

ISSUER PROFILE

15 June 2023



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CLIENT SERVICES

Americas	1-212-553-1653
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Japan	81-3-5408-4100
EMEA	44-20-7772-5454

Deutsche Bahn AG

Key facts and statistics - 2022

Company overview

Deutsche Bahn AG (DB) is a mobility and logistics group that owns and operates the German national rail infrastructure network. As a vertically integrated group, DB operates long-distance and regional passenger transport in Germany, provides passenger transport services in several European countries (outside of Germany) through its subsidiary DB Arriva, and provides freight transport and logistics services through its subsidiaries DB Cargo and DB Schenker. It also manages railway stations and other rail infrastructure in Germany.

DB has operations in more than 130 countries worldwide. In 2022, it reported revenue of €56.3 billion.

Since the second stage of the German rail reform came into effect in 1999, DB has acted as a management holding company for DB Group. The company is wholly owned by the Federal Republic of Germany.

Sources: Company report (integrated report 2022), company data, Moody's Investors Service research and Moody's Financial Metrics

Business description

DB was incorporated as a joint-stock company in 1994. As a private joint-stock company, it is an independent legal entity with its own rights and obligations, and is subject to the same bankruptcy regime as any other limited liability company in Germany. Since the second stage of the German rail reform came into effect in 1999, DB has acted as a management holding company for DB Group, with full ownership of and control over its Passenger Transport, Freight Transport and Logistics, and Infrastructure divisions.

In 2002, the company acquired Stinnes AG (Stinnes), a global transport and logistics group. In 2003, DB's Transport and Logistics division was formed, following the full integration of the freight forwarding and logistics activities of Stinnes (including the DB Schenker business unit but excluding Stinnes' other operations, Brenntag AG and Interfer, which were sold in 2004).

In January 2006, the company bought BAX Global Inc. to strengthen its position as an international logistics service provider in key growth markets in the Asia Pacific region, including China and the US.

In 2008, DB temporarily changed its legal structure and established DB Mobility Logistics AG (DB ML AG) as a sub-holding company under the DB umbrella to prepare DB ML AG for a possible initial public offering. However, because of adverse financial market conditions, the plan was postponed. Also in 2008, the company entered the UK rail passenger transport market by acquiring Laing Rail Ltd. In 2011, DB acquired Arriva plc, which strengthened the group's presence in the regional bus and rail transport business outside of Germany.

In 2015, DB initiated a restructuring of its operations to simplify the group structure by dissolving the two-tier holding system of DB AG and DB ML AG. In the second half of 2016, DB ML AG was merged with DB, with retroactive effect from 1 January 2016.

DB has eight business units: DB Long-Distance; DB Regional; DB Cargo; DB Netze Track; DB Netze Stations; DB Netze Energy; DB Arriva; DB Schenker; and also includes Subsidiaries/Other.

DB Long-Distance: This business unit provides national and cross-border long-distance rail services through ICE (intercity express¹), IC (intercity²) and EC (Eurocity³) trains. In 2022, it operated 1,600 trains per day, and had as of 31 December 2022, 367 ICE trains, 1,095 passenger cars and 202 locomotives. In 2022, this business unit accounted for 8.6%⁴ of the company's external revenue.

DB Regional: This business unit operates German regional rail and bus passenger transport services, including the Berlin and Hamburg S-Bahn (metro) systems, providing mobility services in major cities and metropolitan areas, as well as rural areas. In 2022, this business unit operated 21,725 trains per day, and had as of 31 December 2022, 11,688 rail cars, 10,904 buses, 1,940 coaches, 4,031 multiple units and 498 locomotives. In 2022, this business unit accounted for 15.8% of the company's external revenue.

