

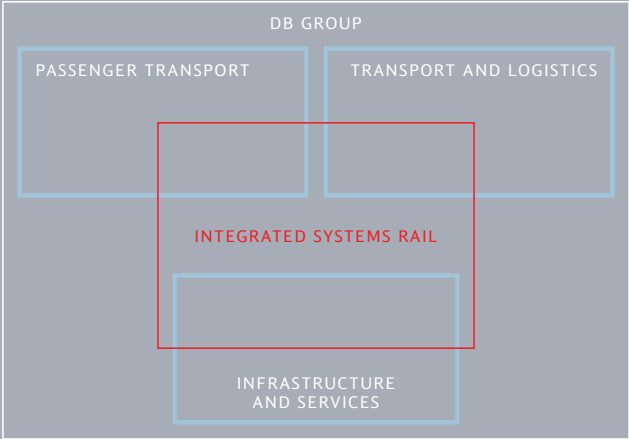


Mobility  
Networks  
Logistics



# Deutsche Bahn **Facts & Figures 2007**

# DB GROUP'S BUSINESS APPROACH



DB'S MISSION STATEMENT.

1/2

## ON TRACK FOR TOMORROW.

WHO ARE WE?

WE ARE A LEADING MOBILITY  
AND LOGISTICS COMPANY.

**We have** successfully modernized our company and positioned it for a promising future. **We transport** people and goods in end-to-end mobility and logistics chains. **We continuously develop** mobility and logistics solutions – locally, nationally and globally – as an integrated company with our strong railway at its core. **We structure** and operate the transport networks of the future – on land, sea and in the air.

You will find the second part of our mission statement on the inside back cover.

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**HARTMUT MEHDORN**  
CEO AND CHAIRMAN  
OF THE MANAGEMENT BOARD  
OF DEUTSCHE BAHN AG

*Dear ladies and gentlemen,*

*Deutsche Bahn Group and its business units again continued to move ahead in 2007 as we took another step towards realizing our goal of becoming the world's leading mobility and logistics company.*

*Our actions are aimed at meeting the needs of a globalized economy, as well as responding to the growing demand for mobility by people in Germany and Europe. And in doing so we also meet the need to further the business development of DB Group on a sustainable basis. During the 2007 financial year we were able for the first time to nearly earn enough to fully cover our cost of capital. And we were also able to once again significantly reduce our debt.*

*At the same time we were also confronted with difficult developments during 2007. I do not wish to conceal the fact that the wage conflict, which will lead to higher wages, will have a detrimental effect on our years of efforts to renew and restructure the Group. The agreements will impact our cost position and thus our competitiveness. We must – and we will – take effective measures to counter these effects. Because if we don't, we will allow our competitors to take over our areas of business. And we want to prevent this.*

*The past financial year was once again the best in the history of DB Group: revenues and profits achieved new records. Performance posted by the rail transport sector in Germany continued to develop favorably. This is all the more notable in light of the rates of increase we already recorded in the previous year. Rail is recording more traffic than ever before in Germany.*

*Both DB Group and non-Group railways are contributing to this ongoing renaissance of rail, supported by the fully open access to our track infrastructure. At the same time, on an overall basis, rail has asserted itself quite well as the most environmentally friendly mode of transport vis-à-vis other modes – and this despite continuing detrimental overall conditions.*

*In the generally stagnant German passenger transport market, rail transport was again able to defend its market share. All of our business units were able to assert their positions despite the non-recurring favorable effects from the 2006 FIFA World Cup™, and the burdens arising from the wage conflict.*

*The German freight transport market developed favorably driven by the good economy and booming global trade volumes. Although the pace of growth noted for rail freight transport was not as high as in the previous year, we did see considerable rates of growth for combined transport. The complete opening of the European rail freight transport market in 2007 had a dynamic effect, and at the same time increased the competitive pressures we face.*

*The strikes we experienced in 2007 also dampened the performance of our freight transport business. In addition to the lost revenues, the mid and long-term effects are especially critical for us. Numerous major clients in rail freight transport are openly considering shifting portions of their transport business to other providers in the future. The key aspect here is to win back the trust of our customers and strengthen customer loyalty. Our sales team is working extremely hard to successfully meet this challenge.*

*The year under review was also marked by increased construction measures within the rail infrastructure. Within our ProNetz (ProTrack) program we undertook major efforts to upgrade our infrastructure in anticipation of the growth we expect to see in the coming years. Among the measures, we completed work as scheduled in 28 construction corridors and renewed 4,400 kilometers of track. Thanks to an innovative planning process we were able to maintain the punctuality of our trains at a high level of over 90 percent. In the current year we will continue the ProNetz program on an even more intensive level with work in 64 construction corridors and further strengthen our preventive maintenance measures.*

*Together with the Federal Government, we invested € 3.5 billion in the existing network in 2007. As in the previous year, we tapped all of the available federal funds, even though the governmental accounting process remains complex and not ideally suited to handle the tasks that need to be accomplished. For this reason we urgently need to realize the proposed performance and financing agreement with the Federal Government.*

*In the coming years major emphasis will be placed on the requirements of seaport hinterland transport, which was also one of the main drivers of growth in 2007, as we expand our infrastructure. Forecasts call for container volumes to double in German seaports by 2015. In order to meet this challenge the capacities of the main routes to the hinterlands, in particular, have to be concurrently adjusted to handle the increased volumes of freight. We have developed solutions that should be included in the Freight Transport and Logistics Master Plan being prepared by the Federal Ministry of Transport, Building and Urban Affairs.*

*During 2007, extensively improved customer offers were again at the center of our activities.*

*In passenger transport we have again expanded our European network with ICE links to Paris since June, and to Copenhagen, Aarhus and Vienna since December. The RailTeam high-speed rail transport alliance that was founded with six other European railways in July will contribute towards offering customers attractive offers between many major European cities and regions. The alliance is the unified competitive response of Europe's leading railways to the airlines.*

*We further expanded our ICE services in 2007, upgraded first-class travel, and introduced numerous improvements in the areas of ticketing, customer support and loyalty. The number of BahnCards in circulation broke through the four million mark for the first time.*

*Despite a very intensive competitive environment in regional and urban transport we were able to win numerous tenders and allocations. Frequently the winning factor was DB Group's system strengths. However, competitive pressure is continuing to rise. A completely liberalized market in Germany stands in contrast to numerous shuttered markets within the European Union. We were denied the opportunity to further expand in the German urban transport*

*market because of a court decision – quite incomprehensible to us – that was taken in the previous year. For this reason we must seize opportunities arising from opened markets outside of Germany, like PanBus, a Danish bus company we purchased during the year under review, and will use as our base for further expansion into the Danish urban transport market. By the end of the year we had fully acquired Chiltern Railways as well as a 50 percent stake in two joint ventures, London Overground Rail Operations and Wrexham, Shropshire & Marylebone Railway Company. This move marked our successful entry into the attractive British passenger transport market – a further milestone in DB Group's strategy.*

*During the 2007 financial year the Transport and Logistics division continued to grow as it increased the density of its network in Europe and around the world. This progress underlines our strategy of providing end-to-end transport and logistics services to our customers. In doing so we focus on multimodal transport networks. The acquisitions of EWS, a British rail freight company, Transfesa, a Spanish rail freight company, Spain-Tir, a Spanish freight forwarder, as well as founding the German-Polish joint venture company, East-West-Railways, and the Railion Scandinavia joint venture, enabled us to close important gaps.*

*We intensively focused on broadening our rail freight transport service on a pan-European basis through numerous projects in response to our customers' requirements. In doing so we placed great importance on Eastern perspectives: we are striving to achieve regularly scheduled transport via the Eurasian land bridge to China. As part of our efforts we have further intensified our collaboration with the Russian Railways. The integration of BAX and Startrans, two companies we acquired in 2006, has been almost fully completed. We are now able to handle transport on all of the significant global trade routes for our customers and provide them this service from one single source.*

