 33,988        | 19,572         | + 14,416        | + 73.7        |
| Intercity/EC   | 7,671         | 5,131          | + 2,540         | + 49.5        |
| Other products   | 61            | 59             | + 2             | + 3.4         |
| <b>Volume produced</b> (million train-path km)                             | <b>158.9</b>  | <b>144.4</b>   | <b>+ 14.5</b>   | <b>+ 10.0</b> |
| <b>Mean travel distance</b> (km)   | <b>316.1</b>  | <b>302.3</b>   | <b>+ 13.8</b>   | <b>+ 4.6</b>  |
| thereof ICE  | 346.5         | 342.2          | + 4.3           | + 1.3         |
| thereof Intercity/EC   | 239.0         | 223.1          | + 15.9          | + 7.1         |
| <b>Load factor</b> (%)   | <b>45.9</b>   | <b>31.4</b>    | <b>+ 14.5</b>   | <b>+ 46.2</b> |
| <b>Trains per day</b>  | <b>1,600</b>  | <b>1,537</b>   | <b>+ 63</b>     | <b>+ 4.1</b>  |
| <b>FINANCIAL FIGURES</b>   |               |                |                 |               |
| <b>Total revenues</b> (€ million)  | <b>4,980</b>  | <b>2,911</b>   | <b>+ 2,069</b>  | <b>+ 71.1</b> |
| thereof external revenues  | 4,845         | 2,792          | + 2,053         | + 73.5        |
| <b>EBITDA adjusted</b> (€ million)   | <b>389</b>    | <b>- 1,434</b> | <b>+ 1,823</b>  | <b>-</b>      |
| <b>EBIT adjusted</b> (€ million)   | <b>- 39</b>   | <b>- 1,790</b> | <b>+ 1,751</b>  | <b>- 97.8</b> |
| <b>Gross capital expenditures</b> (€ million)                              | <b>1,667</b>  | <b>1,507</b>   | <b>+ 160</b>    | <b>+ 10.6</b> |
| <b>FURTHER KEY FIGURES</b>   |               |                |                 |               |
| <b>Punctuality rail</b> (%)  | <b>65.2</b>   | <b>75.2</b>    | <b>- 10.0</b>   | <b>-</b>      |
| <b>Customer satisfaction</b> (SI)  | <b>74.8</b>   | <b>77.8</b>    | <b>- 3.0</b>    | <b>-</b>      |
| <b>Employees</b> as of Dec 31 (FTE)  | <b>19,139</b> | <b>18,790</b>  | <b>+ 349</b>    | <b>+ 1.9</b>  |
| <b>Employees</b> (annual average) (FTE)                                    | <b>18,931</b> | <b>18,961</b>  | <b>- 30</b>     | <b>- 0.2</b>  |
| <b>Employee satisfaction</b> (SI)  | <b>3.6</b>    | <b>-</b>       | <b>-</b>        | <b>-</b>      |
| <b>Share of women</b> as of Dec 31 (%)                                     | <b>26.7</b>   | <b>26.9</b>    | <b>- 0.2</b>    | <b>-</b>      |
| <b>Sickness absence rate</b> (%)   | <b>7.8</b>    | <b>6.0</b>     | <b>+ 1.8</b>    | <b>-</b>      |
| <b>Specific end-energy consumption compared to 2006</b> (based on pkm) (%) | <b>- 23.1</b> | <b>+ 16.8</b>  | <b>- 39.9</b>   | <b>-</b>      |
| <b>ROLLING STOCK</b>   |               |                |                 |               |
| <b>Locomotives</b>   | <b>202</b>    | <b>210</b>     | <b>- 8</b>      | <b>- 3.8</b>  |
| Electric locomotives   | 172           | 180            | - 8             | - 4.4         |
| Diesel locomotives   | 30            | 30             | -               | -             |
| <b>Passenger cars</b>  | <b>1,095</b>  | <b>1,174</b>   | <b>- 79</b>     | <b>- 6.7</b>  |
| Intercity/EC<br>(including restaurant cars)                                | 825           | 904            | - 79            | - 8.7         |
| Double-deck cars (Intercity 2)   | 270           | 270            | -               | -             |
| <b>INTERCITY 2/KISS</b>  |               |                |                 |               |
| <b>Trains</b>  | <b>17</b>     | <b>17</b>      | <b>-</b>        | <b>-</b>      |
| <b>Rail cars</b>   | <b>34</b>     | <b>34</b>      | <b>-</b>        | <b>-</b>      |
| <b>Trailer cars</b>  | <b>50</b>     | <b>50</b>      | <b>-</b>        | <b>-</b>      |

|                          | 2022           | 2021           | ± absolute     | ± %          |
|--------------------------|----------------|----------------|----------------|--------------|
| <b>ICE FLEET</b>         |                |                |                |              |
| <b>Trains</b>            | <b>367</b>     | <b>341</b>     | <b>+26</b>     | <b>+7.6</b>  |
| <b>ICE 1</b>             |                |                |                |              |
| <b>Trains</b>            | <b>58</b>      | <b>58</b>      | <b>-</b>       | <b>-</b>     |
| <b>Power cars</b>        | <b>116</b>     | <b>116</b>     | <b>-</b>       | <b>-</b>     |
| <b>Intermediate cars</b> | <b>624</b>     | <b>654</b>     | <b>-30</b>     | <b>-4.6</b>  |
| 1st class cars           | 184            | 204            | -20            | -9.8         |
| 2nd class cars           | 382            | 392            | -10            | -2.6         |
| Restaurant cars          | 58             | 58             | -              | -            |
| <b>ICE 2</b>             |                |                |                |              |
| <b>Trains</b>            | <b>44</b>      | <b>44</b>      | <b>-</b>       | <b>-</b>     |
| <b>Power cars</b>        | <b>46</b>      | <b>46</b>      | <b>-</b>       | <b>-</b>     |
| <b>Driving trailers</b>  | <b>45</b>      | <b>45</b>      | <b>-</b>       | <b>-</b>     |
| <b>Intermediate cars</b> | <b>264</b>     | <b>264</b>     | <b>-</b>       | <b>-</b>     |
| 1st class cars           | 88             | 88             | -              | -            |
| 2nd class cars           | 132            | 132            | -              | -            |
| Restaurant cars          | 44             | 44             | -              | -            |
| <b>ICE T</b>             |                |                |                |              |
| <b>Multiple units</b>    | <b>70</b>      | <b>70</b>      | <b>-</b>       | <b>-</b>     |
| <b>Rail cars</b>         | <b>269</b>     | <b>269</b>     | <b>-</b>       | <b>-</b>     |
| <b>End cars</b>          | <b>140</b>     | <b>140</b>     | <b>-</b>       | <b>-</b>     |
| <b>Intermediate cars</b> | <b>59</b>      | <b>59</b>      | <b>-</b>       | <b>-</b>     |
| <b>ICE 3</b>             |                |                |                |              |
| <b>Multiple units</b>    | <b>83</b>      | <b>79</b>      | <b>+4</b>      | <b>+5.1</b>  |
| <b>Rail cars</b>         | <b>332</b>     | <b>316</b>     | <b>+16</b>     | <b>+5.1</b>  |
| 1st class cars           | 83             | 79             | +4             | +5.1         |
| 2nd class cars           | 249            | 237            | +12            | +5.1         |
| <b>Trailer cars</b>      | <b>332</b>     | <b>316</b>     | <b>+16</b>     | <b>+5.1</b>  |
| 1st class cars           | 83             | 79             | +4             | +5.1         |
| 2nd class cars           | 166            | 158            | +8             | +5.1         |
| Restaurant cars          | 83             | 79             | +4             | +5.1         |
| <b>ICE 4</b>             |                |                |                |              |
| <b>Multiple units</b>    | <b>112</b>     | <b>90</b>      | <b>+22</b>     | <b>+24.4</b> |
| <b>Rail cars</b>         | <b>658</b>     | <b>504</b>     | <b>+154</b>    | <b>+30.6</b> |
| 1st class cars           | 93             | 71             | +22            | +31.0        |
| 2nd class cars           | 565            | 433            | +132           | +30.5        |
| <b>Trailer cars</b>      | <b>634</b>     | <b>502</b>     | <b>+132</b>    | <b>+26.3</b> |
| 1st class cars           | 205            | 161            | +44            | +27.3        |
| 2nd class cars           | 317            | 251            | +66            | +26.3        |
| Restaurant cars          | 112            | 90             | +22            | +24.4        |
| <b>Seats</b>             | <b>284,223</b> | <b>268,517</b> | <b>+15,706</b> | <b>+5.8</b>  |
| 1st class cars           | 60,201         | 57,264         | +2,937         | +5.1         |
| 2nd class cars           | 224,022        | 211,253        | +12,769        | +6.0         |

