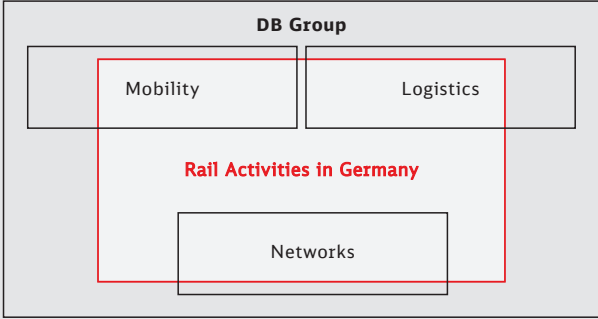




Facts & Figures **2006**

Mission Statement



- We optimize services and productivity in German rail transport as the basis of our business.
- We expand our business portfolio when it is useful to our customers or where our skills and resources suggest to do so.
- We are evolving into a leading international mobility and logistics service provider. We create value for our customers, employees and owners, and are a long-term, attractive investment on the international capital markets.

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Chairman's Letter



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

Dear Ladies and Gentlemen,

The year 2006 was once again a successful year for Deutsche Bahn: we took a major step ahead in the area of customer-friendly service and significantly expanded our offers. And in doing so the DB Group became more international as it responds to the demands posed by the global transport markets. We further increased our profitability in 2006 thereby continuing our track record. Today, we are one of the most successful and innovative transport companies in the world.

The bottom line for 2006 can be summarized in one sentence: it was the best financial year in the history of Deutsche Bahn AG. And not only that: greater transport volumes on climate-friendly rails have become reality in Germany – and to an extent that has even surpassed optimistic forecasts. This once again underlines that we are focused on both political expectations as well as our core business. Today, we are the only company in the transport industry to already offer answers to the changing climate – answers that have made us very successful in the transport market.

While the overall German passenger transport market declined slowly, rail passenger transport advanced further as it grew by 4 percent, increasing its share of market to 9.4 percent. Our Long-Distance Transport, Regional Transport and Urban Transport business units made major contributions to this as each of them recorded very favorable growth. We set a new one-year record with 1.85 billion passengers.

Rail freight transport also developed extremely well in Germany. The 12 percent rate of growth was more than twice as high as in the previous year, and our share of market rose for the fourth consecutive year. As the first rail freight company with a pan-European structure, Railion was able to achieve very strong growth at a high level. For the first time ever the total transport performance by rail freight companies in Germany exceeded 100 billion ton kilometers and amounted to 106 billion ton kilometers. We can fairly

speak of a rail Renaissance in Germany. Combined rail/road transport showed particularly strong growth and we also anticipate seeing further high growth there.

This kind of demanding growth would not have been possible without having an integrated management in place for the infrastructure. The infrastructure is the integral foundation for the complex transport activities that take place on Germany's rails. The fact that usage of the infrastructure by non-Group railways further increased during the year under review underlines the attractiveness of the rail system and its competitiveness. At the end of 2006 about 330 non-Group railway companies were utilizing it – more than the total combined figure for all of the other countries in Europe.

We accomplished a great deal during the year under review and were able to defend or expand our leading positions in markets that we consider important. We comprehensively improved our customer offers. We were able to expand our presence within the growth regions of the world. And the good economic environment also contributed to making the financial year a successful one.

The completion of numerous major projects in 2006, which enabled us to strategically strengthen our core rail business in Germany, played a prominent role. These projects included the Berlin hub with the North-South connection and the new Berlin Central Station as Europe's biggest crossing station, as well as the new and expanded Nuremberg – Ingolstadt – Munich line, the Berlin – Leipzig route and the impressively modernized Dresden Central Station. With these measures we decisively enhanced our passenger transport offers by making them faster, more efficient and more comfortable. Our trains are connecting Germany's major metropolitan areas at increasingly unrivaled travel times – and at the same time protecting natural resources to the greatest extent possible. In addition, we operate modern, regularly scheduled regional and urban transport. We are increasingly integrating our customer offers in mobility chains and placing comfort, service and “travel time as useful time” at the center of our actions.

The fastest trains now travel the Berlin–Leipzig/Halle line in just one hour, which cuts the previous travel time by a good one-third. And the main Bavarian cities of Nuremberg and Munich are now also just one hour apart. The new and expanded Nuremberg–Ingolstadt–Munich line also influences regional transport where our trains travel on this line at speeds of up to 200 km/h. Travel times across Germany were once again noticeably reduced in 2006.

Parallel to these activities we focused on expanding our global transport and logistics business during the year under review. The acquisition of BAX Global, a US logistics company, primarily enabled us to strategically expand our transport network and unite the complementary strengths under the shared roof of the DB Group. We carefully managed the integration of the Schenker and BAX networks and never lost sight of placing our customer benefits in the foreground. This move allowed us to significantly expand our presence in America and China, as well as in the entire Asia-Pacific region. We thereby positioned ourselves as one of the leading providers of transport and logistics services astride one of the world's most important trade routes. In the future we will work to further perfect this global network and thereby profit from globalization.

One of the outstanding events that took place during the year under review was the FIFA World Cup 2006™. The DB Group was present all across Germany as the world was a guest among friends last summer. This major event challenged the DB Group's technical and organizational abilities. Our employees handled it with style and enthusiasm. We transported millions of passengers to their destinations during the tournament and our extensive logistical services at all of the tournament venues contributed to a smooth course of events. The colorful pictures of the fan mile remind us of the

massive crush of passengers that was successfully handled by public urban transport, for example in Berlin where the S-Bahn (metro) carried about 8 million additional passengers. As the official provider of logistical services for the FIFA World Cup 2006™ Schenker equipped the stadiums with media technology and also ensured that the national teams were properly equipped. All of this was not only a source of great pleasure for us, it was also an impressive demonstration of how our business units work together perfectly within the integrated DB Group.

The results posted for the 2006 financial year mark a continuation of the DB Group's steady upward economic progress. The success was generated across the business units on a broad basis. We posted gains in all of our key figures: revenues broke through the 30 billion euros level for the first time, our EBIT, our operating profit, rose by over 80 percent to 2.5 billion euros, and our central value management figure, ROCE, reached 7.5 percent. This progress brings us significantly closer to our targets.

On a comparable basis revenues rose notably by approximately 8 percent to a total of 26.9 billion euros. The Schenker, Railion and Long-Distance Transport business units recorded the absolute biggest increases. About one third of our revenues were generated outside of Germany

The Long-Distance Transport business unit confirmed the completion of the turnaround achieved in the previous year and once again recorded improved results. The Regional Transport business unit achieved a further increase in the favorable results noted in the previous year. Results posted by the Railion business unit are noteworthy because they reflect an earlier-than-expected return to significantly positive results. Both in absolute and relative terms, Schenker posted strong growth – including the newly acquired companies (especially BAX) as well as on a comparable basis.

Schenker's strategically expanded positioning in all growth regions paid off in the international transport and logistics markets. Here we benefited from the growth of the markets as well as from favorable economic influences.

We are continuing to build on the successes we achieved in 2006. In doing so we will decisively concentrate on our key strength of operating and further developing complex transport networks on a sustainable basis. Three basic developments are noticeable in our markets that represent big opportunities for the DB Group.

Globalization will generate increasing flows of goods. We can benefit from these flows because of our worldwide transport and logistics networks and thereby be an important globalization partner for industry and trade.