*The bottom line: 2007 was a busy and moving year for DB Group. Favorable business growth was offset by crippling wage conflicts and the ongoing uncertainty regarding the timing and structure of the partial privatization of the Group. The partial privatization, with inflows*



*of fresh capital for the Group, is, and remains, a vital part of ensuring the unbroken continued favorable development of DB Group – as well for Germany as a business location. We want to – and we must – make further investments in our networks.*

*The results we achieved in recent years are notable. In our railway business we raised productivity by almost a factor of three in comparison to where it was in 1994, thereby easing the burden on taxpayers by a double-digit billion amount. When DB Netz posts significant profits for the first time for 2007, and at the same time is able to achieve a further increase in its performance, this is proof that our business approach is also the right one for the infrastructure.*

*In the past years we positioned DB Group to prepare it to meet future challenges in a sustainable fashion. We have significantly expanded our range of offers. The company is well structured to meet the challenges posed by globalization, as well as the liberalization process within Europe. And this is why we will once again stay on our ambitious course during the current financial year.*

*Sincerely yours,*



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

# ORGANIZATIONAL STRUCTURE OF DB GROUP

## Management Board



**Hartmut Mehdorn**  
Chairman and CEO



**Diethelm Sack**  
CFO



**Dr. Karl-Friedrich Rausch**  
Passenger Transport

## Group Structure

|                   |                          |
|-------------------|--------------------------|
| SUPERVISORY BOARD |                          |
| MANAGEMENT BOARD  |                          |
| Chairman and CEO  | Finances and Controlling |
|                   | Passenger Transport      |
| Group functions   | Long-Distance Transport  |
|                   | Regional Transport       |
| Service functions | Urban Transport          |



**Margret Suckale**  
Personnel and Legal



**Dr. Otto Wiesheu**  
Economic and Political Affairs



**Dr. Norbert Bense**  
Transport and Logistics



**Stefan Garber**  
Infrastructure and Services

Economic and Political Affairs

Personnel and Legal

Infrastructure and Services

Transport and Logistics

#### BUSINESS UNITS/SEGMENTS

Track Infrastructure

Schenker

- Land Transport
- Air/Ocean Freight
- Contract Logistics, SCM

Passenger Stations

Energy

Rail Freight

- Rail Freight
- Intermodal

Services

# THE BOARDS OF DEUTSCHE BAHN AG

## Management Board

### **Hartmut Mehdorn**

CEO and Chairman  
of the Management Board,  
Berlin

### **Dr. Norbert Bense**

Transport and Logistics,  
Berlin

### **Stefan Garber**

Infrastructure and Services,  
Bad Homburg

### **Dr. Karl-Friedrich Rausch**

Passenger Transport,  
Weiterstadt

### **Diethelm Sack**

CFO,  
Frankfurt/Main

### **Margret Suckale**

Personnel and Legal,  
Berlin

### **Dr. Otto Wiesheu**

Economic and Political Affairs,  
Zolling

## Supervisory Board

### **Dr. Günther Saßmannshausen**

Honorary Chairman  
of the Supervisory Board,  
Hanover

### **Dr. Werner Müller**

Chairman of the Supervisory Board,  
Chairman of the Management  
Board of EVONIK Industries AG,  
Mülheim/Ruhr

### **Norbert Hansen\***

Deputy Chairman of the  
Supervisory Board,  
Chairman of TRANSNET  
Gewerkschaft GdED,  
Hamburg

### **Georg Brunnhuber**

Member of the German Bundestag,  
Oberkochen

### **Niels Lund Chrestensen**

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

### **Dr.-Ing. Dr. E. h.**

### **Jürgen Großmann**

Chairman of the Management  
Board of RWE AG,  
Hamburg

### **Horst Hartkorn\***

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

### **Jörg Hensel\***

Chairman of the Central Works  
Council of Railion Deutschland AG,  
Chairman of the Branch Works  
Council of DB Mobility Logistics 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  
Gewerkschaft GdED,  
Rodenbach

**Dr. Jürgen Krumnow**

Former member of the  
Management Board  
of Deutsche Bank AG,  
Königstein/Taunus

**Vitus Miller\***

Chairman of the Central Works  
Council of Regio/Urban Transport,  
Stuttgart

**Heike Moll\***

Chairwoman of the Central Works  
Council of DB Station & Service AG,  
Munich

**Dr. Axel Nawrath**

State Secretary in the  
Federal Ministry of Finance,  
Berlin

**Dr. Walther Otremba**

State Secretary in the Federal  
Ministry of Economics  
and Technological Affairs,  
St. Augustin

**Ute Plambeck**

Management Representative of  
Deutsche Bahn AG for the Federal  
States of Hamburg/Schleswig-  
Holstein,  
Hamburg

**Matthias von Randow**

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

**Dr. h. c. Eggert Voscherau**

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

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

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

\* Employees' representative on the  
Supervisory Board

Information as of February 26, 2008

# 2007 FINANCIAL YEAR

## Key Performance Figures

|  | 2007   | 2006   | Change in % |
|--|--------|--------|-------------|
| <b>Rail passenger transport</b>  |        |        |             |
| Passengers (million)   | 1,835  | 1,854  | - 1.0       |
| Transport performance<br>(million pkm <sup>1)</sup> )                                | 74,792 | 74,788 | -           |
| Train kilometers<br>(million train-path km <sup>2)</sup> )                           | 694.1  | 702.7  | - 1.2       |
| <b>Rail freight transport</b>  |        |        |             |
| Freight carried (million t)  | 312.8  | 307.6  | + 1.7       |
| Transport performance<br>(million tkm <sup>3)</sup> )                                | 98,794 | 96,388 | + 2.5       |
| Train kilometers<br>(million train-path km <sup>2)</sup> )                           | 205.2  | 203.5  | + 0.8       |
| Trains per day   | 4,674  | 4,780  | - 2.2       |
| Mean transport distance (km)   | 315.9  | 313.4  | + 0.8       |
| Capacity utilization<br>(tons per train)   | 481.4  | 473.7  | + 1.6       |
| <b>Rail infrastructure</b>   |        |        |             |
| Train kilometers on track infra-<br>structure (million train-path km <sup>2)</sup> ) | 1,049  | 1,016  | + 3.2       |
| thereof non-Group customers  | (147)  | (128)  | + 14.8      |
| Station stops (million)  | 142.4  | 143.8  | - 0.9       |
| thereof non-Group customers  | (18.4) | (15.6) | + 17.9      |
| <b>Bus transport</b>   |        |        |             |
| Passengers (million)   | 779    | 738    | + 5.6       |
| Transport performance<br>(million pkm <sup>1)</sup> )                                | 9,099  | 8,705  | + 4.5       |
| <b>Freight forwarding<br/>and logistics</b>  |        |        |             |
| Shipments in European land<br>transport (thousand)                                   | 69,568 | 68,809 | + 1.1       |
| Air freight volume (thousand t)  | 1,291  | 1,190  | + 8.5       |
| Ocean freight volume<br>(thousand TEU <sup>4)</sup> )                                | 1,455  | 1,275  | + 14.1      |