DB Cargo: This business unit includes the European rail freight transport services and offers block train transport⁵, single wagon transport⁶, combined transport⁷ and Full Load Solutions (FLS⁸). It operates primarily in Germany, Sweden, Denmark, the Netherlands, Belgium, Switzerland, Italy, the UK, France, Poland, Romania, Bulgaria, Hungary, the Czech Republic and Spain. Its route also connects to China. In 2022, it operated 2,632 trains per day, and had as of 31 December 2022, 2,576 locomotives, 82,974 freight cars⁹, and reported a load capacity of 5,558 thousand tonnes, and transported 222.3 million tonnes of freight in 2022. In 2022, this business unit accounted for 8.9% of the group's external revenue.

DB Netze Track: This business unit is responsible for installing, maintaining and operating the complete track-related rail infrastructure in Germany. As of 31 December 2022, this segment operated a line of 33,469 kilometres and 65,085 switches and crossings, 13,624 level crossings and 3,854 interlockings. In 2022, it accounted for 3.6% of the company's external revenue.

DB Netze Stations: This business unit comprises the operation, development and marketing of passenger stations and retail facilities in stations in Germany. As of 31 December 2022, it operated 5,699 stations¹⁰, had 0.9 million square meters of commercial leasing area, and reported 155.9 million station stops in 2022. This business unit accounted for 1.1% of the company's external revenue in 2022.

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DB Netze Energy: This business unit offers all of the industry-level energy products in Germany in the field of traction energy and stationary energy. It also provides alternative propulsion solutions and synthetic fuels for rail transport, electricity, gas and heating solutions for stations and other company-owned properties, and electricity and gas products to industrial customers throughout Germany. As of 31 December 2022, it operated 7,956 km of traction supply system, 180 gas stations and 141 train preheating plants, and, in 2022, provided 7,515 GWh of traction current, 13,809 GWh of stationary energy and 382 million litres of diesel. In 2022, it accounted for 4.4% of the company's external revenue.

DB Arriva: This business unit has provided regional rail and bus passenger transport services in several European countries since 1 January 2011, when DB Arriva became part of Deutsche Bahn. This segment is divided into three business lines — UK Bus¹¹, UK Trains¹² and Mainland Europe¹³. As of 31 December 2022, it operated 1,915 rail cars, 14,139 buses¹⁴, 73 coaches, 610 multiple units and 17 locomotives. In 2022, this business unit accounted for 7.5% of the company's external revenue.

In July 2022, DB Arriva divested its activities in Sweden to the Finnish railway company VR Group, and in December 2022, its activities in Portugal, to Dan Group, an Israeli transport company. In September 2022, DB Arriva agreed to sell its activities in Denmark and Serbia, and the bus business in Poland to Mutares. The sale of the Danish and Serbian business was completed in May 2023.

DB Schenker: This business unit provides the group's logistics activities worldwide, including European land transport, air freight, ocean freight and contract logistics. In 2022, this business unit transported 102.8 million shipments through its European land transport network, and 1,326 thousand tonnes of air freight and 1,909 thousand TEUs (twenty-foot equivalent units) of ocean freight, and as of 31 December 2022, operated warehouse space in contract logistics of 8.6 million square meters. In 2022, it accounted for 48.9% of the company's external revenue.

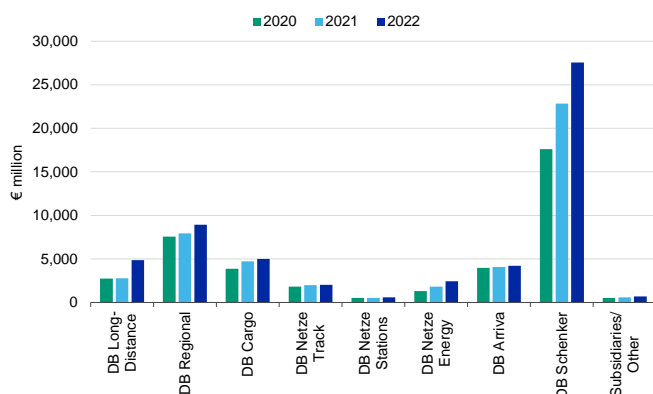
DB's Supervisory Board has given DB Management Board the mandate to examine and prepare a possible sale of up to 100% of DB Schenker shares in December 2022.

