Research Update:

Deutsche Bahn 'AA-/A-1+' Ratings Affirmed After Schenker Disposal Announcement; Outlook Positive

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Rating Action Overview

- On Sept. 13, 2024, Deutsche Bahn AG (DB) agreed to sell 100% of its logistics subsidiary DB Schenker (40% of DB's EBITDA in 2024) for €14.3 billion-€14.8 billion, which the company expects to close in 2025, subject to approvals.
- We see the sale overall positive for our rating because it will allow DB to focus on the more stable German core rail operations and use the proceeds to deleverage, while supporting increasing importance and alignment with the German government.
- We expect funds from operations (FFO) to debt to stabilize above 9% on average after the transaction in 2025, broadly in line with our previous expectations, although DB's financial metrics' recovery from current subdued levels will significantly depend on the transaction's execution and the ongoing implementation of the group's investment plan and efficiency measures in the core rail business.
- We see government support to DB strengthening since the company remains central to the government's climate goals, and we expect DB Schenker's disposal will further facilitate this massive support. This includes the €20 billion equity injections planned over 2024-2029 (excluding the additional €4.5 billion equity increase replacing investment grants in 2025), as well as adjustments in the legal framework for DB's financing needs.
- We affirmed our 'AA-/A-1+' ratings on DB, the 'AA-' issue ratings on its senior unsecured debt, and the 'BB+' on the hybrid note.
- The positive outlook reflects our expectation of DB's gradually increasing role for the German government, which could lead us to factor a stronger likelihood of extraordinary state support from the government to DB in the rating.

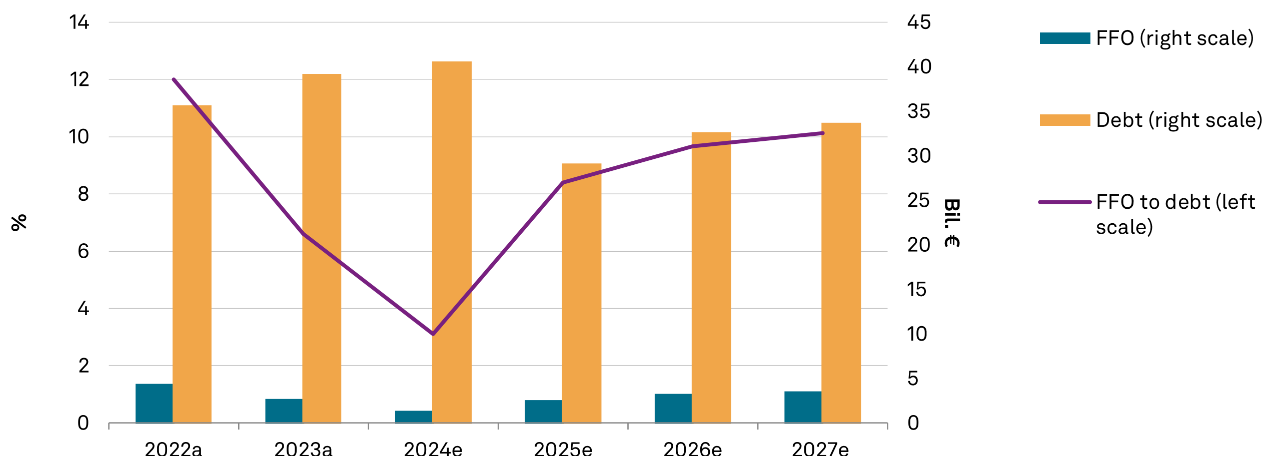
Rating Action Rationale

The sale of DB Schenker is in line with the company's previously articulated strategy. On Sept. 13, 2024, DB announced it had signed an agreement to sell its logistics subsidiary DB Schenker to DSV A/S for an enterprise value of €14.3 billion (€14.8 billion including expected interest income