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

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

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

4) TEU: twenty-foot container equivalent unit

## Key Financial Figures

| € million                            | 2007    | 2006    | Change in % |
|--------------------------------------|---------|---------|-------------|
| Revenues                             | 31,309  | 30,053  | + 4.2       |
| Revenues comparable                  | 31,066  | 29,989  | + 3.6       |
| Profit before taxes on income        | 2,016   | 1,555   | + 29.6      |
| Net profit for the year              | 1,716   | 1,680   | + 2.1       |
| EBITDA                               | 5,690   | 5,427   | + 4.8       |
| EBIT                                 | 2,895   | 2,477   | + 16.9      |
| EBIT before special items            | 2,370   | 2,143   | + 10.6      |
| Capital employed                     | 27,393  | 28,693  | - 4.5       |
| ROCE                                 | 8.7%    | 7.5%    | -           |
| Redemption coverage                  | 21.1%   | 18.6%   | -           |
| Gearing                              | 151%    | 213%    | -           |
| Non-current assets <sup>1)</sup>     | 42,046  | 43,360  | - 3.0       |
| Current assets <sup>1)</sup>         | 6,483   | 5,080   | + 27.6      |
| Total assets <sup>1)</sup>           | 48,529  | 48,440  | + 0.2       |
| Equity <sup>1)</sup>                 | 10,953  | 9,214   | + 18.9      |
| Financial debt <sup>1)</sup>         | 18,062  | 19,881  | - 9.1       |
| Net financial debt <sup>1)</sup>     | 16,513  | 19,586  | - 15.7      |
| Gross capital expenditures           | 6,320   | 6,584   | - 4.0       |
| Net capital expenditures             | 2,060   | 2,836   | - 27.4      |
| Cash flow from operating activities  | 3,364   | 3,678   | - 8.5       |
| Employees in FTE <sup>1), 2)</sup>   | 237,078 | 229,200 | + 3.4       |
| Rating Moody's/<br>Standard & Poor's | Aa1/AA  | Aa1/AA  | -           |

<sup>1)</sup> as of Dec 31

<sup>2)</sup> 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

## Segment Information

| Revenues<br>€ million              | 2007          | 2006          | Change in %  |
|------------------------------------|---------------|---------------|--------------|
| <b>Passenger Transport</b>         |               |               |              |
| Long-Distance Transport            | 3,265         | 3,234         | + 1.0        |
| Regional Transport                 | 6,532         | 6,480         | + 0.8        |
| Urban Transport                    | 1,879         | 1,805         | + 4.1        |
| <b>Transport and Logistics</b>     |               |               |              |
| Schenker                           | 14,057        | 13,232        | + 6.2        |
| Rail Freight                       | 3,878         | 3,802         | + 2.0        |
| <b>Infrastructure and Services</b> |               |               |              |
| Track Infrastructure               | 617           | 548           | + 12.6       |
| Passenger Stations                 | 328           | 310           | + 5.8        |
| Services                           | 99            | 94            | + 5.3        |
| Energy                             | 454           | 362           | + 25.4       |
| Other activities                   | 200           | 186           | + 7.5        |
| <b>DB Group</b>                    | <b>31,309</b> | <b>30,053</b> | <b>+ 4.2</b> |

| Operating profit (EBIT)<br>€ million       | 2007         | 2006         | Change in %   |
|--|--------------|--------------|---------------|
| <b>Passenger Transport</b>                 |              |              |               |
| Long-Distance Transport                    | 139          | 124          | + 12.1        |
| Regional Transport                         | 451          | 690          | - 34.6        |
| Urban Transport                            | 166          | 154          | + 7.8         |
| <b>Transport and Logistics</b>             |              |              |               |
| Schenker                                   | 453          | 367          | + 23.4        |
| Rail Freight                               | 217          | 242          | - 10.3        |
| <b>Infrastructure and Services</b>         |              |              |               |
| Track Infrastructure                       | 478          | 100          | -             |
| Passenger Stations                         | 170          | 136          | + 25.0        |
| Services                                   | 120          | 31           | -             |
| Energy                                     | 161          | 166          | - 3.0         |
| Other activities/<br>consolidation effects | 540          | 467          | + 15.6        |
| <b>DB Group</b>                            | <b>2,895</b> | <b>2,477</b> | <b>+ 16.9</b> |



## 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 or %             | 2007        | 2006        | Change   |
| EBIT before special items  | 2,370       | 2,143       | + 227    |
| ÷ Capital employed         | 27,393      | 28,693      | - 1,300  |
| <b>= ROCE</b>              | <b>8.7%</b> | <b>7.5%</b> | <b>-</b> |

|   |               |               |                |
|---|---------------|---------------|----------------|
| Redemption coverage                               |               |               |                |
| € million or %                                    | 2007          | 2006          | Change         |
| EBIT before special items                         | 2,370         | 2,143         | + 227          |
| + Operating net interest income <sup>1), 2)</sup> | - 832         | - 907         | + 75           |
| + Depreciation <sup>2)</sup>                      | 2,743         | 2,935         | - 192          |
| <b>Operating cash flow</b>                        | <b>4,281</b>  | <b>4,171</b>  | <b>+ 110</b>   |
| Net financial debt                                | 16,513        | 19,586        | - 3,073        |
| + Present value operate lease                     | 3,767         | 2,826         | + 941          |
| <b>÷ Adjusted net financial debt</b>              | <b>20,280</b> | <b>22,412</b> | <b>- 2,132</b> |
| <b>Redemption coverage</b>                        | <b>21.1%</b>  | <b>18.6%</b>  | <b>-</b>       |

|                             |               |               |                |
|-----------------------------|---------------|---------------|----------------|
| Gearing                     |               |               |                |
| € million or %              | 2007          | 2006          | Change         |
| Financial debt              | 18,062        | 19,881        | - 1,819        |
| - Cash and cash equivalents | 1,549         | 295           | + 1,254        |
| <b>Net financial debt</b>   | <b>16,513</b> | <b>19,586</b> | <b>- 3,073</b> |
| ÷ Equity                    | 10,953        | 9,214         | + 1,739        |
| <b>Gearing</b>              | <b>151%</b>   | <b>213%</b>   | <b>-</b>       |

<sup>1)</sup> 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

<sup>2)</sup> Adjusted for special items

## Employees

| FTE <sup>1)</sup> as of Dec 31                 | 2007           | 2006           | Change in %  |
|--|----------------|----------------|--------------|
| <b>Passenger Transport</b>                     |                |                |              |
| Long-Distance Transport                        | 15,011         | 14,641         | + 2.5        |
| Regional Transport                             | 24,781         | 25,700         | - 3.6        |
| Urban Transport                                | 12,221         | 12,238         | - 0.1        |
| <b>Transport and Logistics</b>                 |                |                |              |
| Schenker                                       | 59,312         | 54,905         | + 8.0        |
| Rail Freight                                   | 28,874         | 24,257         | + 19.0       |
| <b>Infrastructure and Services</b>             |                |                |              |
| Track Infrastructure                           | 39,780         | 41,356         | - 3.8        |
| Passenger Stations                             | 4,537          | 4,557          | - 0.4        |
| Services                                       | 26,808         | 26,689         | + 0.4        |
| Energy   | 1,611          | 1,628          | - 1.0        |
| Other activities                               | 24,143         | 23,229         | + 3.9        |
| <b>DB Group</b>                                | <b>237,078</b> | <b>229,200</b> | <b>+ 3.4</b> |
| Apprentices/trainees                           | 8,594          | 8,099          | + 6.1        |
| <b>DB Group<br/>incl. apprentices/trainees</b> | <b>245,672</b> | <b>237,299</b> | <b>+ 3.5</b> |
| Training ratio (%)                             | 3.6            | 3.8            | -            |
| Female employees <sup>2)</sup>                 | 39,389         | 38,836         | + 1.4        |
| Proportion of female<br>employees (%)          | 15.8           | 16.9           | -            |
| Civil servants assigned                        | 38,764         | 39,869         | - 2.8        |
| Civil servants on sabbatical                   | 3,794          | 3,830          | - 0.9        |
| Part-time employees <sup>2)</sup>              | 16,768         | 15,753         | + 6.4        |
| Proportion of part-time<br>employees (%)       | 6.7            | 6.5            | -            |

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)