The second development: climate change and tighter energy resources also have a great influence on the activities within our markets. We are convinced that rail is indispensable for achieving a sustainable transport system in Europe, because it is, by far, the most environmentally friendly mode of transport. With our ICE trains we have long surpassed the non-existent 3-liter car. Every day our freight trains relieve Germany's streets from a line of trucks that would stretch from Hamburg to Rome. In addition we are working hard to optimize our consumption of energy. Since 1990 we have been able to reduce our specific consumption of primary energy in rail transport by more than a quarter. Our ability to intelligently link the strengths of the individual modes of transport with each other represents an additional opportunity in the transport and mobility market and distinguishes us from other transport companies.

The third big development is deregulation. Already today we are successfully active in liberalized markets and have created a dense transport network in European land transport on the rails and the roads. Coupled with our experience in the liberalized German market, this gives us a very good starting position to take advantage of the opportunities posed by the deregulation in Europe and across the entire world.

We have thoroughly prepared the DB Group to meet these global developments and will – also to the benefit of Germany as a business location – set further standards in our markets. Because we have successfully achieved the demanding task to convert the DB Group into a commercial enterprise that was set by the 1994 German Rail Reform Act. Today the company is on track to success. Our track record reflects the strategic transformation of the DB Group. We have formed a single business enterprise out of two state authorities. An enterprise that works in a customer-oriented manner and aligns itself to meet the needs of markets and customers. This way we achieve profitable and sustainable growth.

The decision taken by our owner to open the door to a capital privatization is an important signal and sets the course for the DB Group. The German Parliament tasked the Federal Government with preparing a privatization law that will enable private investors to acquire interests in DBAG even during the current legislative period. This will have to reconcile the interests of the owner, the Federal Government, with ensuring overall commercial conditions for the successful further development of the DB Group. Only if this constellation of interests is achieved will the DB Group be able to assert itself as a European champion deeply rooted in its German home market.

During the current financial year we will completely integrate BAX in Schenker and thereby control the world's second largest transport and logistics network. The year 2007 marks a new era for rail freight transport in Europe due to the liberalization of market access. Even though the effects may not be immediately noticeable, we expect that it will lead to successive increases in volumes for rail freight transport. A new chapter will also begin when our ICE trains begin to travel to Paris starting in the summer of 2007.

We are on the right track. Once again this was impressively confirmed by the results we posted for 2006. They will motivate us, the members of the Management Board and our employees, not to waver from our course during the current financial year. We will continue investing at an unchanged high level and realize additional improvements for our customers and our business. This way we will further sharpen our strategic profile and make the DB Group a worldwide unique transport company.

Sincerely yours,

A handwritten signature in black ink, reading "Hartmut Mehdorn". The signature is written in a cursive, flowing style.

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

Organizational Structure of DB Group

Management Board of Deutsche Bahn AG



Hartmut Mehdorn
Chairman and CEO



Diethelm Sack
CFO



Roland Heinisch
Integrated Systems Rail



Dr. Karl-Friedrich Rausch
Passenger Transport

Group Structure (since 2007)

Supervisory Board	
Management Board	
Chairman and CEO	Finances and Controlling
Integrated Systems Rail	Passenger Transport
Group functions	Long-Distance Transport
	Regional Transport
Service functions	Urban Transport



Margret Suckale
Personnel



Dr. Otto Wiesheu
Economic and Political Affairs



Dr. Norbert Bensel
Transport and Logistics



Stefan Garber
Infrastructure and Services

Economic and Political Affairs	Personnel
Infrastructure and Services	Transport and Logistics
Business units / Segments	
Track Infrastructure	Schenker
Passenger Stations	– Land Transport
Energy	– Air/Ocean Freight
Services	– Contract Logistics, SCM
	Rail Freight
	– Rail Freight
	– Intermodal

Financial Year 2006

Performance Measures

	2006	2005	Change
Passenger Transport			
Passengers rail (million)			
Long-Distance Transport	119.9	118.7	+ 1.0%
Regional Transport	1,215	1,172	+ 3.7%
Urban Transport	549.8	524.4	+ 4.8%
Multiple counts	- 30.0	- 30.0	-
Total	1,854	1,785	+ 3.9%
Passengers bus (million)	683.1	693.7	- 1.5%
Transport performance rail (million pkm¹⁾)			
Long-Distance Transport	34,458	33,641	+ 2.4%
Regional Transport	35,069	33,809	+ 3.7%
Urban Transport	5,262	5,104	+ 3.1%
Total	74,788	72,554	+ 3.1%
Transport performance bus (million pkm¹⁾)	7,882	8,299	- 5.0%
Rail freight transport			
Freight carried (million t ²⁾)	307.6	274.6	+ 12.0%
thereof Railion			
Deutschland AG	(271.1)	(262.2)	+ 3.4%
Transport performance (million tkm ^{2,3)})	96,388	88,022	+ 9.5%
thereof Railion			
Deutschland AG	(88,407)	(81,722)	+ 8.2%
Trains per day	4,780	4,705	+ 1.6%
Mean transport distance (km)	313.4	320.4	- 2.2%
Tons ²⁾ per train	473.7	454.4	+ 4.2%
Infrastructure			
Train kilometers on track infrastructure (million train-path km ⁴⁾)	1,016.3	997.7	+ 1.9%
thereof non-Group customers	(128.2)	(110.0)	+ 16.5%
Station stops (million)	144.2	141.2	+ 2.1%
thereof non-Group customers	(15.6)	(13.0)	+ 20.0%

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

²⁾ Changeover to gross figures in 2006, previous year's figure adjusted accordingly

³⁾ Ton kilometers: product of freight carried and mean transport distance

⁴⁾ Train-path kilometers: driving performance in km of trains on rail

Growth rates in German passenger transport sector / market shares % based on transport performance	2006	2005	Market shares 2006
Rail passenger transport	+ 3.8	+ 3.3	9.4
DB (rail)	(+ 3.1)	(+ 3.3)	(9.0)
Non-Group railways	(+ 25.0)	(+ 3.8)	(0.4)
Public road passenger transport	+ 0.9	- 0.5	9.2
DB (bus) ¹⁾	(- 4.2)	(- 12.1)	(1.0)
Private road traffic	- 1.7	- 1.5	80.2
Air traffic (domestic)	+ 4.1	+ 2.5	1.2
Total market volume	- 1.0	- 1.0	100.0

¹⁾ On a comparable basis

All data for 2006 is based on the information and estimates available as of February 27, 2007.

Growth rates in German freight transport sector / market shares % based on transport performance	2006	2005	Market shares 2006
Rail freight transport ¹⁾	+ 12.0	+ 3.8	17.2
DB (rail)	(+ 9.5)	(- 1.7)	(14.3)
Non-Group railways	(+ 28.0)	(+ 55.9)	(2.8)
Road transport	+ 8.0	+ 3.0	70.0
Waterway transportation	- 0.2	+ 0.7	10.3
Long-distance pipelines	- 4.0	+ 3.1	2.6
Total market volume	+ 7.0	+ 2.9	100.0

¹⁾ RBH Logistics GmbH recorded under DB Group since 2006.

All data for 2006 is based on the information and estimates available as of February 27, 2007.