## DB Regional

|  | 2022   | 2021   | ± absolute | ± %    |
|--|--------|--------|------------|--------|
| <b>PERFORMANCE FIGURES</b>   |        |        |            |        |
| <b>Passengers</b> (million)  | 2,072  | 1,540  | + 532      | + 34.5 |
| <b>Passengers per day</b> (million)  | 5.68   | 4.22   | + 1.46     | + 34.6 |
| <b>Volume sold</b> (million pkm)   | 39,804 | 25,921 | + 13,883   | + 53.6 |
| <b>RAIL</b>  |        |        |            |        |
| <b>Passengers</b> (million)  | 1,605  | 1,121  | + 484      | + 43.2 |
| <b>Passengers per day</b> (million)  | 4.40   | 3.07   | + 1.33     | + 43.3 |
| <b>Volume sold</b> (million pkm)   | 34,754 | 21,407 | + 13,347   | + 62.3 |
| <b>Volume produced</b> (million train-path km)   | 433.7  | 426.7  | + 7.0      | + 1.6  |
| <b>Trains per day</b>  | 21,725 | 21,968 | - 243      | - 1.1  |
| <b>Mean travel distance</b> (km)   | 21.7   | 19.1   | + 2.6      | + 13.6 |
| <b>BUS</b>   |        |        |            |        |
| <b>Passengers</b> (million)  | 467.2  | 418.9  | + 48.3     | + 11.5 |
| <b>Volume sold</b> (million pkm)   | 5,049  | 4,515  | + 534      | + 11.8 |
| <b>Volume produced</b> (million bus km)  | 502.1  | 482.8  | + 19.3     | + 4.0  |
| <b>FINANCIAL FIGURES</b>   |        |        |            |        |
| <b>Total revenues</b> (€ million)  | 9,039  | 8,043  | + 996      | + 12.4 |
| thereof external revenues  | 8,921  | 7,929  | + 992      | + 12.5 |
| thereof concession fees  | 6,508  | 5,824  | + 684      | + 11.7 |
| <b>EBITDA adjusted</b> (€ million)   | 619    | 218    | + 401      | -      |
| <b>EBIT adjusted</b> (€ million)   | - 31   | - 417  | + 386      | - 92.6 |
| <b>Gross capital expenditures</b> (€ million)  | 716    | 480    | + 236      | + 49.2 |
| <b>FURTHER KEY FIGURES</b>   |        |        |            |        |
| <b>Punctuality (rail)</b> (%)  | 91.8   | 94.3   | - 2.5      | -      |
| <b>Punctuality (bus)</b> (%)   | 86.0   | 83.9   | + 2.1      | -      |
| <b>Customer satisfaction (rail)</b> (SI)   | 70.1   | 71.6   | - 1.5      | -      |
| <b>Customer satisfaction (bus)</b> (SI)  | 74     | 75     | - 1        | -      |
| <b>Employees</b> as of Dec 31 (FTE)  | 37,738 | 37,220 | + 518      | + 1.4  |
| <b>Employees</b> (annual average) (FTE)  | 37,599 | 37,337 | + 262      | + 0.7  |
| <b>Employee satisfaction</b> (SI)  | 3.7    | -      | -          | -      |
| <b>Share of women</b> as of Dec 31 (%)   | 16.9   | 17.0   | - 0.1      | -      |
| <b>Sickness absence rate</b> (%)   | 8.9    | 7.5    | + 1.4      | -      |
| <b>Specific end-energy consumption (rail) compared to 2006</b><br>(based on pkm) (%)   | - 23.8 | + 26.3 | - 50.1     | -      |
| <b>Specific end-energy consumption (bus) compared to 2006</b><br>(based on bus km) (%) | - 0.4  | - 2.5  | + 2.1      | -      |
| <b>ROLLING STOCK</b>   |        |        |            |        |
| <b>RAIL</b>  |        |        |            |        |
| <b>Locomotives</b>   | 498    | 556    | - 58       | - 10.4 |
| Electric locomotives   | 413    | 452    | - 39       | - 8.6  |
| Diesel locomotives   | 85     | 104    | - 19       | - 18.3 |

|  | 2022           | 2021           | ± absolute    | ± %          |
|--|----------------|----------------|---------------|--------------|
| <b>Multiple units</b>                            | <b>4,031</b>   | <b>4,031</b>   | <b>-</b>      | <b>-</b>     |
| S-Bahn (metro) d.c.                              | 877            | 874            | +3            | +0.3         |
| S-Bahn (metro) a.c.                              | 1,095          | 1,087          | +8            | +0.7         |
| Diesel multiple units                            | 1,137          | 1,175          | -38           | -3.2         |
| Rail buses                                       | 3              | 3              | -             | -            |
| Electric multiple units                          | 919            | 892            | +27           | +3.0         |
| <b>Rail cars</b>                                 | <b>11,688</b>  | <b>11,559</b>  | <b>+129</b>   | <b>+1.1</b>  |
| S-Bahn (metro) d.c.                              | 2,067          | 1,978          | +89           | +4.5         |
| S-Bahn (metro) a.c.                              | 4,238          | 4,206          | +32           | +0.8         |
| Diesel rail cars                                 | 2,384          | 2,435          | -51           | -2.1         |
| Rail buses                                       | 3              | 3              | -             | -            |
| Electric rail cars                               | 2,996          | 2,937          | +59           | +2.0         |
| <b>Coaches</b>                                   | <b>1,940</b>   | <b>1,958</b>   | <b>-18</b>    | <b>-0.9</b>  |
| Double-deck cars                                 | 1,776          | 1,805          | -29           | -1.6         |
| Other passenger cars<br>(including baggage cars) | 164            | 153            | +11           | +7.2         |
| <b>Seats</b>                                     | <b>953,989</b> | <b>949,369</b> | <b>+4,620</b> | <b>+0.5</b>  |
| 1st class cars                                   | 53,521         | 54,127         | -606          | -1.1         |
| 2nd class cars<br>(including folding seats)      | 900,468        | 895,242        | +5,226        | +0.6         |
| <b>BUS</b>                                       |                |                |               |              |
| <b>Buses</b>                                     | <b>10,904</b>  | <b>9,803</b>   | <b>+1,101</b> | <b>+11.2</b> |
| DB stock   | 5,449          | 5,420          | +29           | +0.5         |
| Externally owned stock                           | 5,455          | 4,383          | +1,072        | +24.5        |

## DB Arriva

|  | 2022         | 2021         | ± absolute    | ± %          |
|--|--------------|--------------|---------------|--------------|
| <b>PERFORMANCE FIGURES</b>                     |              |              |               |              |
| <b>Passengers (million)</b>                    | <b>1,546</b> | <b>1,308</b> | <b>+238</b>   | <b>+18.2</b> |
| <b>Passengers per day (million)</b>            | <b>4.24</b>  | <b>3.58</b>  | <b>+0.66</b>  | <b>+18.4</b> |
| <b>RAIL</b>                                    |              |              |               |              |
| <b>Passengers (million)</b>                    | <b>243.3</b> | <b>209.8</b> | <b>+33.5</b>  | <b>+16.0</b> |
| <b>Passengers per day (million)</b>            | <b>0.67</b>  | <b>0.57</b>  | <b>+0.10</b>  | <b>+17.5</b> |
| <b>Volume sold (million pkm)</b>               | <b>6,167</b> | <b>4,663</b> | <b>+1,504</b> | <b>+32.3</b> |
| <b>Volume produced (million train-path km)</b> | <b>100.0</b> | <b>109.2</b> | <b>-9.2</b>   | <b>-8.4</b>  |
| <b>BUS</b>                                     |              |              |               |              |
| <b>Passengers (million)</b>                    | <b>1,303</b> | <b>1,098</b> | <b>+205</b>   | <b>+18.7</b> |
| <b>Volume produced (million bus km)</b>        | <b>884.5</b> | <b>947.6</b> | <b>-63.1</b>  | <b>-6.7</b>  |
| <b>FINANCIAL FIGURES</b>                       |              |              |               |              |
| <b>Total revenues (€ million)</b>              | <b>4,214</b> | <b>4,069</b> | <b>+145</b>   | <b>+3.6</b>  |
| thereof external revenues                      | 4,212        | 4,067        | +145          | +3.6         |
| <b>EBITDA adjusted (€ million)</b>             | <b>411</b>   | <b>359</b>   | <b>+52</b>    | <b>+14.5</b> |
| <b>EBIT adjusted (€ million)</b>               | <b>12</b>    | <b>-73</b>   | <b>+85</b>    | <b>-</b>     |
| <b>Gross capital expenditures (€ million)</b>  | <b>255</b>   | <b>267</b>   | <b>-12</b>    | <b>-4.5</b>  |