# PASSENGER TRANSPORT

## At a Glance

|  |        |        |        |
|--|--------|--------|--------|
| Long-Distance Transport business unit      |        |        |        |
| € million                                  | 2007   | 2006   | Change |
| Rail transport performance (million pkm)   | 34,137 | 34,458 | - 321  |
| Passengers rail (million)                  | 118.7  | 119.9  | - 1.2  |
| Load factor (%)                            | 42.06  | 42.97  | -      |
| External revenues                          | 3,265  | 3,234  | + 31   |
| EBIT                                       | 139    | 124    | + 15   |
| Gross capital expenditures                 | 126    | 262    | - 136  |
| Employees (FTE <sup>1)</sup> as of Dec 31) | 15,011 | 14,641 | + 370  |

|  |         |         |        |
|--|---------|---------|--------|
| Regional Transport business unit           |         |         |        |
| € million                                  | 2007    | 2006    | Change |
| Rail transport performance (million pkm)   | 35,292  | 35,069  | + 223  |
| Passengers rail (million)                  | 1,206   | 1,215   | - 9    |
| External revenues                          | 6,532   | 6,480   | + 52   |
| thereof from ordered-service contracts     | (4,147) | (4,203) | (- 56) |
| EBIT                                       | 451     | 690     | - 239  |
| Gross capital expenditures                 | 459     | 380     | + 79   |
| Employees (FTE <sup>1)</sup> as of Dec 31) | 24,781  | 25,700  | - 919  |

|  |        |        |        |
|--|--------|--------|--------|
| Urban Transport business unit              |        |        |        |
| € million                                  | 2007   | 2006   | Change |
| Rail transport performance (million pkm)   | 5,362  | 5,262  | + 100  |
| Passengers rail (million)                  | 540.5  | 549.8  | - 9.3  |
| Transport performance bus (million pkm)    | 8,228  | 7,882  | + 346  |
| Passengers bus (million)                   | 722.6  | 683.1  | + 39.5 |
| External revenues                          | 1,879  | 1,805  | + 74   |
| thereof from ordered-service contracts     | (336)  | (348)  | (- 12) |
| EBIT                                       | 166    | 154    | + 12   |
| Gross capital expenditures                 | 107    | 98     | + 9    |
| Employees (FTE <sup>1)</sup> as of Dec 31) | 12,221 | 12,238 | - 17   |

<sup>1)</sup> 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 Transport

|   | 2007          | 2006          | Change in %  |
|---|---------------|---------------|--------------|
| <b>Rail performance figures</b>                 |               |               |              |
| <b>Passengers (million)</b>                     |               |               |              |
| Long-Distance Transport                         | 118.7         | 119.9         | - 1.0        |
| Regional Transport                              | 1,206         | 1,215         | - 0.7        |
| Urban Transport                                 | 540.5         | 549.8         | - 1.7        |
| Multiple counts                                 | - 30.0        | - 30.0        | -            |
| <b>Total</b>                                    | <b>1,835</b>  | <b>1,854</b>  | <b>- 1.0</b> |
| <b>Passengers per day (million)</b>             |               |               |              |
| Long-Distance Transport                         | 0.3           | 0.3           | -            |
| Regional Transport                              | 3.3           | 3.3           | -            |
| Urban Transport                                 | 1.5           | 1.5           | -            |
| <b>Total</b>                                    | <b>5.1</b>    | <b>5.1</b>    | <b>-</b>     |
| <b>Transport performance (million pkm)</b>      |               |               |              |
| Long-Distance Transport                         | 34,137        | 34,458        | - 0.9        |
| Regional Transport                              | 35,292        | 35,069        | + 0.6        |
| Urban Transport                                 | 5,362         | 5,262         | + 1.9        |
| <b>Total</b>                                    | <b>74,791</b> | <b>74,788</b> | <b>-</b>     |
| <b>Trains per day</b>                           |               |               |              |
| Long-Distance Transport                         | 1,291         | 1,238         | + 4.3        |
| Regional Transport                              | 22,054        | 22,581        | - 2.3        |
| Urban Transport                                 | 3,851         | 3,818         | + 0.9        |
| <b>Total</b>                                    | <b>27,196</b> | <b>27,637</b> | <b>- 1.6</b> |
| <b>Train kilometers (million train-path km)</b> |               |               |              |
| Long-Distance Transport                         | 152.8         | 152.2         | + 0.4        |
| Regional Transport                              | 498.0         | 506.7         | - 1.7        |
| Urban Transport                                 | 43.3          | 43.8          | - 1.2        |
| <b>Total</b>                                    | <b>694.1</b>  | <b>702.7</b>  | <b>- 1.2</b> |
| <b>Bus performance figures</b>                  |               |               |              |
| <b>Passengers (million)</b>                     | 779           | 738           | + 5.6        |
| <b>Transport performance (million pkm)</b>      | 9,099         | 8,705         | + 4.5        |

|   | 2007             | 2006             | Change in %   |
|---|------------------|------------------|---------------|
| <b>Rolling stock</b>                                |                  |                  |               |
| <b>ICE trains (number)</b>                          | 252              | 255              | - 1.2         |
| <b>Locomotives</b>                                  |                  |                  |               |
| Long-Distance Transport <sup>1)</sup>               | 394              | 404              | - 2.5         |
| Regional Transport                                  | 1,492            | 1,570            | - 5.0         |
| Urban Transport                                     | 4                | 4                | -             |
| <b>Total</b>  | <b>1,890</b>     | <b>1,978</b>     | <b>- 4.4</b>  |
| <b>Rail cars <sup>2)</sup></b>                      |                  |                  |               |
| S-Bahn (metro) d.c.                                 | 1,895            | 2,006            | - 5.5         |
| S-Bahn (metro) a.c.                                 | 2,547            | 2,606            | - 2.3         |
| Diesel rail cars                                    | 3,136            | 3,131            | + 0.2         |
| Rail buses  | 25               | 16               | + 56.3        |
| Electric rail cars / electric multiple units (EMUs) | 1,572            | 1,563            | + 0.6         |
| <b>Total</b>  | <b>9,175</b>     | <b>9,322</b>     | <b>- 1.6</b>  |
| <b>Passenger cars</b>                               |                  |                  |               |
| Long-Distance Transport                             | 2,219            | 2,350            | - 5.6         |
| Regional Transport                                  | 6,143            | 6,665            | - 7.8         |
| Urban Transport                                     | 0                | 0                | -             |
| <b>Total</b>  | <b>8,362</b>     | <b>9,015</b>     | <b>- 7.2</b>  |
| <b>Seats (thousands)</b>                            |                  |                  |               |
| Long-Distance Transport                             | 215,590          | 219,038          | - 1.6         |
| Regional Transport                                  | 999,107          | 1,025,767        | - 2.6         |
| Urban Transport                                     | 98,437           | 103,033          | - 4.5         |
| <b>Total</b>  | <b>1,313,134</b> | <b>1,347,838</b> | <b>- 2.6</b>  |
| <b>Automatic ticketing machines</b>                 |                  |                  |               |
| Long-Distance Transport                             | 1,803            | 2,399            | - 24.8        |
| Regional and Urban Transport                        | 5,232            | 5,860            | - 10.7        |
| Combined ticketing machines                         | 1,633            | 868              | + 88.1        |
| <b>Total</b>  | <b>7,035</b>     | <b>8,259</b>     | <b>- 14.8</b> |