until the transaction's completion). DB Schenker is one of the largest freight forwarding and logistics services companies worldwide with about €19 billion of revenue and a 10% reported EBITDA margin in 2023, which contributed over 40% of DB's EBITDA in recent years. The sale announcement follows a prolonged period of negotiations with potential buyers, indicates DB's long-articulated plans to focus on its core business and its "Strong Rail" strategy, and is in line with previously communicated plans to keep the disposal proceeds within DB group and to significantly reduce debt. That said, execution uncertainties cannot be ruled out, given the sheer size and complexity of this transaction, including specific timeframe, precise ways to address any related social and labor issues, and the exact amount of expected interest income to be included in disposal proceeds. We understand that the transaction is still subject to necessary approvals, including by the supervisory board and according to the Federal Budget Code. Most importantly, we will continue to monitor DB's specific post-disposal deleveraging plans and any impact on capital expenditure (capex) program execution and government funding, as well as any interim financing.

DB's re-focus on the inherently less volatile core rail operations supports improved earnings stability in our view. The disposal of the logistics subsidiary will strengthen DB's focus on the core railway business, which we view as more stable compared with DB Schenker's riskier, inherently cyclical, and volatile logistics business. Following the sale, DB would remain a dominant passenger transportation company, keep its monopoly position as infrastructure owner of all rail tracks and stations in the country, and continue to benefit from a supportive regulatory framework where capital spending is significantly state funded, and the strong ongoing government support it receives because of its key role for the government. Although in recent years, DB Schenker's contribution to the group's EBITDA has been above 40% of the total consolidated amount, we have always viewed this as a temporarily elevated and uncharacteristic situation. Our projections of DB's future EBITDA evolution continue to be driven by expected profitability enhancements for DB's core rail business, as the group progresses with its efficiency measures and punctuality improvements and benefits from ongoing investments. As a reference, S&P Global Ratings-adjusted EBITDA margin was 16.3% for the integrated rail system in 2019 versus 6.3% for DB Schenker alone.

We expect DB's stand-alone credit profile (SACP) to remain in line with our 'bbb' assessment after the DB Schenker disposal reflecting average FFO to debt stabilizing above 9% after the transaction closes in 2025. DB has reiterated its plans to apply the expected net €11.4-€11.8 billion disposal proceeds toward debt reduction and funding capex over 2025-2026, so we expect that after the transaction is finalized in 2025, the group's average FFO to debt will eventually stabilize above 9%, implying broadly neutral impact on our assessment of the group's financial risk profile. We expect DB's 2024 financial metrics will be significantly affected by the disposal (including the timing difference between the date of deconsolidation and receipt of disposal proceeds) and therefore we focus on the post-disposal performance within the more permanent group perimeter. We expect the SACP on DB will remain in line with a 'bbb' assessment following the sale and with improved headroom in the medium term as the group's operating efficiency improves.



Note: Adjusted by S&P Global Ratings. FFO--Funds from operations. a--Actual. e-Estimate.Source: S&P Global Ratings.

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DB's future earnings will depend on the company's success in delivering operating efficiencies. After the relatively weak metrics posted in 2023 and the first half of 2024, we expect profitability of DB's core business to recover in the coming quarters and years as DB's ongoing modernization capex addresses existing infrastructure bottlenecks, while efficiency measures and cost-cutting measures gain traction, supporting margin improvement in the transportation business units. The group just unveiled a few concrete target measures to improve rail operations earnings including reducing infrastructure-related delays by 20% and improving punctuality at DB Long-Distance by 75%-80%, translating to an EBIT of €2 billion by 2027. These targets present some upside to our base case. DB's metrics have been distorted in 2023 by prefinancing of €1.5 billion of infrastructure capex and €1.1 billion of maintenance expense. We understand that compensation of these expenses will be paid out in the second half of 2024. This is in addition to the second tranche of the equity increase for 2024 (€ 2.5 billion including funds from climate action program). We believe DB still faces some uncertainties as regards recovery trajectory of the rail business, depending on the actual outcome of ongoing efficiency, reliability, and punctuality measures, as well as the impact of ongoing upgrade and modernization works could bring to transportation volumes and margins. This will impact the speed of improvements in DB's metrics after the current trough and the company's ability to stabilize metrics above 9% which we would view as commensurate with the current 'bbb' SACP assessment.