|   | 2022           | 2021           | ± absolute      | ± %           |
|---|----------------|----------------|-----------------|---------------|
| <b>FURTHER KEY FIGURES</b>  |                |                |                 |               |
| <b>Punctuality Rail (United Kingdom, Denmark, Sweden, the Netherlands, Poland and Czech Republic) <sup>1)</sup> (%)</b> | <b>90.2</b>    | <b>93.5</b>    | <b>- 3.3</b>    | <b>-</b>      |
| <b>Customer satisfaction bus and rail (United Kingdom) (SI)</b>   | <b>73</b>      | <b>77</b>      | <b>- 4</b>      | <b>-</b>      |
| <b>Employees as of Dec 31 (FTE)</b>   | <b>38,059</b>  | <b>43,189</b>  | <b>- 5,130</b>  | <b>- 11.9</b> |
| <b>Employees (annual average) (FTE)</b>   | <b>40,688</b>  | <b>44,187</b>  | <b>- 3,499</b>  | <b>- 7.9</b>  |
| <b>Employee satisfaction (SI)</b>   | <b>3.7</b>     | <b>-</b>       | <b>-</b>        | <b>-</b>      |
| <b>Share of women as of Dec 31 (%)</b>  | <b>14.6</b>    | <b>13.6</b>    | <b>+ 1.0</b>    | <b>-</b>      |
| <b>Specific greenhouse gas emissions rail compared to 2006 (based on rail car units) (%)</b>                            | <b>- 16.0</b>  | <b>- 17.3</b>  | <b>+ 1.3</b>    | <b>-</b>      |
| <b>Specific greenhouse gas emissions bus compared to 2006 (based on bus km) (%)</b>                                     | <b>- 28.0</b>  | <b>- 14.9</b>  | <b>- 13.1</b>   | <b>-</b>      |
| <b>ROLLING STOCK</b>  |                |                |                 |               |
| <b>RAIL</b>   |                |                |                 |               |
| <b>Locomotives</b>  | <b>17</b>      | <b>18</b>      | <b>- 1</b>      | <b>- 5.6</b>  |
| Diesel locomotives  | 17             | 18             | - 1             | - 5.6         |
| <b>Multiple units</b>   | <b>610</b>     | <b>813</b>     | <b>- 203</b>    | <b>- 25.0</b> |
| S-Bahn (metro) d.c.   | -              | 15             | - 15            | - 100         |
| Diesel multiple units   | 457            | 458            | - 1             | - 0.2         |
| Electric multiple units   | 153            | 289            | - 136           | - 47.1        |
| Trams   | -              | 51             | - 51            | - 100         |
| <b>Rail cars</b>  | <b>1,915</b>   | <b>2,517</b>   | <b>- 602</b>    | <b>- 23.9</b> |
| S-Bahn (metro) d.c.   | -              | 30             | - 30            | - 100         |
| Diesel rail cars  | 1,289          | 1,299          | - 10            | - 0.8         |
| Electric rail cars  | 626            | 1,137          | - 511           | - 44.9        |
| Trams   | -              | 51             | - 51            | - 100         |
| <b>Coaches</b>  | <b>73</b>      | <b>73</b>      | <b>-</b>        | <b>-</b>      |
| Intercity/EC  | 63             | 63             | -               | -             |
| Restaurant cars   | 4              | 4              | -               | -             |
| Other passenger cars (including baggage cars)   | 6              | 6              | -               | -             |
| <b>Seats</b>  | <b>104,049</b> | <b>141,681</b> | <b>- 37,632</b> | <b>- 26.6</b> |
| 1st class cars  | 5,045          | 5,045          | -               | -             |
| 2nd class cars (including folding seats)  | 99,004         | 136,636        | - 37,632        | - 27.5        |
| <b>BUS</b>  |                |                |                 |               |
| <b>Buses</b>  | <b>14,139</b>  | <b>15,676</b>  | <b>- 1,537</b>  | <b>- 9.8</b>  |
| DB stock  | 13,621         | 15,050         | - 1,429         | - 9.5         |
| Externally owned stock  | 518            | 626            | - 108           | - 17.3        |

<sup>1)</sup> From July 2022 onwards, excluding the sold activities of DB Arriva in Sweden.

## DB Cargo

|  | 2022          | 2021          | ± absolute     | ± %           |
|--|---------------|---------------|----------------|---------------|
| <b>PERFORMANCE FIGURES</b>   |               |               |                |               |
| <b>Freight carried</b> (million t)   | <b>222.3</b>  | <b>226.5</b>  | <b>- 4.2</b>   | <b>- 1.9</b>  |
| thereof German subsidiaries  | 186.4         | 187.7         | - 1.3          | - 0.7         |
| <b>Volume sold</b> (million tkm)   | <b>84,468</b> | <b>84,850</b> | <b>- 382</b>   | <b>- 0.5</b>  |
| thereof German subsidiaries  | 59,607        | 60,324        | - 717          | - 1.2         |
| <b>Volume produced</b> (million train-path km)                             | <b>169.1</b>  | <b>169.0</b>  | <b>+ 0.1</b>   | <b>+ 0.1</b>  |
| <b>Trains per day</b>  | <b>2,632</b>  | <b>2,689</b>  | <b>- 57</b>    | <b>- 2.1</b>  |
| <b>Mean transport distance</b> (km)  | <b>380.0</b>  | <b>374.6</b>  | <b>+ 5.4</b>   | <b>+ 1.4</b>  |
| <b>Capacity utilization</b> (t per train)                                  | <b>499.4</b>  | <b>502.0</b>  | <b>- 2.6</b>   | <b>- 0.5</b>  |
| <b>FINANCIAL FIGURES</b>   |               |               |                |               |
| <b>Total revenues</b> (€ million)  | <b>5,244</b>  | <b>4,982</b>  | <b>+ 262</b>   | <b>+ 5.3</b>  |
| thereof external revenues  | 4,998         | 4,713         | + 285          | + 6.0         |
| <b>EBITDA adjusted</b> (€ million)   | <b>- 257</b>  | <b>- 81</b>   | <b>- 176</b>   | <b>-</b>      |
| <b>EBIT adjusted</b> (€ million)   | <b>- 665</b>  | <b>- 467</b>  | <b>- 198</b>   | <b>+ 42.4</b> |
| <b>EBIT margin (adjusted)</b> (%)  | <b>- 12.7</b> | <b>- 9.4</b>  | <b>- 3.3</b>   | <b>-</b>      |
| <b>Gross capital expenditures</b> (€ million)                              | <b>452</b>    | <b>527</b>    | <b>- 75</b>    | <b>- 14.2</b> |
| <b>FURTHER KEY FIGURES</b>   |               |               |                |               |
| <b>Punctuality</b> (%)   | <b>66.3</b>   | <b>69.5</b>   | <b>- 3.2</b>   | <b>-</b>      |
| <b>Customer satisfaction</b> (SI)  | <b>67</b>     | <b>70</b>     | <b>- 3</b>     | <b>-</b>      |
| <b>Employees</b> as of Dec 31 (FTE)  | <b>31,167</b> | <b>30,753</b> | <b>+ 414</b>   | <b>+ 1.3</b>  |
| <b>Employees</b> (annual average) (FTE)                                    | <b>31,027</b> | <b>30,868</b> | <b>+ 159</b>   | <b>+ 0.5</b>  |
| <b>Employee satisfaction</b> (SI)  | <b>3.8</b>    | <b>-</b>      | <b>-</b>       | <b>-</b>      |
| <b>Share of women</b> as of Dec 31 (%)                                     | <b>13.0</b>   | <b>12.0</b>   | <b>+ 1.0</b>   | <b>-</b>      |
| <b>Sickness absence rate in Germany</b> (%)                                | <b>8.1</b>    | <b>6.7</b>    | <b>+ 1.4</b>   | <b>-</b>      |
| <b>Specific end-energy consumption compared to 2006</b> (based on tkm) (%) | <b>- 26.0</b> | <b>- 23.2</b> | <b>- 2.8</b>   | <b>-</b>      |
| <b>Quiet active freight cars in Germany<sup>1)</sup></b> as of Dec 31      | <b>58,921</b> | <b>59,582</b> | <b>- 661</b>   | <b>- 1.1</b>  |
| <b>ROLLING STOCK</b>   |               |               |                |               |
| <b>Locomotives</b>   | <b>2,576</b>  | <b>2,566</b>  | <b>+ 10</b>    | <b>+ 0.4</b>  |
| Electric locomotives   | 1,220         | 1,215         | + 5            | + 0.4         |
| Diesel locomotives   | 1,356         | 1,351         | + 5            | + 0.4         |
| <b>Freight cars</b>  | <b>82,974</b> | <b>80,517</b> | <b>+ 2,457</b> | <b>+ 3.1</b>  |
| thereof with whisper brakes  | 77,800        | 75,188        | + 2,612        | + 3.5         |
| DB stock   | 70,982        | 70,755        | + 227          | + 0.3         |
| Covered wagons   | 13,549        | 13,481        | + 68           | + 0.5         |
| Open wagons  | 20,526        | 20,471        | + 55           | + 0.3         |
| Flat wagons  | 36,398        | 36,282        | + 116          | + 0.3         |
| Tank wagons  | 509           | 521           | - 12           | - 2.3         |
| Leased wagons  | 1,283         | 1,182         | + 101          | + 8.5         |
| Rented from third parties  | 12,268        | 10,056        | + 2,212        | + 22.0        |
| Rented to third parties (-)  | 1,559         | 1,476         | + 83           | + 5.6         |