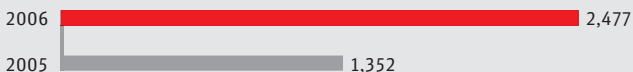
Financial Performance

Revenues € million



2005 to 2006: +19.9%

EBIT € million



2005 to 2006: € +1,125 million

Key figures € million	2006	2005	Change
Revenues	30,053	25,055	+ 19.9%
Revenues - comparable	26,879	24,959	+ 7.7%
Profit before taxes on income	1,555	490	-
Net profit for the year	1,680	611	+ 175%
EBITDA	5,427	4,153	+ 30.7%
EBIT	2,477	1,352	+ 83.2%
EBIT adjusted for unusual items	2,143	1,350	+ 58.7%
Capital employed	28,693	27,013	+ 6.2%
ROCE	7.5%	5.0%	-
Non-current assets	43,360	42,907	+ 1.1%
Current assets	5,080	4,194	+ 21.1%
Total assets	48,440	47,101	+ 2.8%
Equity	9,214	7,675	+ 20.1%
Financial debt	19,881	19,974	- 0.5%
Gross capital expenditures	6,584	6,379	+ 3.2%
Net capital expenditures ¹⁾	2,836	2,360	+ 20.2%
Cash flow from operating activities	3,678	2,652	+ 38.7%
Employees ²⁾ (as of Dec 31)	229,200	216,389	+ 5.9%

¹⁾ Gross capital expenditures less investment grants from third parties

²⁾ Full-time employees; for better comparability part-time employees are converted into equivalent full-time employees in accordance with their share of the normal annual work time.

Segment Information

Revenues			
€ million	2006	2005	Change
Passenger Transport			
Long-Distance Transport	3,234	3,050	+ 6.0%
Regional Transport	6,480	6,452	+ 0.4%
Urban Transport	1,805	1,726	+ 4.6%
Transport and Logistics			
Schenker	13,232	9,042	+ 46.3%
Railion	3,194	2,830	+ 12.9%
Stinnes	608	554	+ 9.7%
Infrastructure and Services			
Track Infrastructure	548	511	+ 7.2%
Passenger Stations	310	287	+ 8.0%
Services	94	124	- 24.2%
Energy	362	207	+ 74.9%
Other operating entities	186	272	- 31.6%
DB Group	30,053	25,055	+ 19.9%
Operating profit (EBIT)			
€ million	2006	2005	Change
Passenger Transport			
Long-Distance Transport	124	50	+ 148%
Regional Transport	690	554	+ 24.5%
Urban Transport	154	115	+ 33.9%
Transport and Logistics			
Schenker	367	259	+ 41.7%
Railion	226	12	-
Stinnes	16	1	-
Infrastructure and Services			
Track Infrastructure	100	17	-
Passenger Stations	136	136	-
Services	31	128	- 75.8%
Energy	166	98	+ 69.4%
Other operating entities / consolidation effects	467	- 18	-
DB Group	2,477	1,352	+ 83.2%

Rating

Rating agency	Long-term Rating	Short-term Rating
Moody's	Aa1 Outlook "stable"	P-1
Standard & Poor's	AA Outlook "negative"	A-1+

Value Management

Return on Capital Employed € million resp. %	2006	2005	Change € million
EBIT adjusted for unusual items	2,143	1,350	+ 793
÷ Capital employed	28,693	27,013	+ 1,680
ROCE	7.5 %	5.0 %	-

Redemption coverage € million resp. %	2006	2005	Change € million
EBIT adjusted for unusual items	2,143	1,350	+ 793
+ Operating net interest income ¹⁾	- 907	- 866	- 41
+ Depreciation ²⁾	2,935	2,765	+ 170
Operating cash flow	4,171	3,249	+ 922
Net financial debt	19,586	19,669	- 83
+ Present value operate leases	2,826	2,483	+ 343
÷ Adjusted net financial debt	22,412	22,152	+ 260
Redemption coverage	18.6 %	14.7 %	-

Gearing € million resp. %	2006	2005	Change € million
Financial debt	19,881	19,974	- 93
- Cash and cash equivalents	295	305	- 10
Net financial debt	19,586	19,669	- 83
÷ Equity	9,214	7,675	+ 1,539
Gearing	213 %	256 %	-

¹⁾ To properly determine redemption coverage we utilize net operating interest by eliminating those components of net interest income/expense related to the compounding of non-current liabilities and provisions and the reversal of deferred income.

²⁾ Adjusted for unusual items

Employees

FTE ¹⁾ as of Dec 31	2006	2005	Change
Passenger Transport			
Long-Distance Transport	14,641	14,516	+ 0.9 %
Regional Transport	25,700	26,842	- 4.3 %
Urban Transport	12,238	12,472	- 1.9 %
Transport and Logistics			
Schenker	54,905	38,585	+ 42.3 %
Railion	22,635	23,522	- 3.8 %
Stinnes	1,622	1,591	+ 1.9 %
Infrastructure and Services			
Track Infrastructure	41,356	42,950	- 3.7 %
Passenger Stations	4,557	4,791	- 4.9 %
Services	26,689	26,868	- 0.7 %
Energy	1,628	1,671	- 2.6 %
Other operating entities	23,229	22,581	+ 2.9 %
DB Group	229,200	216,389	+ 5.9 %
Apprentices/trainees	8,099	8,235	- 1.7 %
DB Group, employees incl. apprentices/trainees	237,299	224,624	+ 5.6 %
Training ratio Group (%)	3.8	3.9	- 2.6 %
Female employees ²⁾	38,836	38,952	- 0.3 %
Proportion of female employees (%)	16.9	17.1	-
Civil servants assigned	39,869	40,867	- 2.4 %
Civil servants on sabbatical	3,830	3,921	- 2.3 %
Part-time employees ²⁾	15,753	15,047	+ 4.7 %
Proportion of part-time employees (%)	6.5	6.6	-

¹⁾ FTE = full-time employees; for better comparability part-time employees are converted into equivalent full-time employees in accordance with their share of the normal annual work time.

²⁾ Employees (natural persons)

Erfurt



Passenger Transport

Long-Distance Transport business unit			
€ million	2006	2005¹⁾	Change
Rail transport performance (million pkm)	34,458	33,641	+ 817
Passengers rail (million)	119.9	118.7	+ 1.2
External revenues	3,234	3,050	+ 184
Operating profit before interest (EBIT)	124	50	+ 74
Gross capital expenditures	262	259	+ 3
Employees (FTE as of Dec 31)	14,641	14,516	+ 125
Regional Transport business unit			
€ million	2006	2005	Change
Rail transport performance (million pkm)	35,069	33,809	+ 1,260
Passengers rail (million)	1,215	1,172	+ 43
External revenues	6,480	6,452	+ 28
Operating profit before interest (EBIT)	690	554	+ 136
Gross capital expenditures	380	362	+ 18
Employees (FTE as of Dec 31)	25,700	26,842	- 1,142
Urban Transport business unit			
€ million	2006	2005¹⁾	Change
Rail transport performance (million pkm)	5,262	5,104	+ 158
Passengers rail (million)	549.8	524.4	+ 25.4
Bus transport performance (million pkm)	7,882	8,299	- 417
Passengers bus (million)	683.1	693.7	- 10.6
External revenues	1,805	1,726	+ 79
Operating profit before interest (EBIT)	154	115	+ 39
Gross capital expenditures	98	97	+ 1
Employees (FTE as of Dec 31)	12,238	12,472	- 234

¹⁾ Bayern Express & P. Kühn Berlin GmbH is reported under the Urban Transport business unit since the 2006 financial year, previous year's figures were adjusted accordingly.