We expect very solid government funding to continue and not to be backtracked or replaced by the DB Schenker disposal proceeds. We understand that the DB Schenker sale does not derail the government's plan to continue providing extensive funding to DB. Continuing government funding in line with the current plan would be important for DB's ability to maintain financial metrics commensurate with the current SACP, as well as for our view on further strengthening of government support that we include in our rating on DB. More specifically, we expect the government to stick to its plan of providing €20 billion equity injections to DB over 2024-2029 (excluding the additional €4.5 billion equity increase replacing investment grants in 2025) to cover

the group's additional capex requirements, as well as additional infrastructure measures to offset operating expenditure prepayments made by DB in 2023. Of this, about €4.4 billion is already included in the 2024 budget, and another €5.9 billion is included in the 2025 draft budget (excluding the additional €4.5 billion equity increase replacing investment grants in 2025). We would see the government's funding support to DB as further evidence of strengthening likelihood of support. Still, we will continue to monitor the implementation of the government support plan and any timing issues in government funding. We believe that, given the size of the planned funding, timing differences could trigger some volatility in the company's financials. We also expect to gain some clarity on final terms and conditions of the 1.5% 34-year €3 billion loan to be granted by the government to DB in 2025, which we reflect as debt in our current base case.

We view the decision to retain the massive disposal proceeds within the DB group to reduce its debt and DB's refocus on core business as a signs of strengthening government support. According to the supervisory board resolution from November 2023, with further confirmation after the transaction announcement, DB plans to retain all proceeds from the planned sale in the group mainly to reduce debt. We view this as a form of government support to the company. The announced disposal of DB Schenker, as well as the sale, completed earlier in 2024, of DB Arriva for about €1.2 billion emphasizes the government's focus on DB's core rail business in Germany, where DB is integral to achieving the country's environmental, economic, and social goals. We understand that DB plays a pivotal role in the government's plans for modernizing the country's infrastructure and accelerating energy transition in the transport sector, which could contribute to a higher likelihood of government support on the back of the current disposal and ongoing changes in the government support framework. Together with amendments to the Federal Railways Expansion Act passed in June 2024 and the new InfraPlan 2025-2029, this strengthens the government's involvement in DB's strategy and helps coordinate DB's infrastructure funding requirements with the government's transport policy goals.

In our view, uncertainties and execution risks remain, considering the size and complexity of the ongoing DB Schenker disposal. We understand that management expects to close the transaction in 2025. Although there seems to be broad consensus around the general direction, the transaction is still subject to necessary approvals, and specific deleveraging decisions are yet to be confirmed and announced. Also, we will continue to monitor the progress and timing of the DB Schenker disposal, the eventual price to be received (including any execution interest), and how labor, social, and technical issues will be addressed. DB's capex plans and upcoming government funding in coming quarters may impact DB's metrics or the speed of deleveraging.

Outlook

The positive outlook reflects our view that the importance of DB's role to the German government could further increase, which could lead to a higher likelihood of extraordinary government support. This could provide rating upside for the company if, after the DB Schenker disposal is complete, DB's credit metrics stabilize above 9% thanks to deleveraging from disposal proceeds, continuing equity infusions by the government, and improvements in the core rail business, in line with our base-case expectations and despite execution and volatility risks.

This is based on our opinion that the government's focus on DB's role in the country's infrastructure and mobility transition is strengthening, along with the legal framework for government financing of DB, because DB Schenker's disposal could further reinforce the focus on DB's core rail business. Strengthening government support is illustrated by the €20 billion

additional equity injections over 2024-2029 (excluding the additional €4.5 billion equity increase replacing investment grants in 2025) announced by the government and other measures, which we do not expect to be impaired or replaced by the ongoing DB Schenker disposal and contribute to further deleveraging.

Also, we expect further strengthening of government's oversight of DB strategy, which will be increasingly centered on the core rail business, and growing coordination between the government and DB over infrastructure development and financing needs. Despite ongoing discussions on the German debt brake, we believe the German government has the means to support DB further on a higher level in the medium-term.