Subsidiaries/Other: This segment provides management, financing and other services through DB AG, as management holding company of DB Group. It also includes other subsidiaries and remaining activities. In 2022, this segment accounted for 1.2% of the company's external revenue.

Sources: Company reports (integrated report 2022, 2021, annual report December 2019, 2018, 2017, 2016, 2015, 2010, 2008 and 2002, company factsheet 2022), company data and Moody's Investors Service research

Exhibit 1

External revenue by segment

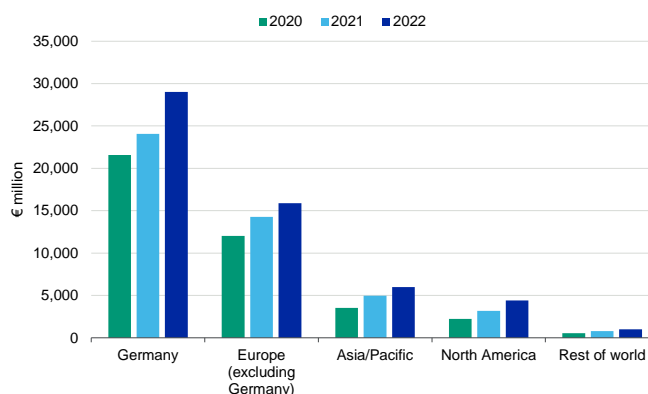


Excluding consolidation and reconciliation. 2021 figures for DB Cargo include the full load solution (FLS) business, which was transferred from DB Schenker to DB Cargo with economic effect from 1 January 2022.

Source: Company reports (integrated report 2022 and 2021)

Exhibit 2

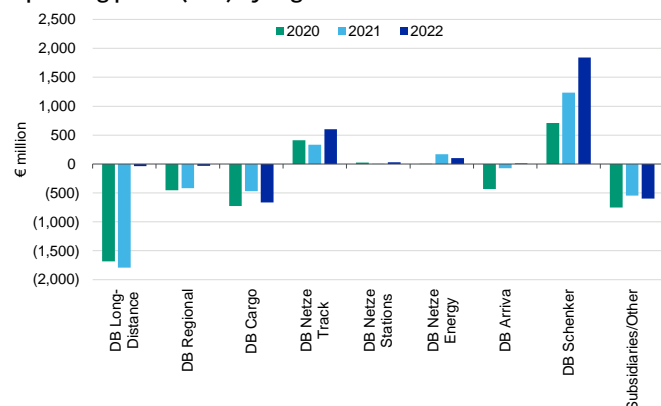
External revenue by geography



Source: Company reports (integrated report 2022 and 2021)

Exhibit 3

Operating profit/(loss) by segment



Excluding consolidation and reconciliation. 2021 figures for DB Cargo include the full load solution (FLS) business, which was transferred from DB Schenker to DB Cargo with economic effect from 1 January 2022.

Source: Company reports (integrated report 2022 and 2021)

Management strategy

DB Group focuses on its 'Strong Rail' strategy, through which it aims to increase passenger volumes strongly and make a major contribution towards meeting Germany's climate goals, in line with Germany's transport and climate policy targets. The group's strategic priorities are:

