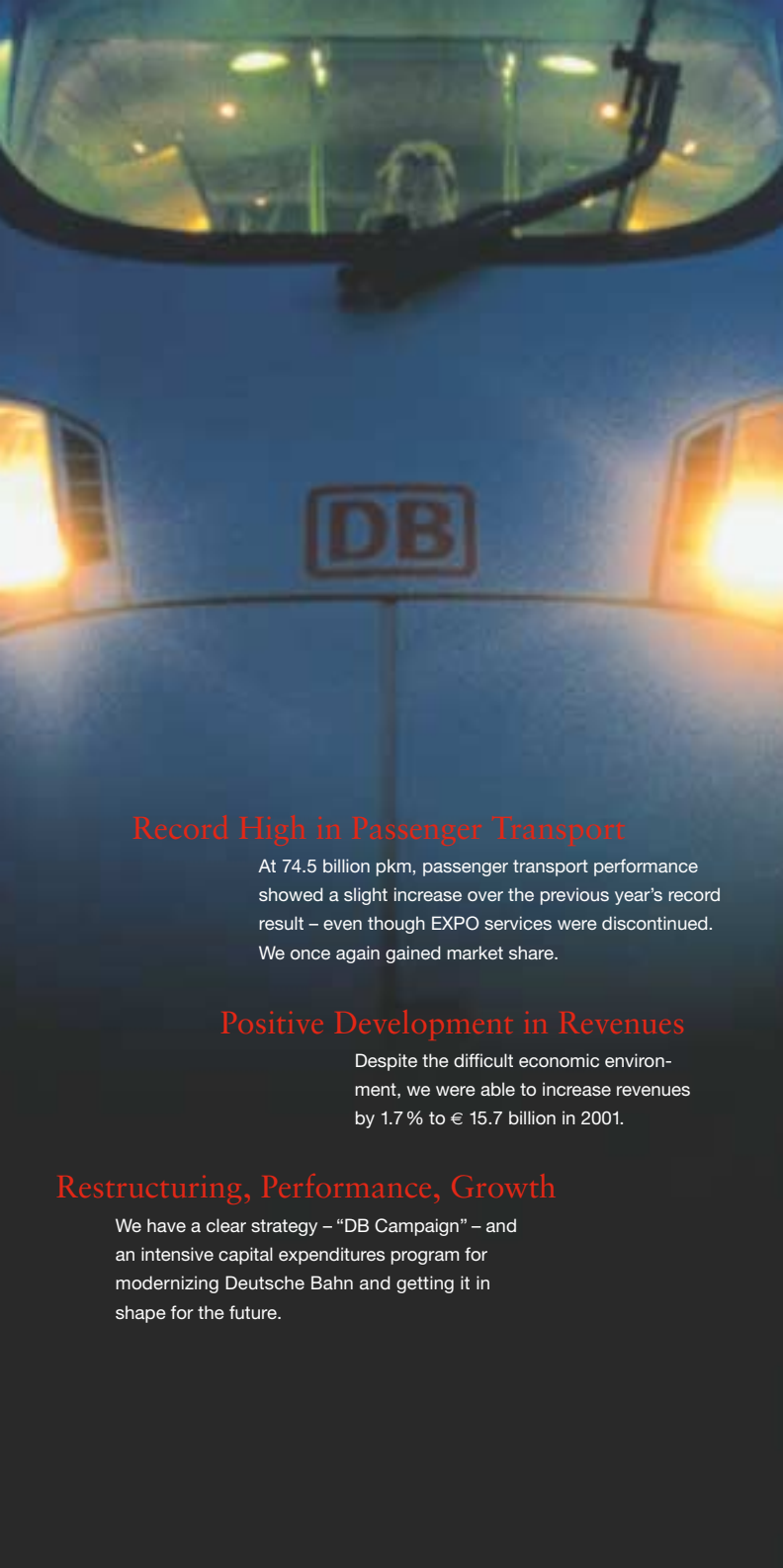




Facts and Figures 2001



Record High in Passenger Transport

At 74.5 billion pkm, passenger transport performance showed a slight increase over the previous year's record result – even though EXPO services were discontinued. We once again gained market share.

Positive Development in Revenues

Despite the difficult economic environment, we were able to increase revenues by 1.7% to € 15.7 billion in 2001.

Restructuring, Performance, Growth

We have a clear strategy – “DB Campaign” – and an intensive capital expenditures program for modernizing Deutsche Bahn and getting it in shape for the future.

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Management Board



Hartmut Mehdorn
Chairman and CEO
Personnel (provisional)



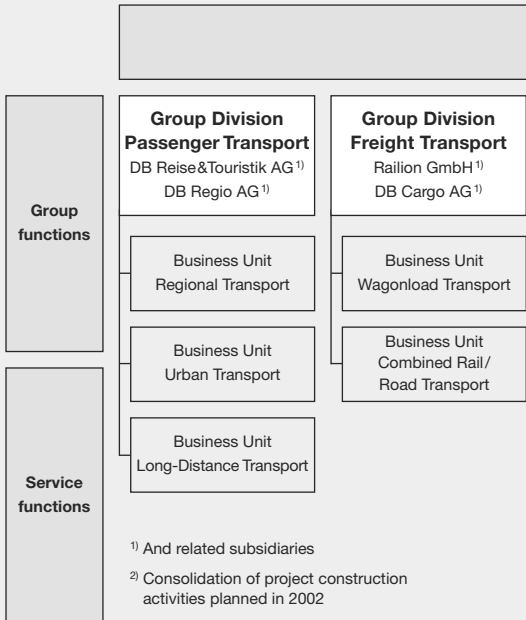
Diethelm Sack
Finances/Controlling



Dr. Christoph Franz
Passenger Transport

Organizational Structure

Management Board





Dr. Karl-Friedrich Rausch
Technology



Klaus Daubertshäuser
Marketing



Dr. Bernd Malmström
Freight Transport



Roland Heinisch
Track Infrastructure/
Integrated Operations

of Deutsche Bahn AG

Technology

Marketing

Freight
Transport

Track Infrastructure/
Integrated Operations

Core Business

Group Division Passenger Stations

DB Station &
Service AG¹⁾

Business Unit
Traffic Station

Business Unit
Marketing

Group Division Track Infrastructure

DB Netz AG¹⁾

Business Unit
Long-Distance/
Conurbation Network

Business Unit
Regional Networks

Business Unit
Marshaling Yards/
Shipment Terminals

DB Energie

DB Services

DB Systems

DB ProjektBau²⁾

DB Telematik³⁾

³⁾ Takeover of rail specific communication activities in 2002



Dear Ladies and Gentlemen,

The year 2001 was a good year for Deutsche Bahn, despite the overall unfavorable direction of the economy. The measures already introduced in 2000, the first year under my responsibility, bore fruit. Our results are not only in line with our plans: they are better than planned.

We were able to limit the expected decline in our operating income after interest, which was due to our intensive capital expenditures and modernization program. Our results were € 174 million better than assumed in our plans.