The outlook also reflects our view that the company's credit metrics will stabilize due to gradual margin recovery at the passenger transportation segments from ongoing construction works on highly frequented corridors, strong cost controls, efficiency measures, and ongoing government support. This should translate in FFO to debt improving to above 9% on average after the transaction's close in 2025.

Upside scenario

We could upgrade DB if:

- DB's SACP stabilizes, with FFO to debt improving to above 9% on average beyond 2025, as proceeds from the DB Schenker disposal, continuing government funding, and gradual recovery of the core rail business performance support deleveraging in line with our base-case scenario; or
- We see further evidence that the importance of DB's role to the German government has increased, including support being implemented with no backtracking because of, for example the German debt brake rule or if DB Schenker disposal proceeds effectively replace government injections as a funding source for DB's capex.

Downside scenario

We would consider revising our outlook on DB to stable under any of the following circumstances:

- DB's deleveraging is hampered by any significant backtracking on the announced government support for DB's investments and operations, or any changes in the use of DB Schenker disposal proceeds.
- The group cannot stabilize its credit metrics and improve its FFO to debt to above 9% on average beyond 2025-2026; this could follow from materially lower traffic volume growth than anticipated, or if DB's cost-saving initiatives and cost efficiency measures cannot contain earnings pressures from the current inflationary environment. It could also occur if, despite substantial investments, the company failed to improve its competitiveness, attract more passengers, and improve profitability such that leverage remains materially higher than what we expect.
- The company's link with, or role for, the state weakened compared with what we currently expect.

Company Description

DB is Germany's integrated rail company and the second-largest passenger transport company in Europe. It owns and manages Germany's rail network and is the country's dominant rail passenger and freight operator. Although DB is an integrated company, its railway transport services and infrastructure companies operate separately, in line with the fourth European Railway Package.

With about €45.2 billion of reported revenue and €2.9 billion of adjusted EBITDA in 2023 (negatively affected by €1.1 billion of pre-financed maintenance expense), DB is one of the largest rail and logistics companies in the world, operating in more than 130 countries.

DB generated about 56% of its EBITDA from DB Schenker, followed by 33% of its EBITDA from passenger transport services in Germany (including 19% of EBITDA from regional rail transportation services and 14% from long-distance rail passenger transport). The remainder was from DB Energy, at about 7%, and other segments (4%). The infrastructure segment includes DB Netze Track and DB Netze Stations, which were merged into DB InfraGo Jan. 1, 2024, and had a negative contribution of €415 million, mainly due to the pre-financing of €1.1 billion of maintenance expense. DB Cargo had a negative contribution of €74 million. The sale of international rail and bus operator DB Arriva was completed on May 31, 2024 (and was classified as discontinued operations in 2023).

Our Base-Case Scenario

Assumptions

- We assume DB Schenker to already be classified as discontinued operations in 2024, and €11.8 billion disposal proceeds to be received by DB in 2025 (including debt and factoring at DB Schenker level). We reflect that all the proceeds from the sale will be applied to debt repayment (including repaying bridge loans) and financing needs over 2025-2026.
- German GDP growth of 0.3% in 2024 and about 1.2% over 2025-2026.
- German consumer price index growth of 2.7% in 2024, 2.2% in 2025, and 1.9% in 2026.
- Revenue decline of 32% in 2024, reflecting mainly the sale of DB Schenker and affected by the strikes and extreme weather events in the first half of the year that hindered traffic volumes; followed by about 5%-7% in 2025 and 2%-4% thereafter, mainly from rail passenger volume growth in both regional and long-distance sectors.
- Flat long-distance segment revenue in 2024, followed by a rebound of 8%-10% in 2025 and 5%-6% thereafter, fueled by 2%-3% growth in volume sold mainly by leisure and international traffic and integrating fleet and fast rail services expansion; and a 2%-3% ticket price increase, broadly in line with German inflation and supported by strong yield management. We expect volumes to be affected by strikes and extreme weather in 2024, followed by a rebound in 2025 as strikes end.
- Regional rail segment revenue to increase 5%-6% in 2024, mainly from increased concession fees; 4%-6% in 2025, factoring in the lessening impact from strikes; and 2%-3% thereafter, mainly due to volume growth slightly above GDP growth.
- DB Cargo benefiting from state support of single-wagon transport, amounting to about €300 million per year at least until 2027 and supporting an improvement in earnings. We do not

factor in the full benefit from the expected transformation measures in single-wagon transport and staff productivity because we see some execution risks.