<sup>1)</sup> Excluding wagons rented from third parties.



|   | 2022         | 2021         | ± absolute  | ± %         |
|---|--------------|--------------|-------------|-------------|
| <b>Transport capacity of freight cars</b><br>(thousand t) | <b>5,558</b> | <b>5,373</b> | <b>+185</b> | <b>+3.4</b> |
| DB stock  | 4,555        | 4,539        | +16         | +0.4        |
| Covered wagons  | 634          | 643          | -9          | -1.4        |
| Open wagons   | 1,283        | 1,271        | +12         | +0.9        |
| Flat wagons   | 2,621        | 2,611        | +10         | +0.4        |
| Tank wagons   | 17           | 14           | +3          | +21.4       |
| Leased wagons   | 91           | 84           | +7          | +8.3        |
| Rented from third parties                                 | 982          | 825          | +157        | +19.0       |
| Rented to third parties (-)                               | 70           | 75           | -5          | -6.7        |

## DB Schenker

|  | 2022          | 2021          | ± absolute    | ± %          |
|--|---------------|---------------|---------------|--------------|
| <b>PERFORMANCE FIGURES</b>   |               |               |               |              |
| <b>Shipments in land transport</b> (million)   | <b>102.8</b>  | <b>110.7</b>  | <b>-7.9</b>   | <b>-7.1</b>  |
| <b>Air freight volume (export)</b> (thousand t)  | <b>1,326</b>  | <b>1,438</b>  | <b>-112</b>   | <b>-7.8</b>  |
| <b>Ocean freight volume (export)</b><br>(thousand TEU)   | <b>1,909</b>  | <b>2,003</b>  | <b>-94</b>    | <b>-4.7</b>  |
| <b>Warehouse space contract logistics</b><br>(million m <sup>2</sup> )                                     | <b>8.6</b>    | <b>8.4</b>    | <b>+0.2</b>   | <b>+2.4</b>  |
| <b>FINANCIAL FIGURES</b>   |               |               |               |              |
| <b>Total revenues</b> (€ million)  | <b>27,604</b> | <b>22,939</b> | <b>+4,665</b> | <b>+20.3</b> |
| thereof external revenues  | 27,545        | 22,853        | +4,692        | +20.5        |
| thereof land transport line of business  | 7,852         | 6,952         | +900          | +12.9        |
| thereof air and ocean freight line<br>of business  | 16,530        | 12,963        | +3,567        | +27.5        |
| thereof contract logistics line<br>of business   | 3,195         | 2,965         | +230          | +7.8         |
| <b>Gross profit margin</b> (%)   | <b>30.9</b>   | <b>31.9</b>   | <b>-1.0</b>   | <b>-</b>     |
| <b>EBITDA adjusted</b> (€ million)   | <b>2,512</b>  | <b>1,826</b>  | <b>+686</b>   | <b>+37.6</b> |
| <b>EBIT adjusted</b> (€ million)   | <b>1,841</b>  | <b>1,234</b>  | <b>+607</b>   | <b>+49.2</b> |
| <b>EBIT margin (adjusted)</b> (%)  | <b>6.7</b>    | <b>5.4</b>    | <b>+1.3</b>   | <b>-</b>     |
| <b>Gross capital expenditures</b> (€ million)  | <b>946</b>    | <b>842</b>    | <b>+104</b>   | <b>+12.4</b> |
| <b>FURTHER KEY FIGURES</b>   |               |               |               |              |
| <b>Customer satisfaction</b> (SI)  | <b>70</b>     | <b>68</b>     | <b>+2</b>     | <b>-</b>     |
| <b>Employees</b> as of Dec 31 (FTE)  | <b>76,591</b> | <b>75,418</b> | <b>+1,173</b> | <b>+1.6</b>  |
| <b>Employees</b> (annual average) (FTE)  | <b>75,907</b> | <b>74,067</b> | <b>+1,840</b> | <b>+2.5</b>  |
| <b>Employee satisfaction</b> (SI)  | <b>4.0</b>    | <b>-</b>      | <b>-</b>      | <b>-</b>     |
| <b>Share of women</b> as of Dec 31 (%)   | <b>36.7</b>   | <b>36.5</b>   | <b>+0.2</b>   | <b>-</b>     |
| <b>Sickness absence rate in Germany</b> (%)  | <b>6.2</b>    | <b>5.4</b>    | <b>+0.8</b>   | <b>-</b>     |
| <b>Specific greenhouse gas emissions</b><br><b>(land transport) compared to 2006</b><br>(based on tkm) (%) | <b>-29.4</b>  | <b>-31.6</b>  | <b>+2.2</b>   | <b>-</b>     |
| <b>Specific greenhouse gas emissions</b><br><b>(air freight) compared to 2006</b><br>(based on tkm) (%)    | <b>-16.2</b>  | <b>-17.4</b>  | <b>+1.2</b>   | <b>-</b>     |
| <b>Specific greenhouse gas emissions</b><br><b>(ocean freight) compared to 2006</b><br>(based on tkm) (%)  | <b>-67.2</b>  | <b>-68.4</b>  | <b>+1.2</b>   | <b>-</b>     |

## DB Netze Track

|   | 2022          | 2021          | ± absolute     | ± %           |
|---|---------------|---------------|----------------|---------------|
| <b>PERFORMANCE FIGURES</b>  |               |               |                |               |
| <b>Train kilometers on track infrastructure</b> (million train-path km) | <b>1,133</b>  | <b>1,109</b>  | <b>+ 24</b>    | <b>+ 2.2</b>  |
| thereof non-Group railways  | 419.8         | 414.3         | + 5.5          | + 1.3         |
| DB Netze Track  | 1,132         | 1,108         | + 24           | + 2.2         |
| thereof non-Group railways  | 419.8         | 414.3         | + 5.5          | + 1.3         |
| Other <sup>1)</sup>   | 1.3           | 1.4           | - 0.1          | - 7.1         |
| <b>FINANCIAL FIGURES</b>  |               |               |                |               |
| <b>Total revenues</b> (€ million)                                       | <b>6,266</b>  | <b>5,984</b>  | <b>+ 282</b>   | <b>+ 4.7</b>  |
| thereof external revenues   | 2,035         | 1,975         | + 60           | + 3.0         |
| Share of total revenues (%)   | 32.5          | 33.0          | - 0.5          | -             |
| <b>EBITDA adjusted</b> (€ million)                                      | <b>1,244</b>  | <b>1,010</b>  | <b>+ 234</b>   | <b>+ 23.2</b> |
| <b>EBIT adjusted</b> (€ million)  | <b>601</b>    | <b>334</b>    | <b>+ 267</b>   | <b>+ 79.9</b> |
| <b>Operating income after interest</b> (€ million)                      | <b>505</b>    | <b>225</b>    | <b>+ 280</b>   | <b>+ 124</b>  |
| <b>Capital employed</b> as of Dec 31 (€ million)                        | <b>21,300</b> | <b>19,969</b> | <b>+ 1,331</b> | <b>+ 6.7</b>  |
| <b>Net financial debt</b> as of Dec 31 (€ million)                      | <b>9,623</b>  | <b>9,718</b>  | <b>- 95</b>    | <b>- 1.0</b>  |
| <b>Gross capital expenditures</b> (€ million)                           | <b>8,969</b>  | <b>9,349</b>  | <b>- 380</b>   | <b>- 4.1</b>  |
| <b>Net capital expenditures</b> (€ million)                             | <b>1,738</b>  | <b>1,738</b>  | <b>-</b>       | <b>-</b>      |
| <b>FURTHER KEY FIGURES</b>  |               |               |                |               |
| <b>Punctuality DB Group (rail) in Germany</b> (%)                       | <b>90.9</b>   | <b>93.7</b>   | <b>- 2.8</b>   | <b>-</b>      |
| <b>Punctuality (rail) in Germany</b> <sup>2)</sup> (%)                  | <b>89.7</b>   | <b>92.9</b>   | <b>- 3.2</b>   | <b>-</b>      |
| <b>Customer satisfaction</b> (SI)                                       | <b>54</b>     | <b>61</b>     | <b>- 7</b>     | <b>-</b>      |
| <b>Employees</b> as of Dec 31 (FTE)                                     | <b>52,510</b> | <b>51,290</b> | <b>+ 1,220</b> | <b>+ 2.4</b>  |
| <b>Employees</b> (annual average) (FTE)                                 | <b>52,128</b> | <b>51,270</b> | <b>+ 858</b>   | <b>+ 1.7</b>  |
| <b>Employee satisfaction</b> (SI)                                       | <b>3.9</b>    | <b>-</b>      | <b>-</b>       | <b>-</b>      |
| <b>Share of women</b> as of Dec 31 (%)                                  | <b>20.7</b>   | <b>20.0</b>   | <b>+ 0.7</b>   | <b>-</b>      |
| <b>Sickness absence rate</b> (%)  | <b>6.2</b>    | <b>4.9</b>    | <b>+ 1.3</b>   | <b>-</b>      |
| <b>Track kilometers noise remediated in total</b> as of Dec 31 (km)     | <b>2,202</b>  | <b>2,110</b>  | <b>+ 92</b>    | <b>+ 4.4</b>  |

<sup>1)</sup> UBB Usedomer Bäderbahn GmbH and Infra Silesia S.A., Rybnik/Poland.