Despite the weak economy and the elimination of special factors due to EXPO 2000, revenues were 1.7% higher than in the previous year.

We were able to further increase our transport performance in passenger transport, reaching the highest figure since the start of the rail reform program. Compared to the almost 1% decline in motorized private traffic, this means rail is continuing to gain market share as a mode of transport.

In freight transport we were able to keep transport performance almost at last year's level. This represents the second-highest value since the start of the rail reform program and is a considerable achievement for several reasons. Firstly, because we were confronted with a major economic decline in the second half of the year, from which goods predisposed to rail transport were especially hard-hit. And secondly, because we began a comprehensive reorganization and restructuring of our production processes in the transport of single freight cars at the same time within the framework of our MORA C program.

Our 2001 annual figures show: The restructuring of Deutsche Bahn has continued to pick up speed – despite the massive capital expenditures and enormous modernization effort required. The

comprehensive modernization of the rail system was one of our primary focuses in 2001: capital expenditures were increased by € 0.2 million compared to the previous year, to over € 7.1 million. In particular, our Group Track Infrastructure division invested over € 500 million more than in the previous year.

Among other effects, this enabled us to halve the number of reduced-speed restrictions and vastly improve the condition of many parts of our rail network. This has had immediate positive effects on the reliability and punctuality of our trains, developments that our customers are already rewarding with increasing demand.

To make our stations cleaner and more attractive to our customers, we committed some € 40 million in additional funds to our cleanliness program in 2001. In addition, we started a security partnership with the Federal Ministry of the Interior that not only includes joint patrols in the stations, but also measures for security in the trains and along the tracks that are implemented together by the Federal Border Guard and Deutsche Bahn's own security forces.

Our modernization and procurement program for new vehicles also continued at full speed in 2001 – in both freight and passenger transport. In this area, as well, the effects on demand are clear: we were able to double sprinter capacity along the Frankfurt-Berlin route; local transport routes that run modern trains have seen ridership increases of up to 70 %.

The single most important measure in 2001, however, was the development and implementation of a uniform strategic goal for the Group as a whole, as well as corresponding individual strategies for the Group divisions and cross-division strategies for common issues such as personnel development, purchasing and procurement.

Every measure we implement within our “DB Campaign” framework is dedicated to one of three paramount goals:

restructuring, performance, and growth – three goals that we are pursuing simultaneously. Accordingly, the dedicated improvement of our performance accompanies our concentration on our core business. At the same time, we are applying our expertise to expanding existing market share and capturing related markets.

An example of this is the clear definition and tailored expansion and operation of lines for the needs of high-speed, long-distance passenger transport on the one hand and regional transport on the other hand. We are also forming decentralized units in selected regions as part of our program for promoting mid-sized companies, units that can serve their local markets flexibly and directly. The first such transformations are already underway. The MORA P program, which also began in 2001, also deserves mentioning in this context. I wish to emphasize, however, that these efforts do not mean that Deutsche Bahn is withdrawing from regional services. Our overreaching goal is to provide market-focused, customer-oriented service, while making Deutsche Bahn profitable at the same time.

The same applies to the Freight Transport division, where the MORA C program was a major focus in 2001. By shutting down poorly frequented freight transport points, we have already been able to make significant gains without causing undue further pressure on the roads. In some cases, we were able to increase or consolidate freight traffic. In more than 80 cases, another railroad took over transport to the next major hub, an altogether logical and rewarding system for all participants.

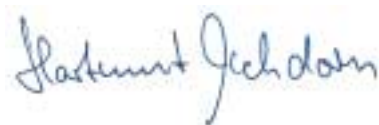
We were able to improve our position in international transports in the cargo area. The expansion of Railion GmbH through the cargo division of DSB, the Danish State Railways – as the new Railion Denmark A/S – is a resounding success. Another growth area that we will be pursuing aggressively in the coming years is public transport in metropolitan areas. We plan to improve services by integrating regional and urban traffic.

After a comprehensive situation assessment in the year 2000, consequent changes to our internal structures and a binding commitment by the federal government to continued funding for maintenance and expansion of the rail network, “DB Campaign” at Deutsche Bahn finally got on track and began picking up speed in the second half of 2001.

We will continue on this course in the year 2002 – with the opening of the new Cologne – Rhine/Main line, the introduction of our new, simple, customer-friendly pricing system, and the reintegration of the telematics that are essential to rail operations – through the purchase of the corresponding Arcor division.

Increased customer satisfaction and our highest image values recorded in years – surveyed and confirmed by several independent institutes – confirm that we are on the right track. They are clear signs that our customers hold our efforts in high esteem. I would like to thank them heartily for this and for their loyalty, which we promise to continue to repay with even harder work and even better service in the future.

I would also like to sincerely thank all our employees. Without their commitment, reliability, and personal performance, we would not have been able to achieve such excellent results. We cannot afford to get sidetracked now. The switches have been set and the time is right to drive Deutsche Bahn onward to a successful future.

A handwritten signature in blue ink that reads "Hartmut Mehdorn". The signature is written in a cursive, flowing style.

Hartmut Mehdorn
CEO and Chairman of the Management Board
of Deutsche Bahn AG

Business Development

Positive Development in Transport Performance

The deterioration of the overall economic situation during the year 2001 is reflected directly in the weaker development of the passenger and freight transport markets. In light of these difficult conditions, we are satisfied with the transport performance we achieved. **Passenger transport performance** was **74.5 billion** passenger kilometers (pkm) in an overall declining market and despite discontinuation of EXPO services – **a new record value**. In the freight transport market, the downturn of the economy throughout the year significantly hampered the growth trend experienced in previous years; goods predisposed to rail transport were hit especially hard by this development. Accordingly, **freight transport performance** was **80.3 billion ton kilometers (tkm)**(-0.4 %), **slightly less than the previous year's record high** despite the successful integration of Railion Denmark A/S.

Revenues and Result Trends

We were able to increase revenues by 1.7% to € 15.7 billion in 2001. Adjusted for the one-time effect of EXPO traffic in financial 2000 and the first-time inclusion of Railion Denmark in financial year 2001, revenues generated by internal growth showed a 1.9% increase. At € 17.5 billion, **overall performance** of the Group was some 1.6% higher than the previous year's figure. **Other operating income**, at € 2.4 billion, fell clearly short of the previous year's figure, which had been inflated by the release of provisions for restructuring charges. **Cost of materials** increased by 7.3% to € 7.1 billion; its share of total performance increased from 38.4% to 40.5%. **Personnel expenses** were reduced by 11.7% to € 7.5 billion (42.7% of overall performance). **Other operating expenses** of € 3.2 billion were slightly below the previous year's level. The DB Group receives grants from the federal government for the purpose of closing the technical and organizational gaps of the former Deutsche

Reichsbahn. These grants, which are credited to cost of materials and personnel expenses, are reduced in volume according to a defined schedule – by € 0.4 billion during the year under review – and will cease completely after 2002. The massive capital expenditures associated with our modernization program will result in continuously growing expenses in the form of increased depreciation and interest charges. In the year under review, **depreciation** amounted to € 2.2 billion, 5.4 % over the previous year's figure. **Net interest income** declined to € -313 million (previous year: € -251 million). **Net income from investments** amounted to € 2 million (previous year: € -44 million). On balance, the Group recorded **income before taxes** of € -409 million in the financial year 2001 (previous year: € 37 million) and a **net loss** of € 406 million (previous year: net income of € 85 million).