- EBITDA margin (excluding compensation for 2023 pre-financed expense) broadly stable in 2024 from 7.8% in 2023, reflecting mainly no prefinancing of capex and government and grants. In 2024, we expect staff costs to increase above inflation and the impact from the strikes to offset lower energy costs. Thereafter, we expect adjusted EBITDA margins to improve to 10%-13% as inflation starts to ease and the company benefits from stabilizing punctuality and the gradually improving condition of the network and efficiency measures, which will mitigate restructuring costs.
- The €20 billion equity injection (excluding the additional €4.5 billion equity increase replacing investment grants in 2025), which is reflected in our net capex figure.
- Capex, net of investment grants and newly approved equity increases, to remain high at €3 billion-€6 billion per year over 2024-2026 (excluding €0.9 billion-€1 billion International Financial Reporting Standard [IFRS] 16 effects per year), mostly for rolling-stock procurement. Our net capex figure factors the €4.4 billion of additional equity approved in the 2024 federal budget to cover for investment grants (of which €1.5 billion relates to funding for pre-financed capex). We assume €10.4 billion equity inflow in 2025 (€5.9 billion in addition to € 4.5 billion equity increase replacing investment grants) and €2.3 billion-€3.1 billion of yearly equity inflow over 2025-2029. This is based on the 2025 Federal Budget draft and the Financial Plan for 2024-2028, which the Federal Government adopted on Aug. 16, 2024.
- Capital injection of €1.1 billion under the Climate Action Program in 2024 and €0.9 billion of investment grants yearly thereafter until 2030.
- Proceeds from the sale of DB Arriva in 2024 of about €1.2 billion.

Key metrics

Deutsche Bahn AG--Forecast summary

Industry sector: infrastructure

	--Fiscal year ended Dec. 31--								
(Mil. €)	**2020a**	**2021a**	**2022a**	**2023a**	**2024e**	**2025f**	**2026f**	**2027f**	**2028f**
Revenue	38,729	46,034	55,197	45,191	30,576	32,407	33,423	34,454	35,556
EBITDA (reported)	615	3,506	5,464	2,639	2,975	4,022	4,138	4,504	4,801
Plus/(less): Other	(314)	(242)	(275)	901	(579)	(479)	21	21	21
EBITDA	301	3,264	5,189	3,540	2,396	3,543	4,159	4,525	4,822
Less: Cash interest paid	(530)	(535)	(452)	(643)	(857)	(723)	(623)	(695)	(812)
Less: Cash taxes paid	(152)	(249)	(452)	(318)	(283)	(382)	(393)	(428)	(456)
Funds from operations (FFO)	(380)	2,480	4,286	2,580	1,256	2,438	3,143	3,402	3,554
Capital expenditure (capex)	4,557	4,956	5,574	6,760	4,695	3,268	5,716	3,416	2,999
Dividends	646	20	10	673	13	(13)	(13)	(13)	(13)
Share repurchases (reported)	--	--	--	--	--	1,000	--	--	--
Debt (reported)	28,393	29,427	30,093	33,321	32,671	25,075	23,689	24,709	25,161
Plus: Lease liabilities debt	4,931	5,059	5,180	4,787	4,787	4,787	4,787	4,787	4,787

Deutsche Bahn AG--Forecast summary (cont.)