Passenger Transport

	2006	2005	Change
Passengers rail (million)			
Long-Distance Transport	119.9	118.7	+1.0%
Regional Transport	1,215	1,172	+3.7%
Urban Transport	549.8	524.4	+4.8%
Multiple counts	- 30.0	- 30.0	-
Total	1,854.2	1,785.4	+3.9%
Passengers per day rail (million)			
Long-Distance Transport	0.3	0.3	-
Regional Transport	3.3	3.2	+3.1%
Urban Transport	1.5	1.4	+7.1%
Total	5.1	4.9	+4.1%
Transport performance rail (million pkm)			
Long-Distance Transport	34,458	33,641	+2.4%
Regional Transport	35,069	33,809	+3.7%
Urban Transport	5,262	5,104	+3.1%
Total	74,788	72,554	+3.1%
Trains per day			
Long-Distance Transport	1,238	1,219	+1.6%
Regional Transport	22,581	23,086	-2.2%
Urban Transport	3,818	3,838	-0.5%
Total	27,637	28,143	-1.8%
Train kilometers (million train-path km)			
Long-Distance Transport	152.2	150.5	+1.1%
Regional Transport	506.7	517.4	-2.1%
Urban Transport	43.8	43.5	+0.8%
Total	702.7	711.4	-1.2%

	2006	2005	Change
Locomotives			
Long-Distance Transport ¹⁾	404	396	+ 2.0%
Regional Transport	1,570	1,657	- 5.3%
Urban Transport	4	4	-
Total	1,978	2,057	- 3.8%
Rail cars²⁾			
S-Bahn (metro) d.c.	2,006	2,003	+ 0.1%
S-Bahn (metro) a.c.	2,606	2,588	+ 0.7%
Diesel rail cars	3,131	3,091	+ 1.3%
Rail buses	16	7	+ 129%
Electric rail cars / electric multiple units (EMUs)	1,563	1,479	+ 5.7%
Total	9,322	9,168	+ 1.7%
Passenger cars			
Long-Distance Transport	2,187	2,398	- 8.8%
Regional Transport	6,665	7,113	- 6.3%
Urban Transport	0	0	-
Total	8,852	9,511	- 6.9%
Seats (thousands)			
Long-Distance Transport	219,038	226,415	- 3.3%
Regional Transport	1,025,767	1,073,928	- 4.5%
Urban Transport	103,033	102,665	+ 0.4%
Total	1,347,838	1,403,008	- 3.9%
Automatic ticketing machines			
Long-Distance Transport	2,399	2,796	- 14.2%
Regional and Urban Transport	5,860	7,361	- 20.4%
Combined ticketing machines	868	0	-
Total	8,259	10,157	- 18.7%

¹⁾ Including ICE 1 power cars

²⁾ Including rail buses

Long-Distance Transport Business Unit

	2006	2005	Change
Rail transport performance			
Passengers (million)			
ICE	69.5	66.8	+ 4.0%
IC/EC	54.5	54.3	+ 0.4%
IR/D (day)	0.1	0.3	- 66.7%
Other products (among others CNL)	5.8	6.5	- 10.8%
Total counted passengers	129.9	127.9	+ 1.6%
Multiple counts	- 10.0	- 9.2	+ 8.7%
Total	119.9	118.7	+ 1.0%
Passengers per day (million)	0.33	0.33	-
Trains per day	1,238	1,219	+ 1.6%
Passenger kilometers (million)			
ICE	21,635	20,853	+ 3.8%
IC/EC	10,398	10,350	+ 0.5%
IR/D (day)	19	50	- 62.0%
Other products (among others CNL)	2,406	2,388	+ 0.7%
Total	34,458	33,641	+ 2.4%
Mean journey distance (km)	287.4	283.4	+ 1.4%
thereof ICE	(311.3)	(312.2)	- 0.3%
thereof IC/EC	(190.8)	(190.6)	+ 0.1%
thereof IR/D (day)	(190.0)	(166.7)	+ 14.0%
Train kilometers (million train-path km)	152.2	150.5	+ 1.1%
Locomotives			
Electric locomotives	274	248	+ 10.5%
Light rail locomotives	12	30	- 60.0%
Total	286	278	+ 2.9%

	2006	2005	Change
ICE 1			
Power cars	118	118	-
Intermediate cars	708	708	-
1st class cars	(195)	(195)	-
2nd class cars	(454)	(454)	-
Restaurant cars	(59)	(59)	-
ICE 2			
Power cars	46	46	-
Driving trailers	45	45	-
Intermediate cars	264	264	-
1st class cars	(88)	(88)	-
2nd class cars	(132)	(132)	-
Restaurant cars (service cars)	(44)	(44)	-
ICE T			
Multiple units	70	59	+18.6%
Rail cars	272	224	+21.4%
End cars	142	118	+20.3%
Intermediate cars	59	47	+25.5%
ICE TD			
Rail cars	78	78	-
End cars	(39)	(39)	-
Intermediate cars	(39)	(39)	-
ICE 3			
Rail cars	252	220	+14.5%
1st class rail cars	(63)	(55)	+14.5%
2nd class rail cars	(189)	(165)	+14.5%
Trailer cars	252	220	+14.5%
1st class cars	(63)	(55)	+14.5%
2nd class cars	(126)	(110)	+14.5%
Restaurant cars	(63)	(55)	+14.5%
Passenger cars			
EC/IC	1,654	1,644	+0.6%
IR/D	0	0	-
Sleeping cars, couchette cars, Talgo (ICN)	357	455	-21.5%
Other passenger cars (incl. CNL)	176	299	-41.1%
Total	2,187	2,398	-8.8%
Seats			
1st class, total	44,180	57,489	-23.2%
2nd class, total	174,858	168,926	+3.5%
Total	219,038	226,415	-3.3%

Regional Transport Business Unit

	2006	2005	Change
Ordered services from federal states (€ million)	4,203	4,240	- 0.9%
Rail transport performance			
Passengers (million)	1,215	1,172	+ 3.7%
Passengers per day (million)	3.3	3.2	+ 4.0%
Transport performance (million pkm)	35,069	33,809	+ 3.7%
Trains per day	22,581	23,086	- 2.2%
Mean journey distance (km)	28.9	28.8	+ 0.3%
Train kilometers (million train-path km)	506.7	517.4	- 2.1%
Locomotives			
Electric locomotives	1,273	1,324	- 3.9%
Diesel locomotives	297	333	- 10.8%
Total	1,570	1,657	- 5.3%
Rolling stock			
S-Bahn (metro) d.c.	0	0	-
S-Bahn (metro) a.c.	2,606	2,588	+ 0.7%
Diesel rail cars	3,053	3,013	+ 1.3%
Rail buses	16	7	+ 129%
Electric rail cars	1,039	1,034	+ 0.5%
Double-deck cars	2,092	2,003	+ 4.4%
Other passenger cars (incl. baggage cars)	4,573	5,110	- 10.5%
Total	13,379	13,755	- 2.7%
Seats			
1st class	80,247	93,891	- 14.5%
2nd class (incl. folding seats)	945,520	980,037	- 3.5%
Total	1,025,767	1,073,928	- 4.5%