Apart from operating income, the key factor for assessing the operating performance is the standard business measure EBITDA. During the year under review, **EBITDA** (adjusted operating income before interest, taxes, depreciation and amortization) decreased to € 2,271 million (previous year: € 2,492 million), while **operating income after interest** declined from € 199 million in the previous year to € -204 million as the result of our modernization program. Restated for the federal compensation for special burdens related to the former Deutsche Reichsbahn, such as surplus personnel expenses and increased costs of material, which is included in the EBITDA calculation – compensation which was € 390 million less than the previous year – **EBITDA excluding special burdens compensation** reflects an **operating performance improvement of € 169 million** compared to the previous year. **Since 1994**, we have achieved a **total improvement of € 3,447 million**. The inevitable temporary operating loss, which we had to accept as a consequence of our modernization and intensive capital expenditures program, reduced **ROCE** (return on capital

employed = EBIT/capital employed) from 1.6 % to 0.4 % during the year under review.

Balance Sheet

The increase in the **balance sheet total** of 6.3 % to € 42.0 billion during financial 2001 was the result of the investment-related increase in fixed assets (to € 35.8 billion, + 3.2 %) as well as increased current assets (€ 5.6 billion, + 27.4 %).

Equity capital decreased by 4.0 % to € 8.4 billion, while the equity ratio fell to 20.1 %. **Provisions** amounted to € 14.3 billion (34.1 % of the balance sheet total), **liabilities** amounted to € 18.3 billion (43.6 % of the balance sheet total). It must be mentioned that at € 7.3 billion (previous year: € 6.7 billion), a significant portion of our liabilities consists of interest-free federal government loans provided for capital expenditures on infrastructure. Financial debt (interest-bearing liabilities) increased to € 7.0 billion (16.7 % of the balance sheet total).

Capital Expenditures and Financing

Within the framework of our **multiyear intensive capital expenditures program**, **gross capital expenditures** amounted to € 7.1 billion during the year under review – primarily to improve the carrying capacity of our infrastructure and rejuvenate our rolling stock (previous year: € 6.9 billion). After deduction of non-repayable investment grants, **net capital expenditures** amounted to € 3.3 billion. Capital requirements for the financing of capital expenditures – after deduction of the inflow of funds (net) from investment grants, interest-free federal loans, and the sale of assets – amounted to € 2.1 billion. In contrast, **cash flow before taxes** – a measure of our internal financing capability – was € 1.8 billion (previous year: € 2.1 billion). Our **outstanding long-term ratings** of Aa1 (Moody's) and AA (Standard & Poor's) were confirmed during the year under review.

Expectations for the Financial Year 2002

We do not expect a broad-based economic recovery until the second half of the year. Our revenue performance is largely dependent on the performance of our Group Passenger Transport and Freight Transport divisions. The implementation of the programs MORA P and MORA C, focussing our passenger and freight transport services on market demand, will affect both these divisions in the current year. Our streamlined supply resulting from the reorganization of the transport of single freight cars – along with the weak economic environment – means that **transport performance and revenues in freight transport will remain flat or even decline slightly**. We expect **positive development in transport performance and revenues in passenger transport**. Our “Fokus” restructuring program will deliver additional efficiency improvements and cost reductions, which will be offset by further increases in depreciation and interest charges resulting from our intensive capital expenditures and modernization program. The scheduled reduction in federal grants for burdens inherited from the former Deutsche Reichsbahn (surplus personnel expenses and cost of materials) will once again amount to some € 0.4 billion in the year 2002. During the current year, we expect to achieve **productivity improvements** in the amount of this year’s reduction in federal grants, but will not be able to compensate for the temporary charges of our modernization program. The **significant structural improvement** of the integrated rail system of Deutsche Bahn will therefore have to be contrasted with a **repeated operating loss after interest**.

Statements Relating to the Future

This report contains forward-looking statements regarding the future development of the DB Group. When used in this document, the words “anticipate,” “believe,” “estimate,” “expect,” “intend,” and “plan” are intended to identify forward-looking statements. Such statements reflect the current views of Deutsche Bahn Group, its corporate divisions and individual companies with respect to future events and are subject to risks and uncertainties. Many factors could cause the actual results to be materially different. Actual results may vary materially from those projected here. The Deutsche Bahn Group does not intend or assume any obligation to update these forward-looking statements.

Rail Transport Performance

	2001	2000	Change in %
Passenger transport			
Total passengers (million)	1,701.7	1,712.5	- 0.6
thereof long-distance transport	136.3	144.8	- 5.9
thereof local transport	1,565.4	1,567.7	- 0.1
Total passenger kilometers (million pkm ¹⁾)	74,459	74,388	+ 0.1
thereof long-distance transport	35,342	36,226	- 2.4
thereof local rail transport	39,117	38,162	+ 2.5
Freight transport²⁾			
Freight carried ³⁾ (million t)	291.3	301.3	- 3.3
Total kilometers ³⁾ (million tkm ⁴⁾)	80,348	80,634	- 0.4
Total transport performance (million ptkm)	154,807	155,022	- 0.1
Train kilometers (million train-path km ⁵⁾)	977.3	984.2	- 0.7

1) Passenger kilometers: product of number of passengers and mean travel distance

2) Please note: all ton figures represent metric tons (1,000 kg = 2,200 lbs).

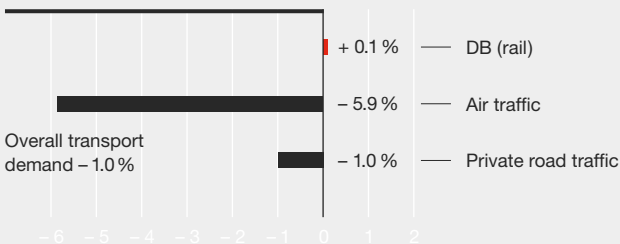
3) Until 1997 including less than carload-business; from 2000 on including Railion Benelux; from 2001 including Railion Denmark