<sup>2)</sup> Non-Group and DB Group train operating companies.

|                                      | 2022          | 2021          | ± absolute    | ± %          |
|--------------------------------------|---------------|---------------|---------------|--------------|
| <b>INFRASTRUCTURE <sup>1)</sup></b>  |               |               |               |              |
| <b>Length of line operated (km)</b>  | <b>33,469</b> | <b>33,401</b> | <b>+ 68</b>   | <b>+ 0.2</b> |
| thereof electrified                  | 20,656        | 20,540        | + 116         | + 0.6        |
| thereof DB Netze Track               | 33,356        | 33,288        | + 68          | + 0.2        |
| Standard gauge                       | 33,463        | 33,395        | + 68          | + 0.2        |
| Other gauges                         | 6             | 6             | -             | -            |
| <b>Length of all track (km)</b>      | <b>60,999</b> | <b>60,928</b> | <b>+ 71</b>   | <b>+ 0.1</b> |
| thereof DB Netze Track               | 60,798        | 60,727        | + 71          | + 0.1        |
| <b>Switches and crossings</b>        | <b>65,085</b> | <b>65,550</b> | <b>- 465</b>  | <b>- 0.7</b> |
| thereof DB Netze Track               | 64,756        | 65,221        | - 465         | - 0.7        |
| <b>Controlling signaling systems</b> | <b>3,854</b>  | <b>3,847</b>  | <b>+ 7</b>    | <b>+ 0.2</b> |
| thereof DB Netze Track               | 3,849         | 3,842         | + 7           | + 0.2        |
| Systems for shunting                 | 166           | 161           | + 5           | + 3.1        |
| Mechanical interlockings             | 588           | 618           | - 30          | - 4.9        |
| Electromechanical interlockings      | 255           | 274           | - 19          | - 6.9        |
| Relay interlockings                  | 1,191         | 1,202         | - 11          | - 0.9        |
| Electronic interlockings             | 1,474         | 1,433         | + 41          | + 2.9        |
| Other                                | 180           | 159           | + 21          | + 13.2       |
| <b>Level crossings</b>               | <b>13,624</b> | <b>13,675</b> | <b>- 51</b>   | <b>- 0.4</b> |
| thereof technically protected        | 9,735         | 9,736         | - 1           | -            |
| thereof DB Netze Track               | 13,529        | 13,580        | - 51          | - 0.4        |
| thereof technically protected        | 9,677         | 9,675         | + 2           | -            |
| <b>Noise protection walls (km)</b>   | <b>2,063</b>  | <b>1,995</b>  | <b>+ 68</b>   | <b>+ 3.4</b> |
| <b>Tunnels</b>                       | <b>760</b>    | <b>745</b>    | <b>+ 15</b>   | <b>+ 2.0</b> |
| Subterranean                         | 606           | 588           | + 18          | + 3.1        |
| Above ground                         | 154           | 157           | - 3           | - 1.9        |
| <b>Total length of tunnels (km)</b>  | <b>652.7</b>  | <b>594.7</b>  | <b>+ 58.0</b> | <b>+ 9.8</b> |
| <b>Length of longest tunnel (m)</b>  | <b>10,779</b> | <b>10,779</b> | <b>-</b>      | <b>-</b>     |
| <b>Railway bridges</b>               | <b>25,210</b> | <b>25,180</b> | <b>+ 30</b>   | <b>+ 0.1</b> |
| thereof DB Netze Track               | 25,193        | 25,163        | + 30          | + 0.1        |
| <b>Infrastructure sidings</b>        | <b>2,323</b>  | <b>2,314</b>  | <b>+ 9</b>    | <b>+ 0.4</b> |

<sup>1)</sup> Including Infra Silesia S.A., Rybnik / Poland and UBB Usedomer Bäderbahn GmbH.

## DB Netze Stations

|  | 2022         | 2021         | ± absolute  | ± %          |
|--|--------------|--------------|-------------|--------------|
| <b>PERFORMANCE FIGURES</b>   |              |              |             |              |
| <b>Station stops</b> (million)   | <b>159.8</b> | <b>158.8</b> | <b>+1.0</b> | <b>+0.6</b>  |
| thereof non-Group railways   | 45.1         | 46.1         | -1.0        | -2.2         |
| DB Netze Stations  | 155.9        | 155.5        | +0.4        | +0.3         |
| Other <sup>1)</sup>  | 3.9          | 3.3          | +0.6        | +18.2        |
| <b>FINANCIAL FIGURES</b>   |              |              |             |              |
| <b>Total revenues</b> (€ million)  | <b>1,384</b> | <b>1,285</b> | <b>+99</b>  | <b>+7.7</b>  |
| thereof external revenues  | 593          | 520          | +73         | +14.0        |
| thereof rental and lease revenues  | 350          | 302          | +48         | +15.9        |
| <b>EBITDA adjusted</b> (€ million)   | <b>195</b>   | <b>160</b>   | <b>+35</b>  | <b>+21.9</b> |
| <b>EBIT adjusted</b> (€ million)   | <b>29</b>    | <b>1</b>     | <b>+28</b>  | <b>-</b>     |
| <b>Capital employed</b> as of Dec 31 (€ million)                                       | <b>3,542</b> | <b>3,321</b> | <b>+221</b> | <b>+6.7</b>  |
| <b>Net financial debt</b> as of Dec 31 (€ million)                                     | <b>894</b>   | <b>746</b>   | <b>+148</b> | <b>+19.8</b> |
| <b>Gross capital expenditures</b> (€ million)  | <b>1,434</b> | <b>1,380</b> | <b>+54</b>  | <b>+3.9</b>  |
| <b>Net capital expenditures</b> (€ million)  | <b>397</b>   | <b>297</b>   | <b>+100</b> | <b>+33.7</b> |
| <b>FURTHER KEY FIGURES</b>   |              |              |             |              |
| <b>Facilities quality</b> (grade) <sup>2)</sup>  | <b>2.77</b>  | <b>2.77</b>  | <b>-</b>    | <b>-</b>     |
| <b>Customer satisfaction traffic stations</b><br>(passengers / visitors) (SI)          | <b>71</b>    | <b>73</b>    | <b>-2</b>   | <b>-</b>     |
| <b>Customer satisfaction traffic stations</b><br>(TOCs and transport authorities) (SI) | <b>68</b>    | <b>69</b>    | <b>-1</b>   | <b>-</b>     |
| <b>Customer satisfaction tenants</b> (SI)  | <b>79</b>    | <b>79</b>    | <b>-</b>    | <b>-</b>     |
| <b>Employees</b> as of Dec 31 (FTE)  | <b>6,997</b> | <b>6,811</b> | <b>+186</b> | <b>+2.7</b>  |
| <b>Employees</b> (annual average) (FTE)  | <b>6,972</b> | <b>6,768</b> | <b>+204</b> | <b>+3.0</b>  |
| <b>Employee satisfaction</b> (SI)  | <b>4.0</b>   | <b>-</b>     | <b>-</b>    | <b>-</b>     |
| <b>Share of women</b> as of Dec 31 (%)   | <b>44.0</b>  | <b>44.1</b>  | <b>-0.1</b> | <b>-</b>     |
| <b>Sickness absence rate</b> (%)   | <b>6.9</b>   | <b>5.2</b>   | <b>+1.7</b> | <b>-</b>     |
| <b>Absolute primary energy consumption</b><br>(stations) compared to 2010 (%)          | <b>-30.6</b> | <b>-27.4</b> | <b>-3.2</b> | <b>-</b>     |
| <b>INFRASTRUCTURE</b>  |              |              |             |              |
| <b>Passenger stations</b>  | <b>5,699</b> | <b>5,693</b> | <b>+6</b>   | <b>+0.1</b>  |
| DB Netze Stations  | 5,401        | 5,399        | +2          | -            |
| Other <sup>1)</sup>  | 298          | 294          | +4          | +1.4         |

<sup>1)</sup> DB RegioNetz Infrastruktur GmbH and UBB Usedomer Bäderbahn GmbH.

<sup>2)</sup> Preliminary figures.