Urban Transport Business Unit

	2006	2005	Change
Ordered services from federal states (€ million)	348	298	+ 16.8%
Rail transport performance			
Passengers (million)	549.8	524.4	+ 4.8%
Passengers per day (million)	1.5	1.4	+ 9.2%
Transport performance (million pkm)	5,262	5,104	+ 3.1%
Trains per day	3,818	3,838	- 0.5%
Mean journey distance (km)	9.6	9.7	- 1.0%
Train kilometers (million train-path km)	43.8	43.5	+ 0.8%
Locomotives			
Electric locomotives	0	0	-
Diesel locomotives	4	4	-
Total	4	4	-
Rolling stock			
S-Bahn (metro) d.c.	2,006	2,003	+ 0.1%
S-Bahn (metro) a.c.	0	0	-
Total	2,006	2,003	+ 0.1%
Seats			
1st class	0	0	-
2nd class (incl. folding seats)	103,033	102,665	+ 0.4%
Total	103,033	102,665	+ 0.4%
Transport performance bus (million pkm)	7,882	8,299	- 5.0%
Passengers bus (million)	683.1	693.7	- 1.5%



 **SCHENKER**
Logistics

Transport and Logistics

Schenker business unit € million	2006	2005¹⁾	Change
External revenues	13,232	9,042	+ 4,190
Operating profit before interest (EBIT)	367	259	+ 108
Gross capital expenditures	227	172	+ 55
Employees (FTE ²⁾ as of Dec 31)	54,905	38,585	+ 16,320

Railion business unit € million	2006	2005	Change
Rail transport performance (million tkm)	96,388	88,022	+ 8,366
Freight carried (million t ³⁾)	307.6	274.6	+ 33.0
Tons per train	473.7	454.4	+ 19.3
External revenues	3,194	2,830	+ 364
Operating profit before interest (EBIT)	226	12	+ 214
Gross capital expenditures	153	244	- 91
Employees (FTE ²⁾ as of Dec 31)	22,635	23,522	- 887

Stinnes business unit (subsidiaries) € million	2006	2005¹⁾	Change
External revenues	608	554	+ 54
Operating profit before interest (EBIT)	16	1	+ 15
Gross capital expenditures	4	8	- 4
Employees (FTE ²⁾ as of Dec 31)	1,622	1,591	+ 31

¹⁾ Hangartner Group is reported under the Schenker business unit since the 2006 financial year, previous year's figures were adjusted accordingly.

²⁾ FTE = full-time employees; for better comparability part-time employees are converted into equivalent full-time employees in accordance with their share of the normal annual work time.

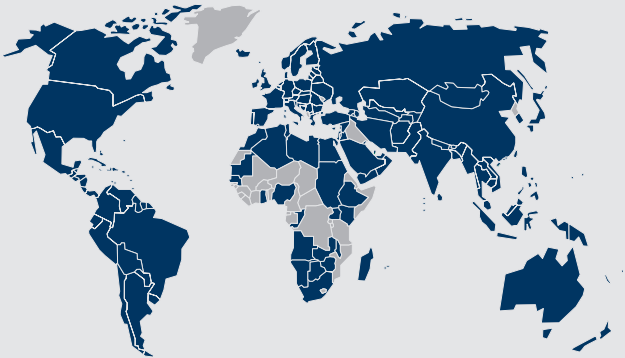
³⁾ Changeover to gross figures in 2006, previous year's figure adjusted accordingly

Railion Business Unit

	2006	2005	Change
Rail transport performance			
Freight carried (million t ¹⁾)	307.6	274.6	+ 12.0%
thereof Railion			
Deutschland AG	(271.1)	(262.2)	+ 3.4%
Transport performance (million tkm ¹⁾)	96,388	88,022	+ 9.5%
thereof Railion			
Deutschland AG	(88,407)	(81,722)	+ 8.2%
Trains per day	4,780	4,705	+ 1.6%
Mean transport distance	313.4	320.4	- 2.2%
Tons ¹⁾ per train	473.7	454.4	+ 4.2%
Train kilometers (million train-path km)	203.5	193.7	+ 5.1%
Locomotives			
Electric locomotives	1,236	1,226	+ 0.8%
Diesel locomotives	1,077	1,096	- 1.7%
Light rail locomotives	463	526	- 12.0%
Total	2,776	2,848	- 2.5%
Wagons			
Covered wagons	21,962	22,669	- 3.1%
Open wagons	29,508	28,656	+ 3.0%
Flat wagons	44,747	45,072	- 0.7%
Tank wagons	333	334	- 0.3%
Total DB stock	96,550	96,731	- 0.2%
Leased wagons	196	597	- 67.2%
Privately owned wagons registered	58,918	60,020	- 1.8%
Total	155,664	157,348	- 1.1%
Transport capacity of freight wagons (thousand t)			
Covered wagons	827	914	- 9.5%
Open wagons	1,603	1,985	- 19.2%
Flat wagons	2,264	2,706	- 16.3%
Tank wagons	8	8	-
Total	4,702	5,613	- 16.2%

¹⁾ Changeover to gross figures in 2006, previous year's figure adjusted accordingly

Schenker Business Unit



■ Schenker

Europe

Austria, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Faroe Islands, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Macedonia, Malta, Netherlands, Norway, Poland, Portugal, Romania, Serbia and Montenegro, Slovakia, Slovenia, Spain, Sweden, Switzerland, Ukraine, United Kingdom

Asia and Oceania

Afghanistan, Armenia, Australia, Azerbaijan, Bahrain, Bangladesh, Bhutan, Cambodia, China, Fiji, Georgia, Hong Kong, India, Indonesia, Iran, Japan, Jordan, Kazakhstan, Korea, Kuwait, Kyrgyzstan, Laos, Lebanon, Malaysia, Maldives, Mongolia, Myanmar, Nepal, New Zealand, Oman, Pakistan, Papua New Guinea, Philippines, Russia, Saudi Arabia, Singapore, Sri Lanka, Syria, Taiwan, Tajikistan, Thailand, Turkey, Turkmenistan, U. A. Emirates, Uzbekistan, Vietnam, Yemen

Africa

Algeria, Angola, Botswana, Democratic Republic Congo, Egypt, Ethiopia, Ghana, Kenya, Libya, Madagascar, Malawi, Mauritania, Mauritius, Morocco, Namibia, Nigeria, Senegal, South Africa, Sudan, Tunisia, Uganda, Zambia, Zimbabwe

Americas

Antigua & Barbuda, Argentina, Bahamas, Barbados, Belize, Bolivia, Brazil, Canada, Chile, Colombia, Costa Rica, Cuba, Dominica, Dominican Republic, Ecuador, El Salvador, Guatemala, Guyana, Haiti, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Puerto Rico, Saint Lucia, Saint Vincent and The Grenadines, Suriname, Trinidad and Tobago, Uruguay, USA, Venezuela



Infrastructure and Services

Track Infrastructure business unit			
€ million	2006	2005	Change
External revenues	548	511	+ 37
Operating profit before interest (EBIT)	100	17	+ 83
Gross capital expenditures	4,419	4,038	+ 381
Employees (FTE ¹) as of Dec 31)	41,356	42,950	- 1,594
Passenger Stations business unit			
€ million	2006	2005	Change
External revenues	310	287	+ 23
Operating profit before interest (EBIT)	136	136	-
Gross capital expenditures	643	739	- 96
Employees (FTE ¹) as of Dec 31)	4,557	4,791	- 234
Services business unit			
€ million	2006	2005	Change
External revenues	94	124	- 30
Operating profit before interest (EBIT)	31	128	- 97
Gross capital expenditures	242	226	+ 16
Employees (FTE ¹) as of Dec 31)	26,689	26,868	- 179
Energy business unit			
€ million	2006	2005	Change
External revenues	362	207	+ 155
Operating profit before interest (EBIT)	166	98	+ 68
Gross capital expenditures	103	126	- 23
Employees (FTE ¹) as of Dec 31)	1,628	1,671	- 43

¹⁾ FTE = full-time employees; for better comparability part-time employees are converted into equivalent full-time employees in accordance with their share of the normal annual work time.