- » Doubling patronage in long-distance transport to over 260 million per year (100% increase compared with 2015 levels) among others, by increasing frequencies of its trains, adding more direct connections, modernising and expanding its fleet, and using digitalisation and automation for operational maintenance. By the end of 2030, DB will invest around €2.4 billion in the maintenance depots, for improving the punctuality and quality of ICE and Intercity trains, aims to expand the long-distance transport fleet to over 430 ICE trains by the end of 2026
- » Adding one billion new regional and local passengers (thereof 0.7 billion on DB Regional [rail] and 0.3 billion customers in new areas of mobility [New Mobility]) by strengthening its local rail services (by increasing vehicle utilisation capacity and by increasing seat capacity by up to 30% by 2030), and integrating new forms of mobility
- » Increasing the volume sold of rail freight transport in Germany by 70% (as compared to 2015) among others by further developing single-wagon transport, expanding production capacities of multi-system locomotives and freight cars, and focusing on growth in top European corridors group
- » Collaborating and working with the German government to expand rail network capacity by more than 30% (compared with 2015 levels), by upgrading its system, improving performance in the network in the short term, using technological innovation and digitalisation, and through more efficient use of existing capacity
- » Focusing on the core business by regularly assessing its shareholdings based on their contribution to the Strong Rail strategy. The group aims to divest DB Arriva, which has little strategic relevance to building a strong rail network in Germany. Furthermore DB's Supervisory Board has given DB Management Board the mandate to examine and prepare a possible sale of up to 100% of DB Schenker.
- » Targeting equal to or more than 6% return above the cost of capital by simplifying and streamlining its structure and processes, and implementing capital programmes for the Strong Rail strategy, and maintaining debt coverage of greater than or equal to 20% mainly by improving operating profits
- » Reducing specific carbon emissions by 50% by 2030 (compared with 2006 levels) and targeting group-wide carbon neutral operations by 2040 mainly by increasing the share of renewable sources of energy for its electricity-based transport services, expanding alternative drives and fuels while phasing out fossil fuels, increasing energy efficiency and introducing new mobility services. DB aims to source 100% of traction current from green energy sources by 2038

Sources: Company reports (integrated report December 2022 and investor update March 2023) and company data

Financial highlights

Overview

Company Type: Public (wholly owned by Government of Germany)
 Fiscal Year End: 31 December
 Auditor: PricewaterhouseCoopers Aktiengesellschaft
 Wirtschaftsprüfungsgesellschaft

Note: The financials presented below are those reported by the entity and are not adjusted for Moody's analytic purposes. For Moody's-generated ratios on Deutsche Bahn AG, please see [Deutsche Bahn AG's page on moodys.com](#).