## DB Netze Energy

|   | 2022          | 2021          | ± absolute  | ± %          |
|---|---------------|---------------|-------------|--------------|
| <b>PERFORMANCE FIGURES</b>  |               |               |             |              |
| <b>Traction current (16.7 Hz and direct current) (GWh)</b>            | <b>7,515</b>  | <b>7,445</b>  | <b>+70</b>  | <b>+0.9</b>  |
| <b>Traction current pass-through (16.7 Hz) (GWh)</b>                  | <b>2,353</b>  | <b>2,281</b>  | <b>+72</b>  | <b>+3.2</b>  |
| <b>Stationary energy (50 Hz and 16.7 Hz) (GWh)</b>                    | <b>13,809</b> | <b>14,070</b> | <b>-261</b> | <b>-1.9</b>  |
| <b>Diesel fuel (million l)</b>  | <b>382.0</b>  | <b>389.3</b>  | <b>-7.3</b> | <b>-1.9</b>  |
| <b>FINANCIAL FIGURES</b>  |               |               |             |              |
| <b>Total revenues (€ million)</b>                                     | <b>4,200</b>  | <b>3,366</b>  | <b>+834</b> | <b>+24.8</b> |
| thereof external revenues   | 2,451         | 1,808         | +643        | +35.6        |
| <b>EBITDA adjusted (€ million)</b>                                    | <b>185</b>    | <b>254</b>    | <b>-69</b>  | <b>-27.2</b> |
| <b>EBIT adjusted (€ million)</b>                                      | <b>103</b>    | <b>169</b>    | <b>-66</b>  | <b>-39.1</b> |
| <b>Capital employed as of Dec 31 (€ million)</b>                      | <b>1,065</b>  | <b>1,169</b>  | <b>-104</b> | <b>-8.9</b>  |
| <b>Net financial debt as of Dec 31 (€ million)</b>                    | <b>669</b>    | <b>773</b>    | <b>-104</b> | <b>-13.5</b> |
| <b>Gross capital expenditures (€ million)</b>                         | <b>303</b>    | <b>340</b>    | <b>-37</b>  | <b>-10.9</b> |
| <b>Net capital expenditures (€ million)</b>                           | <b>75</b>     | <b>66</b>     | <b>+9</b>   | <b>+13.6</b> |
| <b>FURTHER KEY FIGURES</b>  |               |               |             |              |
| <b>Supply reliability<sup>1)</sup> (%)</b>                            | <b>99.99</b>  | <b>99.99</b>  | <b>-</b>    | <b>-</b>     |
| <b>Customer satisfaction (SI)</b>                                     | <b>79</b>     | <b>79</b>     | <b>-</b>    | <b>-</b>     |
| Traction current and diesel (SI)                                      | 73            | 77            | -4          | -            |
| Electricity and gas plus (Group customers) (SI)                       | 79            | 80            | -1          | -            |
| <b>Employees as of Dec 31 (FTE)</b>                                   | <b>1,943</b>  | <b>1,900</b>  | <b>+43</b>  | <b>+2.3</b>  |
| <b>Employees (annual average) (FTE)</b>                               | <b>1,915</b>  | <b>1,892</b>  | <b>+23</b>  | <b>+1.2</b>  |
| <b>Employee satisfaction (SI)</b>                                     | <b>4.0</b>    | <b>-</b>      | <b>-</b>    | <b>-</b>     |
| <b>Share of women as of Dec 31 (%)</b>                                | <b>15.0</b>   | <b>13.9</b>   | <b>+1.1</b> | <b>-</b>     |
| <b>Sickness absence rate (%)</b>                                      | <b>4.6</b>    | <b>3.3</b>    | <b>+1.3</b> | <b>-</b>     |
| <b>Share of renewable energies in the DB traction current mix (%)</b> | <b>65.2</b>   | <b>62.4</b>   | <b>+2.8</b> | <b>-</b>     |
| <b>INFRASTRUCTURE</b>   |               |               |             |              |
| <b>Traction current grid (km)</b>                                     | <b>7,956</b>  | <b>7,936</b>  | <b>+20</b>  | <b>+0.3</b>  |
| <b>Power, converter and transformer stations</b>                      | <b>54</b>     | <b>53</b>     | <b>+1</b>   | <b>+1.9</b>  |
| <b>Transformer substations</b>  | <b>190</b>    | <b>187</b>    | <b>+3</b>   | <b>+1.6</b>  |
| <b>Rectifiers</b>   | <b>117</b>    | <b>117</b>    | <b>-</b>    | <b>-</b>     |
| <b>Transformer stations</b>   | <b>1,834</b>  | <b>1,808</b>  | <b>+26</b>  | <b>+1.4</b>  |
| <b>Gas stations</b>   | <b>180</b>    | <b>185</b>    | <b>-5</b>   | <b>-2.7</b>  |
| <b>Mean voltage networks with transformer stations</b>                | <b>165</b>    | <b>171</b>    | <b>-6</b>   | <b>-3.5</b>  |
| <b>Train preheating plants</b>  | <b>141</b>    | <b>161</b>    | <b>-20</b>  | <b>-12.4</b> |

<sup>1)</sup> Preliminary figures (not rounded).

# 10-YEAR SUMMARIES

## Rail performance figures

|  | 2022          | 2021          | 2020          | 2019          |
|--|---------------|---------------|---------------|---------------|
| <b>PASSENGER TRANSPORT</b>   |               |               |               |               |
| <b>Passengers</b> (million)  | <b>1,980</b>  | <b>1,413</b>  | <b>1,499</b>  | <b>2,603</b>  |
| DB Long-Distance   | 132           | 82            | 81            | 151           |
| Regional transport<br>(DB Regional and other)                              | 1,605         | 1,121         | 1,215         | 1,972         |
| Regional transport<br>(DB Arriva)  | 243           | 210           | 202           | 480           |
| <b>Volume sold</b><br>(million pkm)  | <b>82,642</b> | <b>50,831</b> | <b>51,933</b> | <b>98,402</b> |
| DB Long-Distance   | 41,720        | 24,762        | 23,542        | 44,151        |
| Regional transport<br>(DB Regional and other)                              | 34,754        | 21,407        | 23,897        | 41,634        |
| Regional transport<br>(DB Arriva)  | 6,167         | 4,663         | 4,494         | 12,617        |
| <b>FREIGHT TRANSPORT</b>   |               |               |               |               |
| <b>Freight carried</b> (million t)   | <b>222.3</b>  | <b>226.5</b>  | <b>213.1</b>  | <b>232.0</b>  |
| <b>Volume sold</b><br>(million tkm)  | <b>84,468</b> | <b>84,850</b> | <b>78,670</b> | <b>85,005</b> |
| <b>INFRASTRUCTURE</b>  |               |               |               |               |
| <b>Train kilometers on track infrastructure</b><br>(million train-path km) | <b>1,133</b>  | <b>1,109</b>  | <b>1,066</b>  | <b>1,090</b>  |
| thereof non-Group railways   | 420           | 414           | 386           | 368           |

## Employees

|                                  | 2022    | 2021    | 2020    | 2019    |
|----------------------------------|---------|---------|---------|---------|
| <b>FULL-TIME EMPLOYEES (FTE)</b> |         |         |         |         |
| Annual average                   | 324,360 | 323,605 | 321,889 | 322,378 |
| As of Dec 31                     | 324,136 | 323,716 | 322,768 | 323,944 |
| <b>NATURAL PERSONS (NP)</b>      |         |         |         |         |
| Annual average                   | 337,562 | 337,129 | 335,646 | 335,842 |
| As of Dec 31                     | 336,884 | 336,990 | 336,278 | 337,911 |





|  | 2018          | 2017          | 2016          | 2015          | 2014           | 2013           |
|--|---------------|---------------|---------------|---------------|----------------|----------------|
|  | <b>2,581</b>  | <b>2,564</b>  | <b>2,365</b>  | <b>2,251</b>  | <b>2,254</b>   | <b>2,235</b>   |
|  | 148           | 142           | 139           | 132           | 129            | 131            |
|  | 1,940         | 1,933         | 1,883         | 1,883         | 1,902          | 1,885          |
|  | 494           | 488           | 343           | 236           | 223            | 219            |
|  | <b>97,707</b> | <b>95,854</b> | <b>91,651</b> | <b>88,636</b> | <b>88,407</b>  | <b>88,746</b>  |
|  | 42,827        | 40,548        | 39,516        | 36,975        | 36,102         | 36,777         |
|  | 41,880        | 41,972        | 40,905        | 42,681        | 43,667         | 43,660         |
|  | 12,999        | 13,334        | 11,230        | 8,980         | 8,638          | 8,309          |
|  | <b>255.5</b>  | <b>271.0</b>  | <b>277.4</b>  | <b>300.2</b>  | <b>329.1</b>   | <b>390.1</b>   |
|  | <b>88,237</b> | <b>92,651</b> | <b>94,698</b> | <b>98,445</b> | <b>102,871</b> | <b>104,259</b> |
|  |               |               |               |               |                |                |
|  | <b>1,086</b>  | <b>1,073</b>  | <b>1,068</b>  | <b>1,054</b>  | <b>1,044</b>   | <b>1,035</b>   |
|  | 349           | 331           | 322           | 290           | 261            | 247            |
|  |               |               |               |               |                |                |
|  | 2018          | 2017          | 2016          | 2015          | 2014           | 2013           |
|  | 316,901       | 308,671       | 302,204       | 297,170       | 296,094        | 293,765        |
|  | 318,528       | 310,935       | 306,368       | 297,202       | 295,763        | 295,653        |
|  |               |               |               |               |                |                |
|  | 329,606       | 322,443       | 313,338       | 308,097       | 307,309        | 304,993        |
|  | 331,568       | 323,381       | 318,332       | 308,373       | 306,966        | 306,919        |