Passenger Stations Business Unit

	2006	2005	Change
Station stops (million)	144.2	141.2	+ 2.1%
thereof			
Station & Service AG	(141.5)	(139.1)	+ 1.7%
thereof			
non-Group customers	(15.6)	(13.0)	+ 20.0%
Passenger stations			
DB Station & Service AG	5,407	5,454	- 0.9%
DB RegioNetz			
Infrastruktur GmbH	296	226	+ 31.0%
UBB Usedomer			
Bäderbahn GmbH	27	27	-
Total	5,730	5,707	+ 0.4%

Track Infrastructure Business Unit

	2006	2005	Change
Train kilometers on track infrastructure (million train-path km)			
DB Netz AG	1.005.7	989.4	+1.6%
DB RegioNetz Infrastruktur GmbH	10.6	8.3	+27.8%
Total	1,016.3	997.7	+1.9%
thereof non-Group customers	(128.2)	(110.0)	+16.5%
Length of line operated (km)			
Standard gauge	34,121.5	34,210.8	-0.3%
Narrow gauge	6.9	6.9	-
Total	34,128.4	34,217.7	-0.3%
thereof in electrified operations	(19,513.9)	(19,350.3)	+0.8%
Length of all track (km)	64,226	64,696	-0.7%
Switches and crossings	73,352	75,883	-3.3%
Stations	4,183	4,197	-0.3%
Stopping points	3,346	3,404	-1.7%
Interlockings	4,736	5,085	-6.9%
thereof electronic	(709)	(640)	+10.8%
Level crossings	20,317	21,827	-6.9%
thereof technically protected	(11,061)	(11,413)	-3.1%
Tunnels			
Subterranean	635	644	-1.4%
Above ground	163	156	+4.5%
Total	798	800	-0.2%
Total length (km)	485.5	455.6	+6.6%
Length of longest tunnel (m)	10,779	10,779	-
Railway bridges	27,887	28,404	-1.8%
Private sidings	4,023	4,004	+0.5%

10-year Summary

Performance Measures

	2006	2005	2004	2003
Passenger transport				
Passengers (million)	1,854	1,785	1,695	1,682
Long-Distance Transport	120	119	115	117
Regional and Urban Transport	1,734	1,667	1,580	1,564
Passenger kilometers (million pkm)	74,788	72,554	70,260	69,534
Long-Distance Transport	34,458	33,641	32,330	31,619
Regional and Urban Transport	40,331	38,913	37,930	37,915
Freight transport				
Freight carried ¹⁾ (million t ²⁾)	307.6	274.6	295.3	294.5
Transport performance ¹⁾ (million tkm ²⁾)	96,388	88,022	89,494	85,151
Total transport performance (million ptkm ³⁾)	171,177	160,576	159,755	154,686
Track infrastructure				
Train kilometers (million train-path km ⁴⁾)	1,016	998	1,001	988
thereof non-Group customers	(128)	(110)	(88)	(70)

Employees⁵⁾

	2006	2005	2004	2003
average	228,990	220,343	229,830	249,251
at year end	229,200	216,389	225,632	242,759

¹⁾ Until 1997 including less-than-carload business; from 2000 on including Railion Nederland; from 2001 on including Railion Danmark; from 2006 on including RBH Logistics GmbH

²⁾ Changeover to gross figures in 2006, previous years' figures (until 1999) adjusted accordingly

³⁾ Passenger-ton-kilometers: sum of passenger and ton kilometers

	2002	2001	2000	1999	1998	1997
	1,657	1,702	1,713	1,680	1,668	1,641
	128	136	145	147	149	152
	1,529	1,566	1,568	1,534	1,520	1,489
	69,848	74,459	74,388	72,846	71,853	71,630
	33,173	35,342	36,226	34,897	34,562	35,155
	36,675	39,117	38,162	37,949	37,291	36,475
	289.4	301.3	310.8	289.7	288.7	295.5
	82,756	84,716	85,008	75,785	73,273	72,614
	152,603	159,175	159,397	148,631	145,126	144,244
	967	977	984	977	947	-
	(50)	(39)	(26)	(20)	(13)	-
	2002	2001	2000	1999	1998	1997
	224,758	219,146	230,615	244,851	259,072	277,471
	250,690	214,371	222,656	241,638	252,468	268,273

⁴⁾ Train-path kilometers: driving performance in km of trains on rail

⁵⁾ Full-time employees; part-time employees are accounted for on a pro-rata basis.

Consolidated Statement of Income

€ million	2006	2005	2004	2003 ¹⁾
Revenues	30,053	25,055	23,962	28,228
Overall performance	31,943	26,728	25,890	30,438
Other operating income	2,859	2,366	2,860	3,138
Cost of materials	-16,449	-12,650	-12,054	-15,776
Personnel expenses	-9,782	-9,211	-9,556	-10,337
Depreciation	-2,950	-2,801	-2,722	-2,694
Other operating expenses	-3,144	-3,080	-3,274	-4,316
Operating profit (EBIT)	2,477	1,352	1,144	-
Investment income	-	-	-	51
Result from investments accounted for using the equity method	18	76	49	-
Other financial result	1	7	-55	-
Net interest income	-941	-945	-984	-637
Profit before taxes on income	1,555	490	154	-133
Net profit for the year	1,680	611	180	-245

Value Management / Operating Profit Measures

€ million	2006	2005	2004	2003 ¹⁾
Return on Capital Employed (ROCE) ²⁾	7.5%	5.0%	3.8%	1.5%
EBIT ³⁾ adjusted for unusual items	2,143	1,350	1,011	465
Capital employed ⁴⁾	28,693	27,013	26,490	30,964
EBITDA ⁵⁾ before special burden compensation	-	-	-	-
Special burden compensation	-	-	-	-
EBITDA ⁵⁾	5,427	4,153	3,866	3,092

¹⁾ German GAAP

²⁾ Defined as EBIT/Capital employed

³⁾ Operating profit before interest and taxes adjusted for unusual items

⁴⁾ Property, plant and equipment plus operating net working capital. Differences in definition according to German GAAP respectively IFRS with regard to treatment of interest-free loans.