Exhibit 4

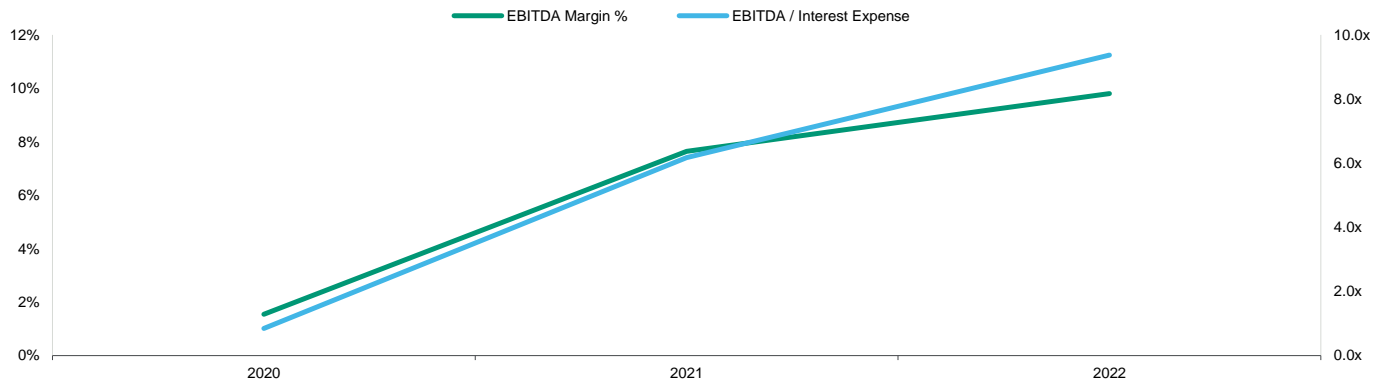
Select financial data

Deutsche Bahn Group

(in € Million)	31-Dec-22	31-Dec-21	31-Dec-20
INCOME STATEMENT			
Revenue/Sales	56,296	47,075	39,901
Gross Profit	22,673	18,656	17,144
EBITDA	5,519	3,599	617
EBIT	1,521	(205)	(4,755)
Interest Expense	589	583	729
Net Income	(249)	(920)	(5,684)
BALANCE SHEET			
Cash & Cash Equivalents	5,138	4,591	3,411
Current Assets	17,107	15,694	12,471
Net Property, Plant & Equipment (PP&E)	52,268	50,100	47,704
Total Assets	76,303	71,843	65,435
Current Liabilities	22,318	21,591	20,479
Total Debt	35,273	34,486	33,324
Total Liabilities	61,761	61,356	58,297
Shareholders' Equity	14,542	10,487	7,138
CASH FLOW			
Funds from Operations (FFO)	5,937	5,656	2,280
Cash Flow from Operations (CFO)	5,644	3,900	1,420
Capital Expenditures (CAPEX)	(5,799)	(5,180)	(4,816)
Cash from Investing Activities	(6,600)	(5,116)	(4,649)
Dividends	(34)	(33)	(677)
Retained Cash Flow (RCF)	5,903	5,623	1,603
Share Issues	1,985	2,675	-
Cash from Financing Activities	1,561	2,309	2,706

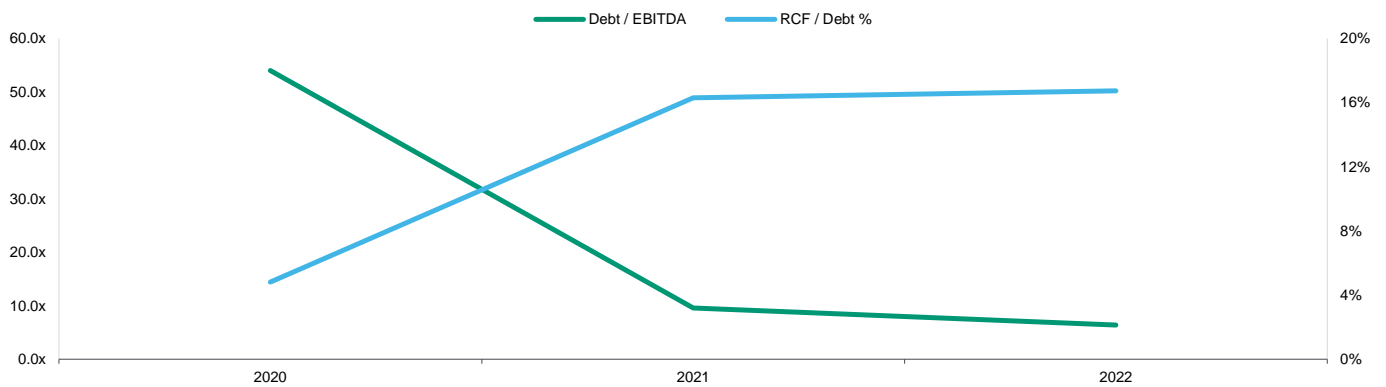
Source: Moody's Financial Metrics

Exhibit 5

EBITDA margin and EBITDA/interest expense

Source: Moody's Financial Metrics

Exhibit 6

Debt/EBITDA and RCF/debt

Source: Moody's Financial Metrics

Capital structure and debt maturity

Note: The financials presented below are those reported by the entity and are not adjusted for Moody's analytic purposes. For Moody's-generated ratios on Deutsche Bahn AG, please see [Deutsche Bahn AG's page on moodys.com](https://www.moody.com/deutschebahn).