## Statement of income

| € million  | 2022         | 2021         | 2020           | 2019         |
|--|--------------|--------------|----------------|--------------|
| Revenues   | 56,296       | 47,075       | 39,901         | 44,430       |
| Inventory changes and internally produced and capitalized assets | 4,129        | 3,884        | 3,564          | 3,166        |
| Overall performance  | 60,425       | 50,959       | 43,465         | 47,596       |
| Other operating income   | 4,541        | 5,901        | 3,439          | 3,030        |
| Cost of materials  | - 33,623     | - 28,419     | - 22,757       | - 22,262     |
| Personnel expenses   | - 20,300     | - 19,219     | - 18,297       | - 18,152     |
| Depreciation, amortization and impairments <sup>1)</sup>         | - 3,998      | - 3,804      | - 5,372        | - 3,671      |
| Other operating expenses <sup>1)</sup>                           | - 5,777      | - 5,716      | - 5,235        | - 5,157      |
| <b>Operating profit/loss (EBIT)</b>                              | <b>1,268</b> | <b>- 298</b> | <b>- 4,757</b> | <b>1,384</b> |
| Result from investments accounted for using the equity method    | - 5          | - 10         | - 21           | - 12         |
| Net interest income <sup>1)</sup>                                | - 351        | - 528        | - 615          | - 655        |
| Other financial result   | 20           | 48           | - 91           | - 36         |
| <b>Financial result</b>  | <b>- 336</b> | <b>- 490</b> | <b>- 727</b>   | <b>- 703</b> |
| <b>Profit/loss before taxes on income</b>                        | <b>932</b>   | <b>- 788</b> | <b>- 5,484</b> | <b>681</b>   |
| Taxes on income  | - 1,159      | - 123        | - 223          | - 1          |
| <b>Net profit/loss for the year</b>                              | <b>- 227</b> | <b>- 911</b> | <b>- 5,707</b> | <b>680</b>   |
| Dividend payment (for previous year)                             | -            | -            | 650            | 650          |

<sup>1)</sup> Limited comparability to previous years' figures from 2019 onwards due to IFRS 16 effect (inclusion of leasing activities).

## Operating profit figures/ Key economic performance indicators

| € million   | 2022   | 2021    | 2020    | 2019   |
|---|--------|---------|---------|--------|
| EBITDA adjusted <sup>1)</sup>                       | 5,210  | 2,287   | 1,002   | 5,436  |
| EBIT adjusted                                       | 1,253  | - 1,552 | - 2,903 | 1,837  |
| Capital employed as of Dec 31 <sup>1)</sup>         | 45,289 | 43,020  | 41,764  | 42,999 |
| Return on capital employed (ROCE) <sup>1)</sup> (%) | 2.8    | - 3.6   | - 7.0   | 4.3    |
| Debt coverage (%)                                   | 13.1   | 4.3     | 0.8     | 15.3   |
| Gearing <sup>1)</sup> (%)                           | 196    | 274     | 404     | 162    |
| Net debt/EBITDA adjusted <sup>1)</sup> (multiple)   | 6.3    | 15.4    | 36.8    | 5.6    |

<sup>1)</sup> Limited comparability to previous years' figures from 2019 onwards due to IFRS 16 effect (inclusion of leasing activities).



|  | 2018         | 2017         | 2016         | 2015           | 2014         | 2013         |
|--|--------------|--------------|--------------|----------------|--------------|--------------|
|  | 44,065       | 42,693       | 40,557       | 40,403         | 39,728       | 39,107       |
|  | 3,091        | 2,900        | 2,741        | 2,699          | 2,694        | 2,649        |
|  | 47,156       | 45,593       | 43,298       | 43,102         | 42,422       | 41,756       |
|  | 2,998        | 2,954        | 2,834        | 2,772          | 2,824        | 2,853        |
|  | - 22,258     | - 21,457     | - 20,101     | - 20,208       | - 20,250     | - 20,414     |
|  | - 17,301     | - 16,665     | - 15,876     | - 15,599       | - 14,919     | - 14,383     |
|  | - 2,688      | - 2,847      | - 3,017      | - 4,471        | - 3,190      | - 3,228      |
|  | - 6,088      | - 5,890      | - 5,677      | - 5,750        | - 5,057      | - 4,817      |
|  | <b>1,819</b> | <b>1,688</b> | <b>1,461</b> | <b>- 154</b>   | <b>1,830</b> | <b>1,767</b> |
|  | 12           | 14           | 33           | 22             | 8            | 3            |
|  | - 645        | - 704        | - 772        | - 800          | - 898        | - 879        |
|  | - 14         | - 30         | - 16         | 0              | - 3          | - 15         |
|  | <b>- 647</b> | <b>- 720</b> | <b>- 755</b> | <b>- 778</b>   | <b>- 893</b> | <b>- 891</b> |
|  | <b>1,172</b> | <b>968</b>   | <b>706</b>   | <b>- 932</b>   | <b>937</b>   | <b>876</b>   |
|  | - 630        | - 203        | 10           | - 379          | 51           | - 227        |
|  | <b>542</b>   | <b>765</b>   | <b>716</b>   | <b>- 1,311</b> | <b>988</b>   | <b>649</b>   |
|  | 450          | 600          | 850          | 700            | 200          | 525          |
|  | 2018         | 2017         | 2016         | 2015           | 2014         | 2013         |
|  | 4,739        | 4,930        | 4,797        | 4,778          | 5,110        | 5,139        |
|  | 2,111        | 2,152        | 1,946        | 1,759          | 2,109        | 2,236        |
|  | 36,657       | 35,093       | 33,066       | 33,459         | 33,683       | 33,086       |
|  | 5.8          | 6.1          | 5.9          | 5.3            | 6.3          | 6.8          |
|  | 17.6         | 18.7         | 18.1         | 19.0           | 20.3         | 20.8         |
|  | 144          | 131          | 139          | 130            | 112          | 110          |
|  | 4.8          | 4.5          | 4.6          | 4.3            | 4.0          | 3.9          |

## Cash flow/Capital expenditures

| € million   | 2022   | 2021   | 2020   | 2019   |
|---|--------|--------|--------|--------|
| Cash flow from operating activities <sup>1)</sup> | 5,644  | 3,900  | 1,420  | 3,278  |
| Gross capital expenditures <sup>1)</sup>          | 15,353 | 15,387 | 14,402 | 13,093 |
| Net capital expenditures <sup>1)</sup>            | 6,750  | 6,342  | 5,886  | 5,646  |

<sup>1)</sup> Limited comparability to previous years' figures from 2019 onwards due to IFRS 16 effect (inclusion of leasing activities).

## Balance sheet

| AS OF DEC 31 / € million  | 2022   | 2021   | 2020   | 2019   |
|---|--------|--------|--------|--------|
| Non-current assets <sup>1)</sup>  | 59,044 | 56,149 | 52,964 | 53,213 |
| thereof property, plant and equipment and intangible assets <sup>1)</sup> | 55,122 | 52,487 | 49,994 | 50,485 |
| thereof deferred tax assets   | 510    | 1,305  | 1,164  | 1,246  |
| Current assets  | 17,259 | 15,694 | 12,471 | 12,615 |
| thereof cash and cash equivalents   | 5,138  | 4,591  | 3,411  | 3,993  |
| Equity  | 14,679 | 10,621 | 7,270  | 14,927 |
| thereof hybrid capital  | 2,002  | 2,002  | 2,002  | 1,997  |
| Equity ratio <sup>1)</sup> (%)  | 19.2   | 14.8   | 11.1   | 22.7   |
| Non-current liabilities <sup>1)</sup>                                     | 39,145 | 39,631 | 37,686 | 32,820 |
| thereof financial debt <sup>1)</sup>                                      | 31,186 | 30,322 | 27,070 | 23,977 |
| thereof pension obligations   | 2,970  | 5,031  | 6,517  | 5,354  |
| Current liabilities <sup>1)</sup>   | 22,479 | 21,591 | 20,479 | 18,081 |
| thereof financial debt <sup>1)</sup>                                      | 4,087  | 4,164  | 6,254  | 4,716  |
| Net financial debt <sup>1)</sup>  | 28,827 | 29,107 | 29,345 | 24,175 |
| Total assets <sup>1)</sup>  | 76,303 | 71,843 | 65,435 | 65,828 |

<sup>1)</sup> Limited comparability to previous years' figures from 2019 onwards due to IFRS 16 effect (inclusion of leasing activities).