4) Ton kilometers: product of freight carried and mean transport distance

5) Train-path kilometers: driving performance in km of trains on rail

Growth rates in passenger transport sector 2001

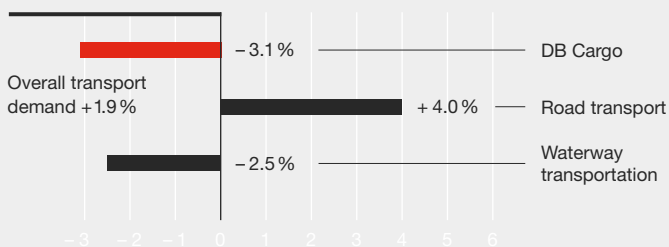
in %



1999	1998	1997	1996	1995	1994
1,680.1	1,668.4	1,641.0	1,596.4	1,539.4	1,430.6
146.5	148.9	152.2	151.2	149.3	139.3
1,533.6	1,519.5	1,488.8	1,445.2	1,390.1	1,291.3
72,846	71,853	71,630	71,028	70,334	64,539
34,897	34,562	35,155	35,620	36,277	34,845
37,949	37,291	36,475	35,408	34,057	29,694
279.3	288.7	294.9	287.9	300.4	306.9
71,494	73,273	72,614	67,880	69,492	70,554
144,340	145,126	144,244	138,908	139,826	135,093
976.7	946.5	-	-	-	-

Growth rates in freight transport sector 2001

in %



Consolidated Balance Sheet

in € million	2001	2000	Change in %
Assets			
Properties ¹⁾	35,055	34,071	+ 2.9
Financial assets	735	600	+ 22.5
Fixed assets	35,790	34,671	+ 3.2
Inventories	992	973	+ 2.0
Accounts receivable and other assets ²⁾	4,238	3,023	+ 40.2
Cash and cash equivalents	363	394	- 7.9
Current assets	5,593	4,390	+ 27.4
Prepayments and accrued income	579	406	+ 42.6
Total assets	41,962	39,467	+ 6.3
Equity and liabilities			
Equity	8,436	8,788	- 4.0
Special items	16	19	- 15.8
Pension and other long-term provisions	9,515	8,420	+ 13.0
Tax and other short-term provisions	4,787	5,747	- 16.7
Provisions	14,302	14,167	+ 1.0
Interest-free loans	7,324	6,714	+ 9.1
Interest-bearing debt	6,993	5,463	+ 28.0
Other liabilities	3,968	3,337	+ 18.9
Liabilities	18,285	15,514	+ 17.9
Accruals and deferred income	923	979	- 5.7
Total liabilities and shareholder's equity	41,962	39,467	+ 6.3

¹⁾ Including intangible assets

²⁾ Including securities

1999	1998	1997	1996	1995	1994
32,815	31,155	29,866	24,034	21,815	17,982
680	584	665	710	367	305
33,495	31,739	30,531	24,744	22,182	18,287
866	654	604	490	597	709
2,346	2,141	2,277	3,755	3,139	1,804
280	351	447	603	654	640
3,492	3,146	3,328	4,848	4,390	3,153
211	76	33	30	48	53
37,198	34,961	33,892	29,622	26,620	21,493
8,701	8,528	8,422	6,711	6,278	6,218
23	38	47	205	177	154
9,241	9,881	9,627	9,902	9,128	7,585
3,714	2,612	2,181	2,237	1,979	1,401
12,955	12,493	11,808	12,139	11,107	8,986
6,344	8,284	7,363	6,308	4,781	2,340
4,192	2,532	1,713	858	606	513
3,609	2,971	4,413	3,284	3,570	3,203
14,145	13,787	13,489	10,450	8,957	6,056
1,374	115	126	117	101	79
37,198	34,961	33,892	29,622	26,620	21,493

Consolidated Statement of Income

in € million	2001	2000	Change in %
Revenues	15,722	15,465	+ 1.7
Overall performance	17,535	17,267	+ 1.6
Other operating income	2,406	3,653	- 34.1
Cost of materials	- 7,108	- 6,625	+ 7.3
Personnel expenses	- 7,487	- 8,475	- 11.7
Depreciation	- 2,162	- 2,052	+ 5.4
Other operating expenses	- 3,282	- 3,436	- 4.5
Investment income	2	- 44	-
Net interest	- 313	- 251	+ 24.7
Income before taxes	- 409	37	-
Income after taxes	- 406	85	-

Other Financial Figures

in € million	2001	2000	Change in %
EBITDA ¹⁾	2,271	2,492	- 8.9
EBIT ²⁾	109	450	- 75.8
Operating income after interest	- 204	199	-
Cash flow before taxes	1,786	2,113	- 15.5
Short-term liabilities	9,089	9,329	- 2.6
Long-term liabilities	24,421	21,331	+ 14.5
Capital Employed ³⁾	28,649	27,443	+ 4.4
Gross capital expenditures	7,110	6,892	+ 3.2
Net capital expenditures ⁴⁾	3,307	3,250	+ 1.8

¹⁾ Adjusted operating income before interest, taxes and depreciation

²⁾ Adjusted operating income before interest and taxes

³⁾ (Properties and intangible assets) less Interest-free loans
plus Net-working capital

⁴⁾ Gross capital expenditures less Investment grants from third parties

1999	1998	1997	1996	1995	1994
15,630	15,348	15,577	15,452	15,249	14,793
17,521	17,104	17,422	17,227	17,244	16,191
2,511	2,596	2,141	2,169	1,702	1,799
- 6,688	- 6,595	- 6,716	- 6,475	- 5,757	- 5,195
- 8,285	- 8,389	- 8,663	- 8,881	- 9,523	- 9,898
- 1,965	- 1,737	- 1,620	- 1,387	- 1,148	- 984
- 2,790	- 2,546	- 2,204	- 2,169	- 2,236	- 1,649
- 55	- 143	- 151	- 127	5	19
- 158	- 89	- 26	12	- 4	- 32
91	201	183	369	283	251
87	170	200	577	135	93

1999	1998	1997	1996	1995	1994
2,036	1,997	1,920	1,658	1,401	1,248
71	260	300	319	253	264
- 87	171	273	327	247	232
2,107	1,985	1,833	1,777	1,445	1,477
7,325	5,803	7,145	5,992	6,018	5,232
21,149	20,592	18,278	16,714	14,147	9,889
24,911	22,656	20,878	18,600	17,147	14,926
8,372	7,660	7,136	7,771	7,329	7,128
3,229	3,040	6,223	5,056	5,107	5,533

Key Figures

	2001	2000
Fixed assets as % of total assets	85.3	87.8
Equity incl. special items in % of total assets	20.1	22.3
Fixed assets coverage (in %) ¹⁾	91.8	86.9
Cash flow coverage of net capex (in %)	54.0	65.0
Return on capital employed (ROCE)(in %) ²⁾	0.4	1.6
Interest coverage ³⁾	0.0	1.1
Cash flow return on revenues (in %) ⁴⁾	11.4	13.7
Return on revenues before interest expenses and taxes (in %)	0.0	2.5

1) Long-term capital/Fixed assets

2) Return on capital employed,
defined as EBIT/Capital employed

3) (Income before taxes plus Interest expenses)/
Interest expenses

4) Cash flow/Revenues

Employees

	2001	2000	Change in %
Employees			
average	219,146	230,615	- 5.0
at year end	214,371	222,656	- 3.7