	2002 ¹⁾	2001 ¹⁾	2000 ¹⁾	1999 ¹⁾	1998 ¹⁾	1997 ¹⁾
	18,685	15,722	15,465	15,630	15,348	15,577
	20,900	17,535	17,267	17,521	17,104	17,422
	2,830	2,406	3,653	2,511	2,596	2,141
	- 9,546	- 7,108	- 6,625	- 6,688	- 6,595	- 6,716
	- 8,387	- 7,487	- 8,475	- 8,285	- 8,389	- 8,663
	- 2,434	- 2,162	- 2,052	- 1,965	- 1,737	- 1,620
	- 3,358	- 3,282	- 3,436	- 2,790	- 2,546	- 2,204
	-	-	-	-	-	-
	46	2	- 44	- 55	- 143	- 151
	-	-	-	-	-	-
	-	-	-	-	-	-
	- 489	- 313	- 251	- 158	- 89	- 26
	- 438	- 409	37	91	201	183
	- 468	- 406	85	87	170	200
	2002 ¹⁾	2001 ¹⁾	2000 ¹⁾	1999 ¹⁾	1998 ¹⁾	1997 ¹⁾
	0.1%	0.4%	1.6%	0.3%	1.1%	1.4%
	37	109	450	71	260	300
	30,428	28,649	27,443	24,911	22,656	20,878
	2,021	1,433	1,264	427	35	- 445
	443	838	1,228	1,609	1,962	2,365
	2,464	2,271	2,492	2,036	1,997	1,920

⁵⁾ Operating profit before interest, taxes and depreciation (according to German GAAP adjusted for unusual items)

Cash Flow / Capital Expenditures

€ million	2006	2005	2004	2003 ¹⁾
Cash flow from operating activities	3,678	2,652	2,736	-
Gross capital expenditures	6,584	6,379	7,238	9,121
Net capital expenditures ²⁾	2,836	2,360	3,251	4,013

Asset and Capital Structure

€ million	2006	2005	2004	2003 ¹⁾
Non-current assets	43,360	42,907	43,200	-
thereof property, plant and equipment and intangible assets	(41,081)	(40,430)	(40,861)	(40,093)
thereof deferred tax assets	(1,800)	(1,556)	(1,301)	-
Current assets	5,080	4,194	4,416	-
thereof cash and cash equivalents	(295)	(305)	(765)	(265)
Equity	9,214	7,675	7,067	5,076
Non-current liabilities	26,319	27,963	29,440	30,464
thereof retirement benefit obligations and other provisions	(5,507)	(5,575)	(5,768)	-
thereof deferred tax liabilities	(72)	(46)	(17)	-
Current liabilities	12,907	11,463	11,109	12,107
Total assets	48,440	47,101	47,616	47,647
Net financial debt	19,586	19,669	19,511	-
Property, plant and equipment and intangible assets as % of total assets	84.8%	85.8%	85.8%	84.1%
Equity ratio ³⁾	19.0%	16.3%	14.8%	10.7%

¹⁾ German GAAP

²⁾ Gross capital expenditures less investment grants from third parties

³⁾ Until 2003 equity including special items

	2002 ¹⁾	2001 ¹⁾	2000 ¹⁾	1999 ¹⁾	1998 ¹⁾	1997 ¹⁾
	-	-	-	-	-	-
	9,994	7,110	6,892	8,372	7,660	7,136
	5,355	3,307	3,250	3,229	3,040	6,223
	2002 ¹⁾	2001 ¹⁾	2000 ¹⁾	1999 ¹⁾	1998 ¹⁾	1997 ¹⁾
	-	-	-	-	-	-
	(38,869)	(35,055)	(34,071)	(32,815)	(31,155)	(29,866)
	-	-	-	-	-	-
	-	-	-	-	-	-
	(271)	(363)	(394)	(280)	(351)	(447)
	5,708	8,436	8,788	8,701	8,528	8,422
	27,779	24,421	21,331	21,149	20,592	18,278
	-	-	-	-	-	-
	-	-	-	-	-	-
	12,524	9,090	9,329	7,325	5,803	7,145
	46,023	41,962	39,467	37,198	34,961	33,892
	-	-	-	-	-	-
	84.5%	83.5%	86.3%	88.2%	89.1%	88.1%
	12.4%	20.1%	22.3%	23.5%	24.5%	25.0%

Major Subsidiaries

Name and domicile

Passenger Transport Group division

Long-distance Transport business unit

CityNightLine CNL AG, Zurich/Switzerland

DB Fernverkehr AG, Frankfurt/Main

DBAutoZug GmbH, Dortmund

Regional Transport business unit

DB Regio AG, Frankfurt/Main

DB RegioNetz Verkehrs GmbH, Frankfurt/Main

DB Regio NRW GmbH, Düsseldorf

DB ZugBus Regionalverkehr Alb-Bodensee GmbH (RAB), Ulm (Danube)

Urban Transport business unit

Autokraft GmbH, Kiel

BRN Busverkehr Rhein-Neckar GmbH, Ludwigshafen/Rh.

Omnibusverkehr Franken GmbH (OVF), Nuremberg

ORN Omnibusverkehr Rhein-Nahe GmbH, Mainz

RBO Regionalbus Ostbayern GmbH, Regensburg

Regional Bus Stuttgart GmbH RBS, Stuttgart

Regionalverkehr Kurhessen GmbH (RKH), Kassel

Regionalverkehr Oberbayern GmbH, Munich

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

SBG SüdbadenBus GmbH, Freiburg i. Br.

Weser-Ems Busverkehr GmbH (WEB), Bremen

	Ownership in %	Revenues 2006 in € million	Employees as of Dec 31, 2006
	100.0	66.8	143
	100.0	3,106.5	14,384
	100.0	202.0	347
	100.0	5,197.0	20,643
	100.0	159.5	679
	100.0	1,140.9	4,070
	100.0	273.3	1,176
	100.0	79.6	666
	100.0	53.0	479
	100.0	88.0	499
	100.0	40.6	321
	100.0	63.4	300
	100.0	69.7	503
	100.0	77.5	712
	100.0	56.5	569
	74.9	57.2	258
	100.0	59.8	287
	100.0	53.4	354
	100.0	525.9	3,647
	100.0	197.9	859
	100.0	67.6	464
	100.0	58.6	347

Name and domicile

Transport and Logistics Group division

Railion business unit

Railion Danmark A/S, Glostrup/Denmark
Railion Deutschland AG, Mainz
Railion Nederland N.V., Utrecht/Netherlands
RBH Logistics GmbH, Gladbeck

Schenker business unit

ATG Autotransportlogistic Gesellschaft mbH, Eschborn/Taunus
BAX Global (China) Co Ltd., Suzhou/China
BAX Global Limited, Hong Kong/China
HANGARTNER S.r.l., Verona/Italy
HANGARTNER Terminal AG, Aarau/Switzerland
SCHENKER & Co. AG, Vienna/Austria
Schenker A/S, Hvidovre/Denmark
SCHENKER AB, Gothenburg/Sweden
Schenker AG, Essen
Schenker Cargo Oy, Turku/Finland
Schenker China Ltd., Pudong, Shanghai/China
Schenker International (HK) Ltd., Hong Kong/China
Schenker Italiana S.p.A., Peschiera/Italy
Schenker Linjegods AS, Oslo/Norway
Schenker LTD., London/Great Britain
SCHENKER N.V., Antwerp/Belgium
Schenker of Canada Ltd., Toronto/Canada
Schenker OY, Helsinki/Finland
Schenker S.A., Gennevilliers/France
Schenker Sp. zo. o., Warsaw/Poland
SCHENKER JOYAU SAS, Montaigne Cedex/France
Schenker-Seino Co. Ltd., Tokyo/Japan
Stinnes Holding Corporation, Tarrytown/USA¹⁾

Stinnes business unit²⁾

BTS Kombiwaggon Service GmbH, Mainz
BTT BahnTank Transport GmbH, Mainz
Nieten Fracht Logistik GmbH, Freilassing
Stinnes AG, Berlin
TRANSA Spedition GmbH, Offenbach/Main