Industry sector: infrastructure

	--Fiscal year ended Dec. 31--								
(Mil. €)	2020a	2021a	2022a	2023a	2024e	2025f	2026f	2027f	2028f
Plus: Pension and other postretirement debt	6,633	5,092	3,050	3,576	3,576	3,576	3,576	3,576	3,576
Less: Accessible cash and liquid Investments	(2,431)	(3,430)	(4,363)	(3,144)	(800)	(5,716)	(800)	(800)	(800)
Plus/(less): Other	1,568	1,583	1,640	514	240	1,298	1,298	1,298	1,298
Debt	39,094	37,731	35,600	39,054	40,474	29,019	32,549	33,570	34,022
Cash and short-term investments (reported)	3,412	4,592	5,640	3,150	1,000	5,916	1,000	1,000	1,000
Adjusted ratios									
Debt/EBITDA (x)	129.8	11.6	6.9	11.0	16.9	8.2	7.8	7.4	7.1
FFO/debt (%)	(1.0)	6.6	12.0	6.6	3.1	8.4	9.7	10.1	10.4
FFO cash interest coverage (x)	0.3	5.6	10.5	5.0	2.5	4.4	6.0	5.9	5.4
EBITDA interest coverage (x)	0.4	5.2	8.6	4.1	2.3	4.0	5.4	5.3	5.0
Annual revenue growth (%)	(8.7)	18.9	19.9	(18.1)	(32.3)	6.0	3.1	3.1	3.2
EBITDA margin (%)	0.8	7.1	9.4	7.8	7.8	10.9	12.4	13.1	13.6

All figures include S&P Global Ratings adjustments' unless stated as reported. a--Actual. e--Estimate. f--Forecast. Our adjusted figures exclude DB Schenker from 2024.

Liquidity

The short-term rating on DB is 'A-1+'. We assess the company's liquidity as adequate because sources of liquidity cover uses by 1.2x over the 12 months from June 30, 2024. DB's high standing in the capital markets, sound relationships with banks, and generally prudent risk management, all ensuring the maintenance of adequate liquidity, continue to support our assessment. We believe that DB will benefit from a more stabilized liquidity profile when the sale of DB Schenker is executed as proceeds from the sale will address upcoming maturities (including €2.5 billion maturing bridge loans) and refinancing needs and as we expect no change to the already agreed state support. Although our current calculation could point to a stronger assessment, we classify DB's liquidity as adequate in the absence of a longer track record of the company's commitment to maintaining strong liquidity levels amid large, planned investments.

Principal liquidity sources include the following:

- Unrestricted cash of about €4.6 billion;
- Availability on committed credit facilities expiring beyond 12 months of about €2.1 billion;
- FFO of about €1.4 billion (which excludes the contribution from DB Schenker);
- Net proceeds from the sale of DB Schenker of €11.3 billion-€11.8 billion; and
- Committed equity injections from the government under the Climate Action Program of €1.1 billion.

Principal liquidity uses include:

- Debt maturities of €4.8 billion in the next 12 months; and
- Total net capex of €5.4 billion, of which we expect some could be postponed to preserve liquidity if needed. Net capex is capex net of government grants and committed equity injections and excludes IFRS 16 effects.

Covenants

We understand that DB's loan agreements and bond documentation do not have any material financial covenants.

Environmental, Social, And Governance

Environmental factors are a positive consideration in our rating analysis of DB, given its role in the German government's strong carbon reduction objectives. Its sole owner, the German government, recently announced equity increases of €20 billion over 2024-2029 in addition to €11 billion made available under the Climate Action Program by 2030 to DB to accelerate the rail infrastructure network's upgrade and attract more passengers and cargo in line with its Strong Rail targets. Funding sources include the CO2 surcharge in the truck toll, signaling the government's commitment to accelerate the shift to rail and away from road transport. This will benefit DB's volumes growth and profitability levels. DB aims to reduce CO2 emissions by half by 2030 (from 2006 levels) and increase the use of renewable energies for traction to 100% by 2038 from 68% in 2023, notably by replacing diesel-powered trains by trains powered by green energy sources.

Social factors are an overall neutral consideration in our analysis. This balances the company's key social mandate--underscoring DB's very important role for and very strong link to the German government--versus any negative influences that health and safety risk and labor union actions may have. For example, the COVID-19 pandemic severely reduced passenger volumes, but this was mitigated by federal government support measures (about €5.4 billion) and COVID-19-related support for regional transport (about €1.6 billion).