1999	1998	1997	1996	1995	1994
90.0	90.8	90.1	83.5	83.3	85.1
23.5	24.5	25.0	23.3	24.2	29.6
89.2	91.9	87.6	95.5	92.9	88.9
65.3	65.3	29.5	35.1	28.3	26.7
0.3	1.1	1.4	1.7	1.5	1.8
1.4	2.3	2.4	5.2	4.3	4.6
13.5	12.9	11.8	11.5	9.5	10.0
2.1	2.3	2.0	2.9	2.4	2.2

1999	1998	1997	1996	1995	1994
244,851	259,072	277,471	295,610	331,774	355,694
241,638	252,468	268,273	288,768	312,579	331,101

Revenues

in € million	2001	2000	Change in %
Passenger Transport			
DB Reise&Touristik	3,457	3,463	- 0.2
DB Regio	7,607	7,517	+ 1.2
Total	11,064	10,980	+ 0.8
Freight Transport	3,896	3,831	+ 1.7
Passenger Stations	219	200	+ 9.5
Track Infrastructure	138	110	+ 25.5
Other operating entities/ Consolidation effects	405	344	+ 17.7
Group	15,722	15,465	+ 1.7

Operating Income after Interest

in € million	2001	2000	Change in %
Passenger Transport			
DB Reise&Touristik	124	100	+ 24.0
DB Regio	116	73	+ 58.9
Total	240	173	+ 38.7
Freight Transport	17	49	- 65.3
Passenger Stations	6	4	+ 50.0
Track Infrastructure	- 207	57	-
Other operating entities/ Consolidation effects	- 260	- 84	- 209.5
Group	- 204	199	-

Employees

	2001	2000	Change in %
Passenger Transport			
DB Reise & Touristik	27,360	30,293	- 9.7
DB Regio	45,454	52,769	- 13.9
Total	72,814	83,062	- 12.3
Freight Transport	32,442	38,555	- 15.9
Passenger Stations	5,193	5,015	+ 3.5
Track Infrastructure	52,089	53,554	- 2.7
Holding	2,498	1,572	+ 58.9
Other subsidiaries	49,335	40,898	+ 20.6
Group, employees excl. apprentices/trainees	214,371	222,656	- 3.7
Apprentices/trainees	9,091	11,851	- 23.3
Group, employees incl. apprentices/trainees	223,462	234,507	- 4.7
Training ratio Group (adjusted) in %	4.4	5.7	-
Female employees ¹⁾	43,630	44,865	- 2.8
Proportion of female employees in %	19.8	19.6	-
Civil servants assigned	52,997	55,881	- 5.2
Civil servants on sabbatical	2,971	2,470	+ 20.3
Part-time employees ¹⁾	10,622	13,062	- 18.7
Proportion of part-time employees in %	4.8	5.6	-

¹⁾ Employees (natural persons)



Passenger Transport

in € million	2001	2000	Change in %
External revenues			
DB Reise & Touristik	3,457	3,463	- 0.2
DB Regio	7,607	7,517	+ 1.2
Total	11,064	10,980	+ 0.8
Intra-Group revenues	885	816	+ 8.5
Divisional revenues	11,949	11,796	+ 1.3
Operating income after interest			
DB Reise & Touristik	124	100	+ 24.0
DB Regio	116	73	+ 58.9
Total	240	173	+ 38.7
Gross cash flow			
DB Reise & Touristik	483	383	+ 26.1
DB Regio	714	559	+ 27.7
Total	1,197	942	+ 27.1
Gross capital expenditures			
DB Reise & Touristik	424	499	- 15.0
DB Regio	1,160	1,305	- 11.1
Total	1,584	1,804	- 12.2
Employees (as of Dec 31, 2001)			
DB Reise & Touristik	27,360	30,293	- 9.7
DB Regio	45,454	52,769	- 13.9
Total	72,814	83,062	- 12.3

	2001	2000	Change in %	
Passengers (million)				
DB Reise & Touristik	136.3	144.8	-	5.9
DB Regio	1,565.4	1,567.7	-	0.1
Total	1,701.7	1,712.5	-	0.6
Number of passengers per day (million)				
DB Reise & Touristik	0.4	0.4	-	5.9
DB Regio	4.3	4.3	-	0.1
Total	4.7	4.7	-	0.6
Passenger kilometers (million pkm)				
DB Reise & Touristik	35,342	36,226	-	2.4
DB Regio	39,117	38,162	+	2.5
Total	74,459	74,388	+	0.1
Number of trains per day				
DB Reise & Touristik	1,376	1,557	-	11.6
DB Regio	29,117	28,995	+	0.4
Total	30,493	30,552	-	0.2
Train kilometers (million train-path km)				
DB Reise & Touristik	161.5	175.9	-	8.2
DB Regio	560.2	563.9	-	0.7
Total	721.7	739.8	-	2.4
Locomotives				
DB Reise & Touristik ¹⁾	520	540	-	3.7
DB Regio	2,199	2,252	-	2.4
Total	2,719	2,792	-	2.6
Rail cars incl. rail buses				
S-Bahn (metro) d.c.	2,278	2,022	+	12.7
S-Bahn (metro) a.c.	1,554	2,076	-	25.1
Diesel railcars ²⁾	1,831	2,001	-	8.5
Rail buses	103	216	-	52.3
Electric railcars/ Electric multiple units (EMUs) ²⁾	1,423	249	+	471.5
Total (only DB Regio)	7,189	6,564	+	9.5
Passenger cars				
DB Reise & Touristik	4,383	4,444	-	1.4
DB Regio	8,365	8,531	-	1.9
Total	12,748	12,975	-	1.7
Seats (thousands)				
DB Reise & Touristik	299	281	+	6.4
DB Regio	1,192	1,182	+	0.8
Total	1,491	1,463	+	1.9

¹⁾ Incl. ICE 1 power cars

²⁾ Incl. ICE in 2001

DB Reise&Touristik

	2001	2000	Change in %
Rail transport performance			
Passengers (million)			
ICE	46.7	41.6	+ 12.3
IC/EC	40.5	48.0	- 15.6
IR/D-Day	52.4	59.8	- 12.4
Other products (incl. CNL, Metropolitan)	10.2	11.2	- 8.9
Total counted passengers	149.7	160.6	- 6.8
Multiple counts	- 13.5	- 15.8	- 14.6
Total	136.3	144.8	- 5.9
Passengers per day (million)	0.37	0.40	- 5.9
Number of trains per day	1,376	1,557 ¹⁾	- 11.6
Passenger kilometers (million pkm)			
ICE	15,515	13,925	+ 11.4
IC/EC	9,826	11,304	- 13.1
IR/D-Day	6,748	7,834	- 13.9
Other products (incl. CNL, Metropolitan)	3,253	3,163	+ 2.9
Total	35,342	36,226	- 2.4
Mean journey distance			
Total	259.3	250.2	+ 3.7
thereof ICE	332.5	334.7	- 0.7
thereof IC/EC	242.6	235.5	+ 3.0
thereof IR/D-Day	128.8	131.0	- 1.7
Automatic ticketing machines	3,120	2,894	+ 7.8
Train kilometers (million train-path km)	161.5	175.9	- 8.2
Locomotives			
Electric locomotives	402	420	- 4.3
Light rail locomotives	0	0	-
Total	402	420	- 4.3