Exhibit 7

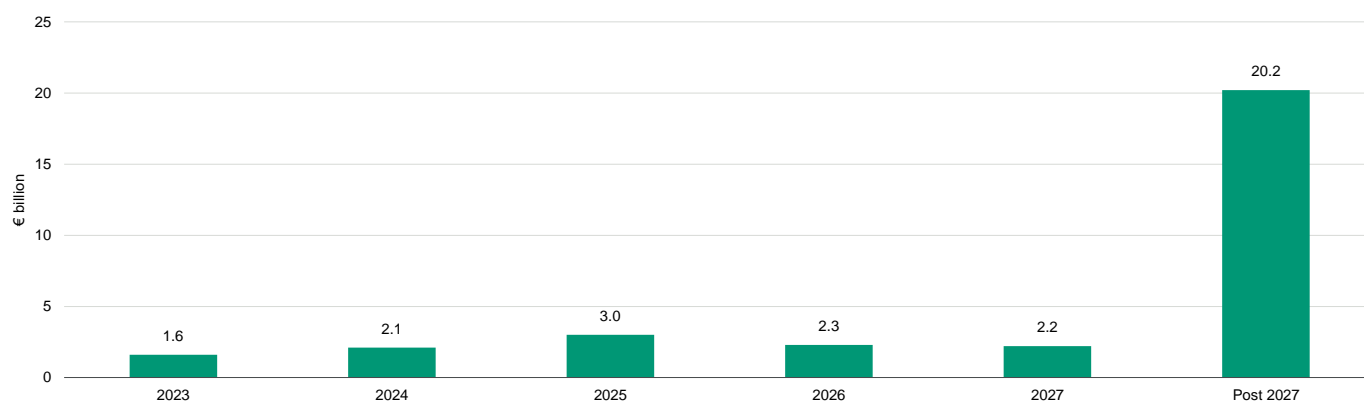
Capital structure Deutsche Bahn Group

(in € Million)	31-Dec-22	31-Dec-21	31-Dec-20
SHORT- TERM DEBT			
Short-Term Debt	273	70	87
Current Portion of Long-Term Debt	3,814	4,094	6,167
Total Short-Term Debt	4,087	4,164	6,254
LONG-TERM DEBT			
Secured Debt	-	-	200
Senior Debt	29,656	29,177	27,915
Subordinated Debt	-	-	-
Financial Liabilities – Non-current	164	180	191
Capitalized Leases	5,180	5,059	4,931
Gross Long-Term Debt	35,000	34,416	33,237
Less Current Maturities	(3,814)	(4,094)	(6,167)
Net Long-Term Debt	31,186	30,322	27,070
Total Debt	35,273	34,486	33,324
SHAREHOLDERS' EQUITY			
Preferred Stock	2,002	2,002	2,002
Common Stock & Paid-In Capital	7,002	3,103	(1,091)
Retained Earnings	5,489	5,357	6,302
Accumulated Other Comprehensive Income	49	25	(75)
Total Equity	14,542	10,487	7,138
Secured Debt/Total Debt (%)	-	-	0.60

Source: Moody's Financial Metrics

Exhibit 8

Upcoming long-term debt maturities



As of 31 December 2022.

Source: Company report (investor update March 2023)

Company management

Exhibit 9

Deutsche Bahn AG

Management Board	Age	Current title
Richard Lutz	58	Chairman of the Management Board and Chief Executive Officer
Levin Holle	55	Member of the Management Board for Finance and Logistics and Chief Financial Officer
Daniela Gerd tom Markotten	48	Member of the Management Board for Digitalization and Technology
Martin Seiler	58	Member of the Management Board for Human Resources and Legal Affairs
Michael Peterson	52	Member of the Management Board for Long-Distance Passenger Transport
Evelyn Palla	49	Member of the Management Board for Regional Transport
Berthold Huber	59	Member of the Management Board for Infrastructure
Sigrid Nikutta	53	Member of the Management Board for Freight Transport

As of 20 May 2023.