Issue Ratings - Subordination Risk Analysis

Capital structure

DB's capital structure consists primarily of senior unsecured bonds (€30 billion on Dec. 31, 2023) issued by finance subsidiary Deutsche Bahn Finance GmbH, which continues to act as the only capital-market-focused legal entity within the DB group.

Analytical conclusions

The priority liabilities at the subsidiaries correspond to less than 15% of the group's debt. Therefore, we rate senior unsecured issuance at the issuer credit rating level.

Ratings Score Snapshot

Issuer Credit Rating	AA-/Positive /A-1+
Business risk:	Strong
Country risk	Low
Industry risk	Low
Competitive position	Strong
Financial risk:	Significant
Cash flow/leverage	Significant (low volatility table)
Anchor	bbb
Modifiers:	
Diversification/Portfolio effect	Neutral/Undiversified (no effect)
Capital structure	Neutral/Undiversified (no effect)
Financial policy	Neutral/Undiversified (no effect)
Liquidity	Adequate (no effect)
Management and governance	Neutral (no effect)
Comparable rating analysis	Neutral (no effect)
Stand-alone credit profile:	bbb
Related government rating	AAA/Stable/A-1+
Likelihood of government support	Very high (+5 notches) and +1 transition notch

Related Criteria

- Criteria | Corporates | General: Sector-Specific Corporate Methodology, April 4, 2024
- Criteria | Corporates | General: Methodology: Management And Governance Credit Factors For Corporate Entities, Jan. 7, 2024
- Criteria | Corporates | General: Corporate Methodology, Jan. 7, 2024
- General Criteria: Hybrid Capital: Methodology And Assumptions, March 2, 2022
- General Criteria: Environmental, Social, And Governance Principles In Credit Ratings, Oct. 10, 2021
- General Criteria: Group Rating Methodology, July 1, 2019
- Criteria | Corporates | General: Corporate Methodology: Ratios And Adjustments, April 1, 2019
- Criteria | Corporates | General: Reflecting Subordination Risk In Corporate Issue Ratings, March 28, 2018
- General Criteria: Methodology For Linking Long-Term And Short-Term Ratings, April 7, 2017
- General Criteria: Rating Government-Related Entities: Methodology And Assumptions, March 25, 2015
- Criteria | Corporates | General: Methodology And Assumptions: Liquidity Descriptors For Global

Corporate Issuers, Dec. 16, 2014

- Criteria | Corporates | General: The Treatment Of Non-Common Equity Financing In Nonfinancial Corporate Entities, April 29, 2014
- General Criteria: Methodology: Industry Risk, Nov. 19, 2013
- General Criteria: Country Risk Assessment Methodology And Assumptions, Nov. 19, 2013
- General Criteria: Principles Of Credit Ratings, Feb. 16, 2011
- General Criteria: Stand-Alone Credit Profiles: One Component Of A Rating, Oct. 1, 2010

Related Research

- Deutsche Bahn AG Outlook Revised To Positive As Increasing Support From German Government Offsets Weaker SACP,Aug. 7,2024
- Industry Credit Outlook Update Europe: Transportation Infrastructure, July 18, 2024
- Société Nationale SNCF S.A. Downgraded To 'A+' Following Similar Action On France; Outlook Stable; SACP Revised Upward, June 07,2024
- Research Update: Germany 'AAA/A-1+' Ratings Affirmed; Outlook Stable, March 22, 2024
- Tear Sheet: Ferrovie dello Stato Italiane, Nov. 20, 2023
- German Rail Operator Deutsche Bahn's Financing Vehicle's Proposed Hybrid Notes Assigned 'BBB' Rating, Oct. 08, 2019

Ratings List

Ratings Affirmed	
Deutsche Bahn AG	
Issuer Credit Rating	AA-/Positive/A-1+
Commercial Paper	A-1+
Deutsche Bahn Finance GmbH	
Senior Unsecured	AA-
Junior Subordinated	BB+

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