¹⁾ Plus 116 trains are the result of extraordinary EXPO 2000 effects

	2001	2000	Change in %
Rolling Stock			
ICE 1			
Number of power cars	118	120	- 1.7
Intermediate cars	711	705	+ 0.9
thereof 1st class cars	195	195	-
thereof 2nd class cars	457	451	+ 1.3
thereof restaurant cars	59	59	-
ICE 2			
Number of power cars	46	46	-
Number of driving trailers	45	45	-
Intermediate cars	264	264	-
thereof 1st class cars	88	88	-
thereof 2nd class cars	132	132	-
thereof restaurant cars	44	44	-
ICE T			
Number of multiple units	43	42	+ 2.4
Number of end cars	86	84	+ 2.4
Intermediate cars	193	190	+ 1.6
ICE TD			
Number of rail cars	80	-	-
Number of end cars	40	-	-
Intermediate cars	40	-	-
ICE 3			
Number of rail cars	196	132	+ 48.5
thereof 1st class rail cars	98	66	+ 48.5
thereof 2nd class rail cars	98	66	+ 48.5
Number of trailer cars	196	132	+ 48.5
thereof 1st class cars	49	33	+ 48.5
thereof 2nd class cars	98	66	+ 48.5
thereof restaurant cars	49	33	+ 48.5
Passenger cars			
EC/IC	1,773	1,847	- 4.0
IR/D	1,497	1,518	- 1.4
Sleeping cars, couchette cars, Talgo (ICN)	626	631	- 0.8
Other passenger cars (incl. CNL)	487	448	+ 8.7
Total	4,383	4,444	- 1.4
Seats			
1st class, total	61,308	59,436	+ 3.1
2nd class, total	237,559	221,936	+ 7.0
Total	298,867	281,372	+ 6.2

DB Regio

	2001	2000	Change in %
Ordered services from federal states (€ million)	4,299.5	4,330.9	- 0.7
Rail transport performance			
Passengers (million)	1,565.4	1,567.7	- 0.1
Number of passengers per day (million)	4.3	4.3	- 0.1
Passenger kilometers (million pkm)	39,117.0	38,161.8	+ 2.5
Number of trains per day	29,117.0	28,995.0	+ 0.4
Mean journey distance	25.0	24.3	+ 2.9
Train kilometers (million train-path km)	560.2	563.9	- 0.7
Locomotives			
Electric locomotives	1,423	1,493	- 4.7
Diesel locomotives	755	747	+ 1.1
Steam locomotives	19	12	+ 58.3
Total	2,199	2,252	- 2.4
Rolling stock			
S-Bahn (metro) d.c.	2,278	2,022	+ 12.7
S-Bahn (metro) a.c.	1,554	2,076	- 25.1
Diesel rail cars	1,751	2,001	- 12.5
Rail buses	103	216	- 52.3
Electric rail cars/ Electric multiple units (EMUs) ¹⁾	1,052	75	-
Double-deck cars	1,686	1,637	+ 3.0
Other passenger cars (incl. baggage cars)	6,679	6,894	- 3.1
Total	15,103	14,921	+ 1.2
Seats			
1st class	115,873	84,217	+ 37.6
2nd class (incl. folding seats)	1,076,215	1,097,808	- 2.0
Total	1,192,088	1,182,025	+ 0.9
Automatic ticketing machines	6,260	6,178	+ 1.3

¹⁾ from 2001 on single rail cars



Freight Transport

in € million	2001	2000	Change in %
External revenues	3,896	3,831	+ 1.7
Intra-Group revenues	986	816	+ 20.8
Divisional revenues	4,882	4,647	+ 5.1
Operating income after interest	17	49	- 65.3
Gross cash flow	164	259	- 36.7
Gross capital expenditures	321	405	- 20.7
Employees (as of Dec 31, 2001)	32,442	38,555	- 15.9

	2001	2000	Change in %
Rail transport performance			
Freight carried (million t)	291.3	301.3	- 3.3
Ton kilometers (million tkm)	80,347.9	80,634.2	- 0.4
Number of trains per day	6,318	6,219	+ 1.6
Mean transport distance	275.8	267.6	+ 3.1
Train kilometers (million train-path km)	226.9	225.5	+ 0.6
Locomotives			
Electric locomotives	1,477	1,601	- 7.7
Diesel locomotives	1,251	1,501	- 16.7
Light rail locomotives	829	1,262	- 34.3
Diesel multiple units (DMUs)	7	7	-
Total	3,564	4,371	- 18.5
Covered wagons	32,688	33,169	- 1.5
Open wagons	38,425	40,406	- 4.9
Flat wagons	55,702	55,895	- 0.3
Tank wagons	1,244	1,708	- 27.2
Total	128,059	131,178	- 2.4
Leased wagons	4,975	5,510	- 9.7
Privately owned wagons registered	60,258	60,611	- 0.6
Transport capacity of freight wagons (thousand t)			
Covered wagons	1,053	1,070	- 1.6
Open wagons	1,900	1,970	- 3.5
Flat wagons	2,748	2,757	- 0.3
Tank wagons	40	49	- 19.5
Total	5,741	5,847	- 1.8



Passenger Stations

in € million	2001	2000	Change in %
External revenues	219	200	+ 9.5
Intra-Group revenues	589	600	- 1.8
Divisional revenues	808	800	+ 1.0
Operating income after interest	6	4	+ 50.0
Gross cash flow	126	111	+ 13.5
Gross capital expenditures	459	552	- 16.8
Employees (as of Dec 31, 2001)	5,193	5,015	+ 3.5

	2001	2000	Change in %
Number of passenger stations	5,760	5,794	- 0.6
Number of train stops per day (thousand)	ca. 400	ca. 400	-



Track Infrastructure

in € million	2001	2000	Change in %
External revenues	138	110	+ 25.5
Intra-Group revenues	3,391	3,415	- 0.7
Divisional revenues	3,529	3,525	+ 0.1
Operating income after interest	- 207	57	-
Gross cash flow	693	987	- 29.8
Gross capital expenditures	4,435	3,896	+ 13.8
Employees (as of Dec 31, 2001)	52,089	53,554	- 2.7

in € million	2001	2000	Change in %
Train kilometers (million train-path km)	977.3	984.2	- 0.7
thereof internal customers	938.2	957.1	- 2.0
thereof external customers	39.1	27.1	+ 44.3
Length of line operated (km)			
Standard gauge	35,938	36,538	- 1.6
Narrow gauge	49	50	- 2.0
Total	35,987	36,588	- 1.6
thereof in electrified operations	19,119	19,079	+ 0.2
Length of all track (km)	64,655	64,821	- 0.3
Number of switches/crossings	88,887	93,928	- 5.4
Number of stations	4,449	4,528	- 1.7
Number of stopping points	3,079	3,031	+ 1.6
Interlockings			
Total	6,352	6,415	- 1.0
thereof electronic	450	334	+ 34.7
Level crossings			
Total	24,667	25,941	- 4.9
thereof technically protected	11,774	11,128	+ 5.8
Tunnels			
Subterranean	658	665	- 1.1
Above ground	110	179	- 38.5
Total	768	844	- 9.0
Total length (km)	399	442.3	- 9.8
Length of longest tunnel (m)	10,779	10,779	-
Railway bridges	31,751	32,933	- 3.6
Private sidings	4,997	5,724	- 12.7