<sup>1)</sup> Including ICE 1 power cars

<sup>2)</sup> Including rail buses

## Long-Distance Transport Business Unit

|   | 2007           | 2006           | Change in %  |
|---|----------------|----------------|--------------|
| <b>Rail transport performance</b>                   |                |                |              |
| <b>Passengers (million)</b>                         |                |                |              |
| ICE   | 70.5           | 69.5           | + 1.4        |
| IC/EC   | 52.1           | 54.5           | - 4.4        |
| IR/D-Day  | 0.0            | 0.1            | - 100        |
| Other products<br>(among others CNL)                | 5.8            | 5.8            | -            |
| <b>Total counted passengers</b>                     | <b>128.4</b>   | <b>129.9</b>   | <b>- 1.2</b> |
| Multiple counts                                     | - 9.7          | - 10.0         | - 3.0        |
| <b>Total</b>  | <b>118.7</b>   | <b>119.9</b>   | <b>- 1.0</b> |
| <b>Passengers per day (million)</b>                 | 0.33           | 0.33           | -            |
| <b>Trains per day</b>                               | 1,291          | 1,238          | + 4.3        |
| <b>Transport performance<br/>(million pkm)</b>      |                |                |              |
| ICE   | 21,919         | 21,635         | + 1.3        |
| IC/EC   | 9,946          | 10,398         | - 4.4        |
| IR/D-Day  | 4              | 19             | - 78.4       |
| Other products<br>(among others CNL)                | 2,269          | 2,406          | - 5.7        |
| <b>Total</b>  | <b>34,137</b>  | <b>34,458</b>  | <b>- 0.9</b> |
| <b>Mean journey distance (km)</b>                   | 287.6          | 287.4          | + 0.1        |
| thereof ICE   | (310.9)        | (311.3)        | (- 0.1)      |
| thereof IC/EC                                       | (190.9)        | (190.8)        | (+ 0.1)      |
| <b>Load factor (%)</b>                              | 42.1           | 43.0           | -            |
| <b>Train kilometers<br/>(million train-path km)</b> | 152.8          | 152.2          | + 0.4        |
| <b>Seats</b>  |                |                |              |
| 1st class, total                                    | 44,723         | 44,180         | + 1.2        |
| 2nd class, total                                    | 170,867        | 174,858        | - 2.3        |
| <b>Total</b>  | <b>215,590</b> | <b>219,038</b> | <b>- 1.6</b> |
| <b>Locomotives</b>                                  |                |                |              |
| Electric locomotives                                | 265            | 274            | - 3.3        |
| Light rail locomotives                              | 11             | 12             | - 8.3        |
| <b>Total</b>  | <b>276</b>     | <b>286</b>     | <b>- 3.5</b> |
| <b>High-speed fleet</b>                             |                |                |              |
| <b>ICE trains (number)</b>                          | 252            | 255            | - 1.2        |
| <b>ICE 1</b>  |                |                |              |
| Trains  | 59             | 59             | -            |

|  | 2007         | 2006         | Change in %  |
|--|--------------|--------------|--------------|
| Power cars                                 | 118          | 118          | -            |
| Intermediate cars                          | 708          | 708          | -            |
| 1st class cars                             | (195)        | (195)        | -            |
| 2nd class cars                             | (454)        | (454)        | -            |
| Restaurant cars                            | (59)         | (59)         | -            |
| <b>ICE 2</b>                               |              |              |              |
| Trains                                     | 44           | 44           | -            |
| Power cars                                 | 46           | 46           | -            |
| Driving trailers                           | 45           | 45           | -            |
| Intermediate cars                          | 264          | 264          | -            |
| 1st class cars                             | (88)         | (88)         | -            |
| 2nd class cars                             | (132)        | (132)        | -            |
| Restaurant cars                            | (44)         | (44)         | -            |
| <b>ICE T</b>                               |              |              |              |
| Trains                                     | 67           | 70           | - 4.3        |
| Rail cars                                  | 260          | 272          | - 4.4        |
| End cars                                   | 136          | 142          | - 4.2        |
| Intermediate cars                          | 56           | 59           | - 5.1        |
| <b>ICE TD</b>                              |              |              |              |
| Trains                                     | 19           | 19           | -            |
| Rail cars                                  | 78           | 78           | -            |
| End cars                                   | 39           | 39           | -            |
| Intermediate cars                          | 39           | 39           | -            |
| <b>ICE 3</b>                               |              |              |              |
| Trains                                     | 63           | 63           | -            |
| Rail cars                                  | 252          | 252          | -            |
| 1st class rail cars                        | (63)         | (63)         | -            |
| 2nd class rail cars                        | (189)        | (189)        | -            |
| Trailer cars                               | 252          | 252          | -            |
| 1st class cars                             | (63)         | (63)         | -            |
| 2nd class cars                             | (126)        | (126)        | -            |
| Restaurant cars                            | (63)         | (63)         | -            |
| <b>Passenger cars</b>                      |              |              |              |
| EC/IC                                      | 1,618        | 1,654        | - 2.2        |
| Sleeping cars, couchette cars, Talgo (ICN) | 333          | 357          | - 6.7        |
| Other passenger cars (incl. CNL)           | 268          | 339          | - 20.9       |
| <b>Total</b>                               | <b>2,219</b> | <b>2,350</b> | <b>- 5.6</b> |

## Regional Transport Business Unit

|  | 2007           | 2006             | Change in %  |
|--|----------------|------------------|--------------|
| <b>Rail transport</b>                        |                |                  |              |
| <b>Performance figures</b>                   |                |                  |              |
| Passengers (million)                         | 1,206          | 1,215            | - 0.7        |
| Passengers per day (million)                 | 3.3            | 3.3              | - 0.8        |
| Transport performance<br>(million pkm)       | 35,292         | 35,069           | + 0.6        |
| Trains per day                               | 22,054         | 22,581           | - 2.3        |
| Mean journey distance (km)                   | 29.3           | 28.9             | + 1.4        |
| Train kilometers<br>(million train-path km)  | 498.0          | 506.7            | - 1.7        |
| <b>Locomotives</b>                           |                |                  |              |
| Electric locomotives                         | 1,232          | 1,273            | - 3.2        |
| Diesel locomotives                           | 260            | 297              | - 12.5       |
| <b>Total</b>                                 | <b>1,492</b>   | <b>1,570</b>     | <b>- 5.0</b> |
| <b>Rolling stock</b>                         |                |                  |              |
| S-Bahn (metro) d.c.                          | 0              | 0                | -            |
| S-Bahn (metro) a.c.                          | 2,547          | 2,606            | - 2.3        |
| Diesel rail cars                             | 3,058          | 3,053            | + 0.2        |
| Rail buses                                   | 25             | 16               | + 56.3       |
| Electric rail cars                           | 1,060          | 1,039            | + 2.0        |
| Double-deck cars                             | 2,183          | 2,092            | + 4.3        |
| Other passenger cars<br>(incl. baggage cars) | 3,960          | 4,573            | - 13.4       |
| <b>Total</b>                                 | <b>12,833</b>  | <b>13,379</b>    | <b>- 4.1</b> |
| <b>Seats</b>                                 |                |                  |              |
| 1st class                                    | 81,863         | 80,247           | + 2.0        |
| 2nd class (incl. folding seats)              | 917,244        | 945,520          | - 3.0        |
| <b>Total</b>                                 | <b>999,107</b> | <b>1,025,767</b> | <b>- 2.6</b> |



## Urban Transport Business Unit

|   | 2007          | 2006           | Change in %  |
|---|---------------|----------------|--------------|
| <b>Rail transport</b>                       |               |                |              |
| <b>Performance figures</b>                  |               |                |              |
| Passengers (million)                        | 540.5         | 549.8          | - 1.7        |
| Passengers per day (million)                | 1.5           | 1.5            | - 1.9        |
| Transport performance<br>(million pkm)      | 5,362         | 5,262          | + 1.9        |
| Trains per day                              | 3,851         | 3,818          | + 0.9        |
| Mean journey distance (km)                  | 9.9           | 9.6            | + 3.1        |
| Train kilometers<br>(million train-path km) | 43.3          | 43.8           | - 1.2        |
| <b>Locomotives</b>                          |               |                |              |
| Electric locomotives                        | 0             | 0              | -            |
| Diesel locomotives                          | 4             | 4              | -            |
| <b>Total</b>                                | <b>4</b>      | <b>4</b>       | <b>-</b>     |
| <b>Rolling stock</b>                        |               |                |              |
| S-Bahn (metro) d.c.                         | 1,895         | 2,006          | - 5.5        |
| S-Bahn (metro) a.c.                         | 0             | 0              | -            |
| <b>Total</b>                                | <b>1,895</b>  | <b>2,006</b>   | <b>- 5.5</b> |
| <b>Seats</b>                                |               |                |              |
| 1st class                                   | 0             | 0              | -            |
| 2nd class (incl. folding seats)             | 98,437        | 103,033        | - 4.5        |
| <b>Total</b>                                | <b>98,437</b> | <b>103,033</b> | <b>- 4.5</b> |
| <b>Bus transport</b>                        |               |                |              |
| <b>Performance figures</b>                  |               |                |              |
| Passengers (million)                        | 722.6         | 683.1          | + 5.8        |
| Transport performance bus<br>(million pkm)  | 8,228         | 7,882          | + 4.4        |