	Ownership in %	Revenues 2006 in € million	Employees as of Dec 31, 2006
	98.0	67.4	373
	98.0	3,548.9	21,239
	98.0	157.8	1,097
	98.0	191.9	922
	100.0	300.6	55
	100.0	185.3	507
	100.0	343.8	621
	100.0	63.1	84
	100.0	70.3	3
	100.0	582.8	1,724
	99.1	178.1	297
	99.1	1,151.9	2,465
	100.0	2,881.2	9,940
	99.1	180.9	979
	100.0	208.0	533
	100.0	382.4	1,119
	100.0	358.2	828
	99.1	287.6	1,080
	100.0	220.5	487
	100.0	182.9	559
	100.0	331.1	1,230
	99.1	299.4	398
	100.0	479.2	1,158
	98.7	220.1	1,358
	99.9	330.7	3,095
	60.0	186.5	198
	100.0	1,936.1	9,410
	100.0	51.7	269
	100.0	72.3	95
	100.0	135.4	46
	100.0	81.1	497
	100.0	324.6	378

Name and domicile

Infrastructure and Services Group division

Track Infrastructure business unit

DB Bahnbau GmbH, Berlin

DB Netz AG, Frankfurt/Main

DB RegioNetz Infrastruktur GmbH, Frankfurt/Main

Deutsche Bahn Gleisbau GmbH, Duisburg

Deutsche Gleis- und Tiefbau GmbH, Berlin

Passenger Stations business unit

DB Station&Service AG, Berlin

Energy business unit²⁾

DB Energie GmbH, Frankfurt/Main

Services business unit

DB Rent GmbH, Frankfurt/Main

DB Services Nord GmbH, Hamburg

DB Services Nordost GmbH, Berlin

DB Services Süd GmbH, Munich

DB Services Südost GmbH, Leipzig

DB Services Südwest GmbH, Frankfurt/Main

DB Services Technische Dienste GmbH, Berlin

DB Services West GmbH, Cologne

DB Systems GmbH, Frankfurt/Main

DB Telematik GmbH, Eschborn

DB FuhrparkService GmbH, Frankfurt/Main

Other subsidiaries

AMEROPA-REISEN GmbH, Bad Homburg v. d. H.³⁾

DB Dialog Telefonservice GmbH, Berlin³⁾

DB Media & Buch GmbH, Kassel

DB ProjektBau GmbH, Berlin⁴⁾

DE-Consult Deutsche Eisenbahn-Consulting GmbH, Berlin⁴⁾

¹⁾ Figures comply with consolidated Group figures from Stinnes Corporation

²⁾ Shown under other activities in the segment report

³⁾ According to the organizational structure consolidated within Passenger Transport Group division

⁴⁾ According to the organizational structure consolidated within Infrastructure and Services Group division

	Ownership in %	Revenues 2006 in € million	Employees as of Dec 31, 2006
	100.0	58.3	905
	100.0	3,862.8	38,774
	100.0	57.3	566
	100.0	93.1	488
	100.0	186.0	1,192
	100.0	929.2	4,883
	100.0	1,949.8	1,694
	100.0	67.6	87
	100.0	54.4	1,407
	100.0	67.7	2,076
	100.0	52.9	1,583
	100.0	61.1	3,802
	100.0	70.8	1,914
	100.0	74.9	1,243
	100.0	60.2	1,301
	100.0	518.7	2,080
	100.0	318.1	2,831
	100.0	146.0	179
	100.0	92.2	122
	100.0	45.0	1,042
	100.0	71.7	0
	100.0	527.1	3,927
	100.0	74.3	549

The Boards of Deutsche Bahn AG

Management Board of Deutsche Bahn AG

Hartmut Mehdorn

CEO and Chairman
of the Management Board,
Berlin

Dr. Norbert Bense

Transport and Logistics,
Berlin

Stefan Garber

Infrastructure and Services,
Bad Homburg

Roland Heinisch

Integrated Systems Rail,
Idstein

Dr. Karl-Friedrich Rausch

Passenger Transport,
Weiterstadt

Diethelm Sack

CFO,
Frankfurt/Main

Margret Suckale

Personnel,
Berlin

Dr. Otto Wiesheu

Economic and Political Affairs,
Zolling

Supervisory Board of Deutsche Bahn AG

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Honorary Chairman
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Hanover

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Chairman of the Supervisory
Board, Chairman of the
Executive Board of RAG AG
and RAG Beteiligungs AG,
Mülheim/Ruhr

Norbert Hansen*

Deputy Chairman of the
Supervisory Board,
Chairman of TRANSNET German
Railroad Workers' Union,
Hamburg

Georg Brunnhuber

Member of the
German Bundestag,
Oberkochen

Niels Lund Chrestensen

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

Peter Debuschewitz*

Management Representative
of Deutsche Bahn AG
for the Coordination of Stations
and Lines in the State of Berlin,
Taufkirchen

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General Manager of Georgs-
marienhütte Holding GmbH,
Hamburg

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of S-Bahn Hamburg GmbH,
Hamburg

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State Secretary, Federal Ministry
of Transport, Building and Urban
Affairs,
Berlin

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Chairman of the Central Works
Council of Railion Deutschland AG,
Hamm

Klaus-Dieter Hommel*

Chairman of the GDBA
Transport Workers' Union,
Frankfurt/Main

Günter Kirchheim*

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

Helmut Kleindienst*

Chairman of the Branch Works
Council of the Services Business
Unit of DB Group,
Chairman of the Works Council
of DB Dienstleistungen GmbH,
Eppstein/Taunus

Lothar Krauß*

Deputy Chairman of TRANSNET
German Railroad Workers' Union,
Rodenbach

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Königstein/Taunus

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Chairman of the Central Works
Council of Regio/Stadtverkehr,
Stuttgart

Heike Moll*

Chairwoman of the Central Works
Council of DB Station&Service AG,
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State Secretary,
Federal Ministry of Finance,
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Dr. h. c. Eggert Voscherau

Vice Chairman of the Board of
Executive Directors of BASF AG,
Neustadt

Dr.-Ing. E. h. Dipl.-Ing.**Heinrich Weiss**

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

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Norbert Hansen
Jörg Hennerkes
Günter Kirchheim

Audit Committee

Dr. Jürgen Krumnow (Chairman)
Jörg Hennerkes
Helmut Kleindienst
Lothar Krauß

Personnel Committee

Dr. Werner Müller (Chairman)
Norbert Hansen
Jörg Hennerkes
Günter Kirchheim

**Mediation Committee
under Article 27 Section 3
Codetermination Act**

Dr. Werner Müller (Chairman)
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* Employee representative on the
Supervisory Board

Advisory Board

Prof. Dr. Gerd Aberle

**Prof. Dr. Dr. h. c. mult.
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Dr. Volker Hauff

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These Facts & Figures, the Annual Report of DB Group, the Financial Statements of Deutsche Bahn AG and additional information are available on the Internet.

These Facts & Figures are published in German and English. In case of any discrepancies, the German version shall prevail.

Corporate publications, the Report of the Competition Officer and the Environmental Report can be requested from Corporate Communications:

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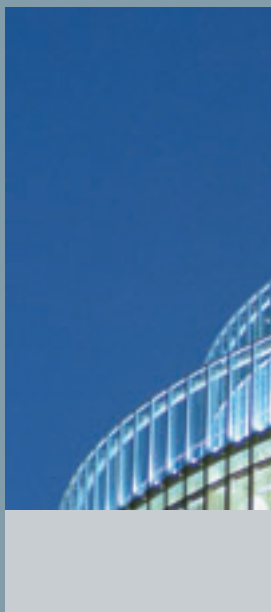
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August 23, 2007

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March 31, 2008

Balance Sheet Press Conference, Publication of Annual Report 2007



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