Major Subsidiaries Deutsche Bahn Group

Name and domicile
Group division Passenger Transport
Long-distance Passenger Transport (DB Reise & Touristik)
DB Reise & Touristik AG, Berlin
AMEROPA-REISEN GmbH, Bad Homburg v. d. H.
Bayern Express & P. Kühn Berlin GmbH, Berlin
CityNightLine CNL AG, Zürich
DBDialog Telefonservice GmbH, Schwerin
Deutsche Touring Gesellschaft mbH, Frankfurt a. M.
Metropolitan Express-Train GmbH, Bad Homburg v. d. H.
MITROPA Mitteleuropäische Schlafwagen und Speisewagen Aktiengesellschaft, Berlin
Local Passenger Transport (DB Regio)
DB Regio AG, Berlin
BRN Busverkehr Rhein-Neckar GmbH, Ludwigshafen
Burgenlandbahn GmbH, Zeitz
DB Regionalbahn Rhein-Ruhr GmbH, Essen
DB Regionalbahn Rheinland GmbH, Köln
BVR Busverkehr Rheinland GmbH, Düsseldorf
DB ZugBus Regionalverkehr Alb-Bodensee GmbH (RAB), Ulm
DB Regionalbahn Westfalen GmbH, Münster
WB Westfalen Bus GmbH, Münster
BVO Busverkehr Ostwestfalen GmbH, Bielefeld
Omnibusverkehr Franken GmbH (OFV), Nürnberg
ORN Omnibusverkehr Rhein Nahe GmbH, Mainz
RBO Regionalbus Ostbayern GmbH, Regensburg
Regional Bus Stuttgart GmbH, Stuttgart
Regionalbus Braunschweig GmbH – RBB –, Braunschweig
Regionalverkehr Kurhessen GmbH, Kassel
Regionalverkehr Oberbayern GmbH, München
RMV Rhein-Mosel Verkehrsgesellschaft mbH, Koblenz
RSW Regionalbus Saar-Westpfalz GmbH, Saarbrücken
RVS Regionalbusverkehr Südwest GmbH, Karlsruhe
S-Bahn Berlin GmbH, Berlin
S-Bahn Hamburg GmbH, Hamburg
S-Bahn München GmbH, München ²⁾
SBG SüdbadenBus GmbH, Freiburg
Verkehrsgesellschaft mbH Untermain – VU –, Frankfurt a. M.
Weser-Ems Busverkehr GmbH (WEB), Bremen
Regionalbahn Schleswig-Holstein GmbH, Kiel
Autokraft GmbH, Kiel

Ownership in %	Equity in € million	Revenues 2001 in € million	Revenues relative change in %	Net income 2001 in € million	Employees as of Dec 31, 2001
100.0	2,045.2	3,142.6	0.4	- ¹⁾	19,867
100.0	2.6	103.1	1.9	- ¹⁾	131
100.0	4.1	22.6	6.1	- ¹⁾	199
100.0	18.8	42.7	17.1	4.0	13
100.0	0.8	53.2	276.2	- ¹⁾	1,509
82.8	5.0	54.7	6.2	- ¹⁾	159
100.0	4.3	18.8	17.7	- ¹⁾	12
100.0	15.5	283.2	- 6.2	1.3 ¹⁾	4,554
100.0	1,764.0	4,695.9	- 5.1	- ¹⁾	25,564
100.0	13.3	47.6	- 1.7	- ¹⁾	416
70.0	0.3	15.3	4.3	0.2	0
100.0	126.1	503.0	1.3	- ¹⁾	2,231
100.0	68.6	296.7	6.6	- ¹⁾	1,156
100.0	4.2	53.9	- 5.2	- ¹⁾	262
100.0	24.0	188.3	0.5	- ¹⁾	596
100.0	35.5	299.7	7.3	- ¹⁾	1,218
100.0	6.0	54.6	3.7	- ¹⁾	337
100.0	11.3	56.8	- 1.4	- ¹⁾	434
100.0	13.3	83.3	2.2	- ¹⁾	485
100.0	5.1	41.3	4.1	- ¹⁾	318
100.0	9.8	54.2	3.1	- ¹⁾	268
100.0	15.9	64.8	- 10.4	- ¹⁾	506
100.0	3.6	38.4	0.2	- ¹⁾	266
100.0	10.7	58.9	5.9	- ¹⁾	524
100.0	10.8	55.0	7.7	- ¹⁾	625
74.9	13.4	55.5	2.7	3.8	221
100.0	9.4	57.2	6.1	- ¹⁾	321
100.0	7.2	48.8	- 7.7	- ¹⁾	365
100.0	165.2	486.8	8.4	- ¹⁾	4,135
100.0	62.3	159.2	- 0.3	- ¹⁾	1,067
100.0	225.4	241.6		- ¹⁾	991
100.0	6.6	63.8	- 9.5	- ¹⁾	446
100.0	3.8	55.3	4.7	- ¹⁾	335
100.0	10.2	54.7	3.0	- ¹⁾	351
100.0	10.5	239.3	6.8	- ¹⁾	972
100.0	8.7	67.8	3.8	- ¹⁾	623

Name and domicile
Group division Freight Transport
DB Cargo AG, Berlin
ATG Autotransportlogistic GmbH, Eschborn/Taunus
BTT BahnTank Transport GmbH, Mainz
DB Verkehrsbau Logistik GmbH, Mainz
NUCLEAR CARGO + SERVICE GmbH, Hanau
Railion Benelux N.V., Utrecht
Railion Denmark A/S, Kopenhagen ³⁾
TRANSA Spedition GmbH, Offenbach a. M.
Transfracht Internationale Gesellschaft für kombinierten Güterverkehr mbH, Frankfurt a. M.
Group division Passenger Stations
DB Station & Service AG, Berlin
Group division Track Infrastructure
DB Netz AG, Berlin
Other Subsidiaries
DB Anlagen und Haus Service GmbH, Berlin
DB Energie GmbH, Frankfurt a. M.
DB FuhrparkService GmbH, Frankfurt a. M.
DB Informatik-Dienste GmbH, Erfurt
DE-Consult, Deutsche Eisenbahn Consulting GmbH, Berlin
Deutsche Eisenbahn-Reklame GmbH, Kassel
Deutsche Bahn Gleisbau GmbH, Duisburg
Deutsche Gleis- und Tiefbau GmbH, Berlin
Ibb Ingenieur-, Brücken- und Tiefbau GmbH, Dresden
DVA Deutsche Verkehrs-Assekuranz-Vermittlungs-GmbH, Bad Homburg v. d. H.
BRG Servicegesellschaft Frankfurt a. M. GmbH, Frankfurt a. M.
BRG Servicegesellschaft Hamburg GmbH, Hamburg
BRG Servicegesellschaft München GmbH, München
BRG Servicegesellschaft Köln GmbH, Köln
BRG Bahnreinigung Karlsruhe GmbH, Karlsruhe
BRG Servicegesellschaft Berlin GmbH, Berlin
BRG Servicegesellschaft Leipzig GmbH, Leipzig
BSG Bahn Schutz & Service GmbH, Frankfurt a. M.
TLC Transport-, Informatik- und Logistik-Consulting GmbH, Berlin