|  | 2018   | 2017   | 2016  | 2015  | 2014  | 2013  |
|--|--------|--------|-------|-------|-------|-------|
|  | 3,371  | 2,329  | 3,648 | 3,489 | 3,896 | 3,730 |
|  | 11,205 | 10,464 | 9,510 | 9,344 | 9,129 | 8,224 |
|  | 3,996  | 3,740  | 3,320 | 3,866 | 4,442 | 3,412 |

|  | 2018   | 2017   | 2016   | 2015   | 2014   | 2013   |
|--|--------|--------|--------|--------|--------|--------|
|  | 46,646 | 45,625 | 45,290 | 45,199 | 45,530 | 43,949 |

|  |        |        |        |        |        |        |
|--|--------|--------|--------|--------|--------|--------|
|  | 44,487 | 43,207 | 42,575 | 42,821 | 43,217 | 41,811 |
|--|--------|--------|--------|--------|--------|--------|

|  |        |        |        |        |        |       |
|--|--------|--------|--------|--------|--------|-------|
|  | 1,032  | 1,416  | 1,511  | 1,335  | 1,604  | 1,404 |
|  | 11,881 | 10,811 | 11,034 | 10,860 | 10,353 | 8,945 |

|  |        |        |        |        |        |        |
|--|--------|--------|--------|--------|--------|--------|
|  | 3,544  | 3,397  | 4,450  | 4,549  | 4,031  | 2,861  |
|  | 13,592 | 14,238 | 12,657 | 13,445 | 14,525 | 14,912 |
|  | -      | -      | -      | -      | -      | -      |

|  |        |        |        |        |        |        |
|--|--------|--------|--------|--------|--------|--------|
|  | 23.2   | 25.2   | 22.5   | 24.0   | 26.0   | 28.2   |
|  | 29,104 | 27,510 | 28,525 | 28,091 | 28,527 | 26,284 |
|  | 20,626 | 19,716 | 20,042 | 19,753 | 19,173 | 18,066 |

|  |        |        |        |        |        |        |
|--|--------|--------|--------|--------|--------|--------|
|  | 4,823  | 3,940  | 4,522  | 3,688  | 4,357  | 3,164  |
|  | 15,831 | 14,688 | 15,142 | 14,523 | 12,831 | 11,698 |
|  | 2,618  | 2,360  | 2,439  | 2,675  | 1,161  | 1,247  |
|  | 19,549 | 18,623 | 17,624 | 17,491 | 16,212 | 16,362 |
|  | 58,527 | 56,436 | 56,324 | 56,059 | 55,883 | 52,894 |

## Strong Rail top targets

|  | 2022   | 2021   | 2020   | 2019   | 2018   | 2017   | 2016   | 2015   |
|--|--------|--------|--------|--------|--------|--------|--------|--------|
| <b>SHIFT IN MODE OF TRANSPORT (RAIL IN GERMANY)</b>              |        |        |        |        |        |        |        |        |
| Passengers (long-distance) (million)                             | 132.0  | 81.9   | 81.3   | 150.7  | 147.9  | 142.2  | 139.0  | 131.9  |
| Passengers (regional) (million)                                  | 1,605  | 1,121  | 1,215  | 1,972  | 1,940  | 1,933  | 1,883  | 1,833  |
| Volume sold rail freight transport (million tkm)                 | 59,607 | 60,324 | 56,224 | 60,702 | 64,169 | 67,566 | 68,630 | 71,039 |
| Train kilometers on track infrastructure (million train-path km) | 1,133  | 1,109  | 1,066  | 1,090  | 1,085  | 1,073  | 1,067  | 1,054  |
| <b>CUSTOMER SATISFACTION (RAIL IN GERMANY) (SI)</b>              |        |        |        |        |        |        |        |        |
| DB Long-Distance   | 74.8   | 77.8   | 80.2   | 76.5   | 77.1   | 77.2   | 76.7   | 75.1   |
| DB Regional  | 70.1   | 71.6   | 69.0   | 66.1   | 66.3   | 68.1   | 68.6   | 71.3   |
| DB Cargo <sup>1)</sup>   | 67     | 70     | 68     | 61     | 60     | 67     | -      | 64     |
| <b>PUNCTUALITY (RAIL IN GERMANY) (%)</b>                         |        |        |        |        |        |        |        |        |
| DB Long-Distance   | 65.2   | 75.2   | 81.8   | 75.9   | 74.9   | 78.5   | 78.9   | 74.4   |
| DB Regional  | 91.8   | 94.3   | 95.6   | 94.3   | 94.0   | 94.4   | 94.8   | 94.2   |
| DB Cargo (Germany)   | 66.1   | 69.8   | 77.6   | 73.8   | 72.9   | 73.4   | 76.2   | 72.9   |
| <b>ENVIRONMENTAL (RAIL IN GERMANY)</b>                           |        |        |        |        |        |        |        |        |
| Share of renewable energies in the DB traction current mix (%)   | 65.2   | 62.4   | 61.4   | 60.1   | 57.2   | 44.0   | 42.0   | 42.0   |
| <b>SOCIAL</b>  |        |        |        |        |        |        |        |        |
| Employee satisfaction <sup>2)</sup> (SI)                         | 3.9    | -      | 3.9    | -      | 3.7    | -      | 3.7    | -      |
| <b>ECONOMIC</b>  |        |        |        |        |        |        |        |        |
| ROCE <sup>3)</sup> (%)   | 2.8    | -3.6   | -7.0   | 4.3    | 5.8    | 6.1    | 5.9    | 5.3    |
| Debt coverage (%)  | 13.1   | 4.3    | 0.8    | 15.3   | 17.6   | 18.7   | 18.1   | 19.0   |

<sup>1)</sup> Survey annually from 2017 onwards.

<sup>2)</sup> The employee survey is conducted every two years.

<sup>3)</sup> Limited comparability to previous years' figures from 2019 onwards due to IFRS 16 effect (inclusion of leasing activities).



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## Service numbers

### DB SERVICE NUMBER

+49-30-2 97-0 — Our service number gives you direct access to all of our telephone services (local rate charges apply). These services include general information, booking of train tickets, finding train times, our customer dialogue and our frequent traveler system (BahnCard).



Leisure and business travelers can find further contact information online.

### SOCIAL MEDIA

#### DB Group

DB Group has an extensive presence on various social media channels: Facebook, Instagram, YouTube, TikTok, LinkedIn and Twitter.

#### Passenger transport

Our passenger transport is available on various social media channels for conversations, discussions, and for service and product questions: on Facebook, Instagram, YouTube, Twitter and LinkedIn.

### List of abbreviations

|                |   |
|----------------|---|
| <b>Bus km</b>  | Bus kilometers                              |
| <b>EC</b>      | Eurocity                                    |
| <b>ESG</b>     | Environmental, Social, Governance           |
| <b>FTE</b>     | Full-time employees                         |
| <b>GWh</b>     | Gigawatt hour                               |
| <b>ICE</b>     | Intercity Express                           |
| <b>IFRS</b>    | International Financial Reporting Standards |
| <b>NP</b>      | Natural persons                             |
| <b>Pkm</b>     | Passenger kilometers                        |
| <b>SI</b>      | Satisfaction index                          |
| <b>t</b>       | Tons  |
| <b>TEU</b>     | Twenty-foot equivalent unit                 |
| <b>tkm</b>     | Ton kilometers                              |
| <b>TOC</b>     | Train operating company                     |
| <b>V brake</b> | Composite brake shoes                       |

# FINANCIAL CALENDAR

## July 27, 2023

Interim Results Press Conference,  
publication of the  
Integrated Interim Report  
January–June 2023

Investor Relations  
[db.de/ir-e](https://db.de/ir-e) 



## March 21, 2024

Annual Results Press Conference,  
publication of the  
2023 Integrated Report

2022 Integrated Report  
[db.de/ib-e](https://db.de/ib-e) 



## SUSTAINABLE PRODUCTION



### Paper from certified sustainable production.

The printing company is certified according to FSC® and PEFC standards. Each year, suitable audits are performed to review compliance with the strict rules in place for handling certified paper.



### Mineral oil-free printing inks.

This brochure was printed using mineral oil-free inks based on renewable raw materials.



### Conserving resources.

Using no-process printing plates saves on development, cleaning and rubberizing after exposure. Chemicals and fresh water are no longer used to wash the printing plates, and power consumption is being reduced.



### Energy-efficient printing.

An energy management strategy has been implemented at the printing company and an energy audit was carried out in accordance with DIN EN 16247-1.

## Imprint


Concept, editing: Deutsche Bahn AG, Investor Relations  
and Sustainable Finance, Berlin


Design concept, typesetting: Studio Delhi, Mainz

Proofreading: AdverTEXT, Düsseldorf

Lithography: Koch Prepress GmbH, Wiesbaden

Printing: W. Kohlhammer Druckerei GmbH + Co. KG, Stuttgart

Photography:  Cover page DB AG / Andreas Labes

 2 DB AG / Pablo Castagnola

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