# TRANSPORT AND LOGISTICS

## At a Glance

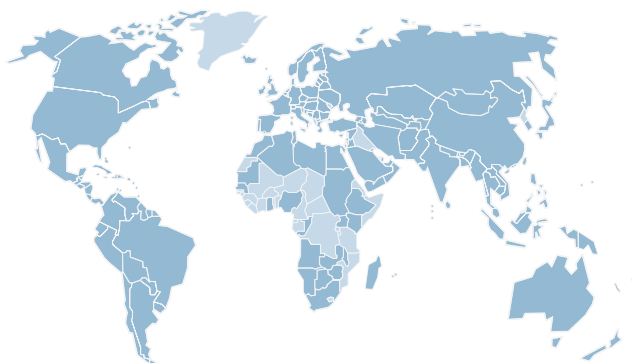
| Schenker business unit<br>€ million                | 2007   | 2006   | Change  |
|--|--------|--------|---------|
| Shipments in European land transport (in thousand) | 69,568 | 68,809 | + 759   |
| Air freight volume (thousand t)                    | 1,291  | 1,190  | + 101   |
| Ocean freight volume (thousand TEU)                | 1,455  | 1,275  | + 180   |
| External revenues                                  | 14,057 | 13,232 | + 825   |
| EBIT   | 453    | 367    | + 86    |
| Gross capital expenditures                         | 227    | 227    | -       |
| Employees (FTE <sup>1)</sup> as of Dec 31)         | 59,312 | 54,905 | + 4,407 |

| Rail Freight business unit<br>€ million    | 2007   | 2006   | Change  |
|--|--------|--------|---------|
| Transport performance (million tkm)        | 98,794 | 96,388 | + 2,406 |
| Freight carried (million t)                | 312.8  | 307.6  | + 5.2   |
| Capacity utilization (tons per train)      | 481.4  | 473.7  | + 7.7   |
| External revenues                          | 3,878  | 3,802  | + 76    |
| EBIT                                       | 217    | 242    | - 25    |
| Gross capital expenditures                 | 196    | 157    | + 39    |
| Employees (FTE <sup>1)</sup> as of Dec 31) | 28,874 | 24,257 | + 4,617 |

<sup>1)</sup> 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.

## Schenker Business Unit

### Global presence



■ DB Schenker

Further information about our network is available on the internet:  
<http://www.schenker.com/english/company/schenkerWorld.html>

### Performance figures

|  | 2007   | 2006   | Change in % |
|--|--------|--------|-------------|
| Shipments in European land transport (thousand)    | 69,568 | 68,809 | + 1.1       |
| Air freight volume (thousand tons)                 | 1,291  | 1,190  | + 8.5       |
| Ocean freight volume (thousand TEU <sup>1)</sup> ) | 1,455  | 1,275  | + 14.1      |

<sup>1)</sup> TEU: Twenty Foot Container Equivalent Unit

## Rail Freight Business Unit

|  | 2007           | 2006           | Change in %  |
|--|----------------|----------------|--------------|
| <b>Performance figures</b>                                   |                |                |              |
| Freight carried (million t)                                  | 312.8          | 307.6          | + 1.7        |
| thereof Railion  |                |                |              |
| Deutschland AG   | (273.3)        | (271.1)        | (+ 0.8)      |
| Transport performance<br>(million tkm)                       | 98,794         | 96,388         | + 2.5        |
| thereof Railion  |                |                |              |
| Deutschland AG   | (91,013)       | (88,407)       | (+ 2.9)      |
| Trains per day   | 4,674          | 4,780          | - 2.2        |
| Mean transport distance                                      | 315.9          | 313.4          | + 0.8        |
| Capacity utilization<br>(tons per train)                     | 481.4          | 473.7          | + 1.6        |
| Train kilometers<br>(million train-path km)                  | 205.2          | 203.5          | + 0.8        |
| <b>Locomotives</b>   |                |                |              |
| Electric locomotives   | 1,293          | 1,236          | + 4.6        |
| Diesel locomotives   | 1,074          | 1,077          | - 0.3        |
| Light rail locomotives                                       | 437            | 463            | - 5.6        |
| <b>Total</b>   | <b>2,804</b>   | <b>2,776</b>   | <b>+ 1.0</b> |
| <b>Wagons</b>  |                |                |              |
| Covered wagons   | 21,844         | 21,962         | - 0.5        |
| Open wagons  | 29,229         | 29,508         | - 0.9        |
| Flat wagons  | 44,240         | 44,747         | - 1.1        |
| Tank wagons  | 282            | 333            | - 15.3       |
| <b>Total DB stock</b>  | <b>95,595</b>  | <b>96,550</b>  | <b>- 1.0</b> |
| Leased wagons  | 1,434          | 196            | -            |
| Privately owned<br>wagons registered                         | 67,471         | 58,918         | + 14.5       |
| <b>Total</b>   | <b>164,500</b> | <b>155,664</b> | <b>+ 5.7</b> |
| Rented wagons  | 5,810          | 6,081          | - 4.5        |
| <b>Transport capacity<br/>of freight wagons (thousand t)</b> |                |                |              |
| Covered wagons   | 855            | 827            | + 3.4        |
| Open wagons  | 1,737          | 1,603          | + 8.4        |
| Flat wagons  | 2,521          | 2,264          | + 11.4       |
| Tank wagons  | 8              | 8              | -            |
| <b>Total</b>   | <b>5,121</b>   | <b>4,702</b>   | <b>+ 8.9</b> |

# INFRASTRUCTURE AND SERVICES

## At a Glance

|  |        |        |         |
|--|--------|--------|---------|
| Track Infrastructure business unit                               |        |        |         |
| € million  | 2007   | 2006   | Change  |
| Train kilometers on track infrastructure (million train-path km) | 1,049  | 1,016  | + 33    |
| thereof non-Group railways                                       | (147)  | (128)  | (+ 19)  |
| Internal revenues  | 3,908  | 3,825  | + 83    |
| External revenues  | 617    | 548    | + 69    |
| EBIT   | 478    | 100    | + 378   |
| Gross capital expenditures                                       | 4,433  | 4,419  | + 14    |
| Employees (FTE <sup>1)</sup> as of Dec 31)                       | 39,780 | 41,356 | - 1,576 |

|  |        |        |         |
|--|--------|--------|---------|
| Passenger Stations business unit           |        |        |         |
| € million                                  | 2007   | 2006   | Change  |
| Station stops in million                   | 140.2  | 141.5  | - 1.3   |
| thereof non-Group railways                 | (16.2) | (15.6) | (+ 0.6) |
| Internal revenues                          | 654    | 640    | + 14    |
| External revenues                          | 328    | 310    | + 18    |
| EBIT                                       | 170    | 136    | + 34    |
| Gross capital expenditures                 | 350    | 643    | - 293   |
| Employees (FTE <sup>1)</sup> as of Dec 31) | 4,537  | 4,557  | - 20    |

|  |        |        |        |
|--|--------|--------|--------|
| Services business unit                     |        |        |        |
| € million                                  | 2007   | 2006   | Change |
| Internal revenues                          | 2,545  | 2,349  | + 196  |
| External revenues                          | 99     | 94     | + 5    |
| EBIT                                       | 120    | 31     | + 89   |
| Gross capital expenditures                 | 281    | 242    | + 39   |
| Employees (FTE <sup>1)</sup> as of Dec 31) | 26,808 | 26,689 | + 119  |

|  |       |       |        |
|--|-------|-------|--------|
| Energy business unit                       |       |       |        |
| € million                                  | 2007  | 2006  | Change |
| Internal revenues                          | 1,664 | 1,652 | + 12   |
| External revenues                          | 454   | 362   | + 92   |
| EBIT                                       | 161   | 166   | - 5    |
| Gross capital expenditures                 | 178   | 103   | + 75   |
| Employees (FTE <sup>1)</sup> as of Dec 31) | 1,611 | 1,628 | - 17   |