1) Profit and loss transfer agreement

2) Spin-off from DB Regio AG

3) First time consolidation

Ownership in %	Equity in € million	Revenues 2001 in € million	Revenues relative change in %	Net income 2001 in € million	Employees as of Dec 31, 2001
100.0	434.6	3,420.6	- 2.5	- ¹⁾	29,101
75.0	3.1	268.7	1.0	2.0	45
100.0	1.5	32.1	25.4	- ¹⁾	36
95.0	2.6	417.9	93.8	- ¹⁾	164
100.0	8.7	39.9	77.0	3.6	71
100.0	69.6	150.6	4.5	0.1	1,397
100.0	7.8	77.2		(10.0)	707
50.0	9.8	208.1	2.4	1.0	313
100.0	0.5	207.0	0.3	- ¹⁾	182
100.0	1,201.5	807.6	0.9	- ¹⁾	5,096
100.0	4,422.7	3,453.4	- 0.6	- ¹⁾	53,894
100.0	2.6	340.3	- 1.9	- ¹⁾	4,707
100.0	528.9	1,289.8	9.2	- ¹⁾	1,876
90.0	3.5	129.8	1.3	- ¹⁾	164
100.0	212.5	433.5	7.9	- ¹⁾	850
74.0	23.9	107.5	- 1.5	3.8	1,010
100.0	5.5	170.6	17.2	- ¹⁾	253
100.0	7.5	83.3	12.8	- ¹⁾	369
100.0	1.1	144.9	- 18.0	- ¹⁾	1,413
100.0	2.0	58.9	11.5	- ¹⁾	282
65.0	1.0	22.6	28.0	11.0	67
51.0	0.2	29.1	16.0	0.0	692
51.0	1.7	52.6	8.5	0.9	1,385
51.0	1.7	57.9	19.0	1.2	1,341
51.0	1.3	59.4	22.8	0.8	1,306
51.0	1.3	39.8	15.3	0.8	831
51.0	0.8	64.0	4.5	0.5	1,973
100.0	0.3	66.8	20.3	- ¹⁾	2,162
100.0	0.2	102.0	2.8	- ¹⁾	3,063
100.0	1.9	278.8	12.6	- ¹⁾	1,251

Supervisory Board of Deutsche Bahn AG

Dr. Günther Saßmannshausen

Honorary Chairman
of the Supervisory Board,
Hanover

Dr. Michael Frenzel

Chairman of the Supervisory Board,
– since March 14, 2001 –
Chairman of the Management Board
of Preussag AG,
Burgdorf

Dr. Dieter H. Vogel

Chairman of the Supervisory Board,
– until March 7, 2001 –
Managing Partner of Bessemer
Vogel & Treichl GmbH,
Dusseldorf

Norbert Hansen*

Deputy Chairman of the
Supervisory Board,
Chairman of TRANSNET German
Railroad Workers' Union
Frankfurt/Main

Niels Lund Chrestensen

General Manager of N.L. Chrestensen,
Erfurter Samen- und
Pflanzenzucht GmbH,
Erfurt

Peter Debuschewitz*

Management Representative for
the State of Berlin,
Deutsche Bahn AG,
Taufkirchen

Elke Ferner

Former State Secretary,
Ministry of Transport,
Building and Housing,
Saarbrücken
– until February 5, 2001 –

Horst Fischer*

Member of the Works Council,
Regional Division of Northern
Bavaria, DB Regio AG
Fürth

Horst Hartkorn*

Chairman of the Works Council
of S-Bahn Hamburg GmbH,
Hamburg

Jörg Hensel*

Member of the Central Works
Council of DB Cargo AG,
Hamm

Günter Kirchheim*

Chairman of the Group Works
Council of Deutsche Bahn AG,
Chairman of the Central Works
Council of DB Netz AG,
Essen

Lothar Krauß*

Deputy Chairman of TRANSNET
German Railroad Workers' Union,
Rodenbach

Heike Moll*

Member of the Central Works
Council of DB Station&Service AG,
Frankfurt/Main

Ralf Nagel

State Secretary,
Ministry of Transport,
Building and Housing,
Magdeburg
– since February 5, 2001 –

Dr. rer. nat. h.c. Friedel Neuber

Duisburg-Rheinhausen

Günter Ostermann*

Deputy Chairman of TRANSNET
German Railroad Workers' Union,
Wunstorf

Dr. Manfred Overhaus

State Secretary, Ministry of Finance,
St. Augustin

Albert Schmidt

Member of Parliament (Bundestag),
Ingolstadt

Prof. Dr. Ekkehard D. Schulz

Chairman of the Management Board
of ThyssenKrupp AG,
Krefeld
– since July 4, 2001 –

Dr. Ulrich Schumacher

Chairman of the Management Board
of Infineon Technologies AG,
Starnberg

Dr. Alfred Tacke

State Secretary, Ministry of
Economics and Technology,
Celle

Dr.-Ing. E. h. Heinrich Weiss

Chairman of the Management Board
of SMS AG,
Hilchenbach-Dahlbruch

Horst Zimmermann*

Chairman of the Central Works
Council of DB Reise&Touristik AG,
Nuremberg

Management Board of Deutsche Bahn AG

Hartmut Mehdorn

CEO and Chairman of the
Management Board,
Berlin

Dr. Karl-Friedrich Rausch

Technology,
Weiterstadt
– since January 1, 2001 –

Klaus Daubertshäuser

Marketing,
Wettenberg

Diethelm Sack

Chief Financial Officer
Frankfurt/Main

Dr. Horst Föhr

Personnel,
Berlin
– until December 31, 2001 –

Dieter Ullsperger

Passenger Stations/Real Estate,
CEO and Chairman
of the Management Board
of DB Station&Service AG,
München
– until December 31, 2001 –

Dr. Christoph Franz

Passenger Transport,
CEO and Chairman
of the Management Board
of DB Reise&Touristik AG,
CEO and Chairman
of the Management Board
of DB Regio AG,
Darmstadt

Roland Heinisch

Track Infrastructure/
Integrated Operations,
CEO and Chairman
of the Management Board
of DB Netz AG,
Idstein

Dr. Bernd Malmström

Freight Transport,
CEO and Chairman
of the Management Board
of DB Cargo AG,
Mainz

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