Sources: Company report (integrated report 2022) and company data

Exhibit 10

Deutsche Bahn AG

Supervisory Board	Affiliation
Werner Gatzert	Chairman of the Supervisory Board
Martin Burkert*	Deputy Chairman of the Supervisory Board
Stefan Gelbhaar	Member of the Supervisory Board
Anja Hajduk	Member of the Supervisory Board
Susanne Henckel	Member of the Supervisory Board
Susanne Knorre	Member of the Supervisory Board
Dorothee Martin	Member of the Supervisory Board
Daniela Mattheus	Member of the Supervisory Board
Michael Sven Puschel	Member of the Supervisory Board
Immo Querner	Member of the Supervisory Board
Bernd Reuther	Member of the Supervisory Board
Ralf Damde*	Member of the Supervisory Board and Chairman of the Central Works Council, DB Regio AG, Ensding/Saar
Jörg Hensel*	Member of the Supervisory Board and Chairman of the Central Works Council of DB Cargo AG, Works Council of DB Cargo business unit, and European Works Council of DB AG, Hamm
Cosima Ingenschay*	Member of the Supervisory Board
Alexander Kaczmarek*	Member of the Supervisory Board
Heike Moll*	Member of the Supervisory Board and Chair of the Central Works Council, DB Station & Service AG, Munich
Manfred Scholze*	Member of the Supervisory Board and Chairman of the General Works Council of DB Long-Distance AG, Ebersbach-Neugersdorf
Klaus-Peter Schölzke*	Member of the Supervisory Board and Chair of the Central Works Council, DB Regio AG, Görlitz
Jens Schwarz*	Member of the Supervisory Board and Chairman of the Group Works Council, Deutsche Bahn AG, Chemnitz
Veit Sobek*	Member of the Supervisory Board and Chairman of the Central Works Council, DB Netz AG, Halberstadt

*Employee representative. As of 20 May 2023.

Sources: Company report (integrated report 2022) and company data

Ownership structure

Deutsche Bahn AG is wholly owned by the Federal Republic of Germany.

Source: Company report (integrated report 2022)

Peer group

» [SNCF S.A.](#)» [Česke Dráhy, a.s.](#)

Related websites and information sources

For additional information, please see:

The company's website

» www.deutschebahn.com

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Endnotes

- [1](#) ICE trains are high-speed trains, connecting major cities and conurbations. DB Long-Distance offers national and cross-border rail transport in Europe.
- [2](#) Intercity trains are primarily used on routes within Germany, connecting cities and conurbations with regional locations.
- [3](#) Eurocity trains enable fast, cross-country travel, and offer connectivity between major European cities.
- [4](#) Throughout this section, such percentages have been calculated excluding consolidation and reconciliation.
- [5](#) Direct siding-to-siding connections for high-volume industrial products, raw materials, etc.
- [6](#) Transport of freight cars and groups of freight cars in a predominantly multi-level collection and distribution network.
- [7](#) Transportation of standardised load units (such as containers and trailers) on the rails in long-distance runs for transport services that do not generally have sidings in reception and shipping.
- [8](#) Multimodal door-to-door transport services for large-scale full loads.
- [9](#) Including 70,982 own cars and 11,992 rented/leased cars.
- [10](#) Including 298 stations of DB RegioNetz Infrastruktur GmbH and UBB Usedomer Bäderbahn GmbH.
- [11](#) DB Arriva provides bus services in regional markets in the UK, with rural, urban and inter-urban bus services, and is a major operator in London.
- [12](#) DB Arriva runs three rail contracts (CrossCountry, Chiltern and London Overground) and an open access operation (Grand Central) in the UK.
- [13](#) This business unit provides train and bus transport in several European countries.
- [14](#) Including 518 externally owned stock.

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CLIENT SERVICES

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Asia Pacific	852-3551-3077
Japan	81-3-5408-4100
EMEA	44-20-7772-5454