<sup>1)</sup> 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

## Track Infrastructure Business Unit

|  | 2007            | 2006            | Change in %  |
|--|-----------------|-----------------|--------------|
| <b>Train kilometers on track infrastructure</b><br>(million train-path km) |                 |                 |              |
| DB Netz AG   | 1,037.9         | 1,005.7         | + 3.2        |
| DB RegioNetz<br>Infrastruktur GmbH   | 10.8            | 10.6            | + 1.8        |
| <b>Total</b>   | <b>1,048.7</b>  | <b>1,016.3</b>  | <b>+ 3.2</b> |
| thereof non-Group customers  | (146.6)         | (128.2)         | -            |
| <b>Length of line operated (km)</b>  |                 |                 |              |
| Standard gauge   | 33,889.7        | 34,121.5        | - 0.7        |
| Narrow gauge   | 6.9             | 6.9             | -            |
| <b>Total</b>   | <b>33,896.6</b> | <b>34,128.4</b> | <b>- 0.7</b> |
| thereof in electrified<br>operations                                       | (19,543.7)      | (19,513.9)      | -            |
| <b>Length of all track (km)</b>  | 63,897          | 64,226          | - 0.5        |
| <b>Switches and crossings</b>  | 71,144          | 73,352          | - 3.0        |
| <b>Stations</b>  | 4,123           | 4,183           | - 1.4        |
| <b>Stopping points</b>   | 3,386           | 3,346           | + 1.2        |
| <b>Interlockings</b>   | 4,585           | 4,736           | - 3.2        |
| thereof electronic   | (815)           | (709)           | -            |
| <b>Level crossings</b>   | 19,011          | 20,317          | - 6.4        |
| thereof technically protected  | (10,923)        | (11,061)        | -            |
| <b>Tunnels</b>   |                 |                 |              |
| Subterranean   | 615             | 635             | - 3.1        |
| Above ground   | 163             | 163             | -            |
| <b>Total</b>   | <b>778</b>      | <b>798</b>      | <b>- 2.5</b> |
| Total length (km)  | 482.5           | 485.5           | - 0.6        |
| Length of longest tunnel (m)   | 10,779          | 10,779          | -            |
| <b>Railway bridges</b>   | 27,165          | 27,887          | - 2.6        |
| <b>Private sidings</b>   | 3,998           | 4,023           | - 0.6        |

## Passenger Stations Business Unit

|                                | 2007         | 2006         | Change in %  |
|--------------------------------|--------------|--------------|--------------|
| <b>Station stops</b> (million) | 142.4        | 143.8        | - 1.0        |
| thereof                        |              |              |              |
| DB Station & Service AG        | (140.2)      | (141.5)      | ( - 0.9)     |
| thereof non-Group customers    | (16.2)       | (15.6)       | (+ 3.8)      |
| <b>Passenger stations</b>      |              |              |              |
| DB Station & Service AG        | 5,395        | 5,407        | - 0.2        |
| DB RegioNetz                   |              |              |              |
| Infrastruktur GmbH             | 296          | 296          | -            |
| UBB Usedomer                   |              |              |              |
| Bäderbahn GmbH                 | 27           | 27           | -            |
| <b>Total</b>                   | <b>5,718</b> | <b>5,730</b> | <b>- 0.2</b> |

# 10-YEAR SUMMARIES

## Rail Performance Figures

|  | 2007      | 2006      | 2005      | 2004      |  |
|--|-----------|-----------|-----------|-----------|--|
| <b>Passenger transport</b>   |           |           |           |           |  |
| Passengers (million)   | 1,835.4   | 1,854.2   | 1,785.4   | 1,694.8   |  |
| Long-Distance Transport  | (118.7)   | (119.9)   | (118.7)   | (115.3)   |  |
| Regional and Urban Transport   | (1,716.7) | (1,734.4) | (1,666.7) | (1,579.5) |  |
| Transport performance (million pkm <sup>1)</sup> )                           | 74,792    | 74,788    | 72,554    | 70,260    |  |
| Long-Distance Transport  | (34,137)  | (34,458)  | (33,641)  | (32,330)  |  |
| Regional and Urban Transport   | (40,654)  | (40,331)  | (38,913)  | (37,930)  |  |
| <b>Freight transport</b>   |           |           |           |           |  |
| Freight carried (million t <sup>2)</sup> )                                   | 312.8     | 307.6     | 274.6     | 295.3     |  |
| Transport performance (million tkm <sup>2), 3)</sup> )                       | 98,794    | 96,388    | 88,022    | 89,494    |  |
| <b>Total transport performance</b> (million ptkm <sup>4)</sup> )             | 173,586   | 171,177   | 160,576   | 159,755   |  |
| <b>Track infrastructure</b>  |           |           |           |           |  |
| Train kilometers on track infrastructure (million train-path <sup>5)</sup> ) | 1,048.7   | 1,016.4   | 997.7     | 1,000.7   |  |
| thereof non-Group customers  | (147)     | (128)     | (110)     | (88)      |  |

## Employees<sup>6)</sup>

|             | 2007    | 2006    | 2005    | 2004    |  |
|-------------|---------|---------|---------|---------|--|
| Average     | 231,356 | 228,990 | 220,343 | 229,830 |  |
| At year end | 237,078 | 229,200 | 216,389 | 225,632 |  |

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

<sup>2)</sup> Changeover to gross figures in 2006, figures until 1999 adjusted accordingly

<sup>3)</sup> Please note: all ton figures represent metric tons (1,000 kg = 2,200 lbs)

<sup>4)</sup> Ton kilometers: product of freight carried and mean transport distance

<sup>5)</sup> Passenger-ton-kilometers: sum of passenger and ton kilometers

<sup>6)</sup> Train-path kilometers: driving performance in km of trains on rail



|  | 2003      | 2002      | 2001      | 2000      | 1999      | 1998      |
|--|-----------|-----------|-----------|-----------|-----------|-----------|
|  | 1,681.7   | 1,657.2   | 1,701.7   | 1,712.5   | 1,680.1   | 1,668.4   |
|  | (117.3)   | (128.4)   | (136.3)   | (144.8)   | (146.5)   | (148.9)   |
|  | (1,564.4) | (1,528.8) | (1,565.5) | (1,567.7) | (1,533.6) | (1,519.5) |
|  | 69,534    | 69,848    | 74,459    | 74,388    | 72,846    | 71,853    |
|  | (31,619)  | (33,173)  | (35,342)  | (36,226)  | (34,897)  | (34,562)  |
|  | (37,915)  | (36,675)  | (39,117)  | (38,162)  | (37,949)  | (37,291)  |
|  |           |           |           |           |           |           |
|  | 294.5     | 289.4     | 301.3     | 310.8     | 289.7     | 288.7     |
|  | 85,151    | 82,756    | 84,716    | 85,008    | 75,785    | 73,273    |
|  | 154,685   | 152,604   | 159,175   | 159,396   | 148,631   | 145,126   |
|  |           |           |           |           |           |           |
|  | 988.2     | 967.4     | 977.3     | 984.2     | 976.7     | 946.5     |
|  | (70)      | (50)      | (39)      | (26)      | (20)      | (13)      |

|  | 2003    | 2002    | 2001    | 2000    | 1999    | 1998    |
|--|---------|---------|---------|---------|---------|---------|
|  | 249,251 | 224,758 | 219,146 | 230,615 | 244,851 | 259,072 |
|  | 242,759 | 250,690 | 214,371 | 222,656 | 241,638 | 252,468 |

## Consolidated Statement of Income

| € million   | 2007     | 2006     | 2005     | 2004     |  |
|---|----------|----------|----------|----------|--|
| Revenues  | 31,309   | 30,053   | 25,055   | 23,962   |  |
| Overall performance   | 33,254   | 31,943   | 26,728   | 25,890   |  |
| Other operating income  | 3,219    | 2,859    | 2,366    | 2,860    |  |
| Cost of materials   | - 17,166 | - 16,449 | - 12,650 | - 12,054 |  |
| Personnel expenses  | - 9,913  | - 9,782  | - 9,211  | - 9,556  |  |
| Depreciation  | - 2,795  | - 2,950  | - 2,801  | - 2,722  |  |
| Other operating expenses                                      | - 3,704  | - 3,144  | - 3,080  | - 3,274  |  |
| Operating profit (EBIT)                                       | 2,895    | 2,477    | 1,352    | 1,144    |  |
| Investment income   | -        | -        | -        | -        |  |
| Result from investments accounted for using the equity method | 32       | 18       | 76       | 49       |  |
| Other financial result  | - 3      | 1        | 7        | - 55     |  |
| Net interest income   | - 908    | - 941    | - 945    | - 984    |  |
| Profit before taxes on income                                 | 2,016    | 1,555    | 490      | 154      |  |
| Net profit for the year                                       | 1,716    | 1,680    | 611      | 180      |  |

## Value Management/Operating Profit Measures

| € million   | 2007   | 2006   | 2005   | 2004   |  |
|---|--------|--------|--------|--------|--|
| Return on Capital Employed (ROCE) <sup>2)</sup>         | 8.7%   | 7.5%   | 5.0%   | 3.8%   |  |
| EBIT <sup>3)</sup> before special items                 | 2,370  | 2,143  | 1,350  | 1,011  |  |
| Capital employed <sup>4)</sup>                          | 27,393 | 28,693 | 27,013 | 26,490 |  |
| EBITDA <sup>5)</sup> before special burden compensation | -      | -      | -      | -      |  |
| Special burden compensation                             | -      | -      | -      | -      |  |
| EBITDA <sup>5)</sup>                                    | 5,690  | 5,427  | 4,153  | 3,866  |  |
| Operating income after interest                         | -      | -      | -      | -      |  |

<sup>1)</sup> German GAAP

<sup>2)</sup> Defined as EBIT/capital employed

<sup>3)</sup> Operating profit before interest and taxes adjusted for unusual items

<sup>4)</sup> 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

|  | 2003 <sup>1)</sup> | 2002 <sup>1)</sup> | 2001 <sup>1)</sup> | 2000 <sup>1)</sup> | 1999 <sup>1)</sup> | 1998 <sup>1)</sup> |
|--|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
|  | 28,228             | 18,685             | 15,722             | 15,465             | 15,630             | 15,348             |
|  | 30,438             | 20,900             | 17,535             | 17,267             | 17,521             | 17,104             |
|  | 3,138              | 2,830              | 2,406              | 3,653              | 2,511              | 2,596              |
|  | - 15,776           | - 9,546            | - 7,108            | - 6,625            | - 6,688            | - 6,595            |
|  | - 10,337           | - 8,387            | - 7,487            | - 8,475            | - 8,285            | - 8,389            |
|  | - 2,694            | - 2,434            | - 2,162            | - 2,052            | - 1,965            | - 1,737            |
|  | - 4,316            | - 3,358            | - 3,282            | - 3,436            | - 2,790            | - 2,546            |
|  | -                  | -                  | -                  | -                  | -                  | -                  |
|  | 51                 | 46                 | 2                  | - 44               | - 55               | - 143              |
|  | -                  | -                  | -                  | -                  | -                  | -                  |
|  | -                  | -                  | -                  | -                  | -                  | -                  |
|  | - 637              | - 489              | - 313              | - 251              | - 158              | - 89               |
|  | - 133              | - 438              | - 409              | 37                 | 91                 | 201                |
|  | - 245              | - 468              | - 406              | 85                 | 87                 | 170                |

|  | 2003 <sup>1)</sup> | 2002 <sup>1)</sup> | 2001 <sup>1)</sup> | 2000 <sup>1)</sup> | 1999 <sup>1)</sup> | 1998 <sup>1)</sup> |
|--|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
|  | 1.5 %              | 0.1 %              | 0.4 %              | 1.6 %              | 0.3 %              | 1.1 %              |
|  | 465                | 37                 | 109                | 450                | 71                 | 260                |
|  | 30,964             | 30,428             | 28,649             | 27,443             | 24,911             | 22,656             |
|  | -                  | 2,021              | 1,433              | 1,264              | 427                | 35                 |
|  | -                  | 443                | 838                | 1,228              | 1,609              | 1,962              |
|  | 3,092              | 2,464              | 2,271              | 2,492              | 2,036              | 1,997              |
|  | - 172              | - 454              | - 204              | 199                | - 87               | 171                |

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

## Cash Flow / Capital Expenditures

| € million                              | 2007  | 2006  | 2005  | 2004  |  |
|--|-------|-------|-------|-------|--|
| Cash flow before taxes                 | -     | -     | -     | -     |  |
| Cash flow from operating activities    | 3,364 | 3,678 | 2,652 | 2,736 |  |
| Gross capital expenditures             | 6,320 | 6,584 | 6,379 | 7,238 |  |
| Net capital expenditures <sup>2)</sup> | 2,060 | 2,836 | 2,360 | 3,251 |  |

## Asset and Capital Structure

| € million  | 2007     | 2006     | 2005     | 2004     |  |
|--|----------|----------|----------|----------|--|
| Non-current assets   | 42,046   | 43,360   | 42,907   | 43,200   |  |
| thereof property, plant and equipment and intangible assets              | (39,855) | (41,081) | (40,430) | (40,861) |  |
| thereof deferred tax assets  | (1,644)  | (1,800)  | (1,556)  | (1,301)  |  |
| Current assets   | 6,483    | 5,080    | 4,194    | 4,416    |  |
| thereof cash and cash equivalents  | (1,549)  | (295)    | (305)    | (765)    |  |
| Equity   | 10,953   | 9,214    | 7,675    | 7,067    |  |
| Non-current liabilities  | 25,612   | 26,319   | 27,963   | 29,440   |  |
| thereof retirement benefit obligations and other provisions              | (5,962)  | (5,507)  | (5,575)  | (5,768)  |  |
| thereof deferred tax liabilities   | (137)    | (72)     | (46)     | (17)     |  |
| Current liabilities  | 11,964   | 12,907   | 11,463   | 11,109   |  |
| Total assets   | 48,529   | 48,440   | 47,101   | 47,616   |  |
| Net financial debt   | 16,513   | 19,586   | 19,669   | 19,511   |  |
| Property, plant and equipment and intangible assets as % of total assets | 82.1     | 84.8     | - 85.8   | - 85.8   |  |
| Equity ratio <sup>3)</sup> (%)   | 22.6     | 19.0     | 16.3     | 14.8     |  |

<sup>1)</sup> German GAAP

<sup>2)</sup> Gross capital expenditures less investment grants from third parties

<sup>3)</sup> Until 2003 equity including special items

|  | 2003 <sup>1)</sup> | 2002 <sup>1)</sup> | 2001 <sup>1)</sup> | 2000 <sup>1)</sup> | 1999 <sup>1)</sup> | 1998 <sup>1)</sup> |
|--|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
|  | 2,600              | 2,052              | 1,786              | 2,113              | 2,107              | 1,985              |
|  | -                  | -                  | -                  | -                  | -                  | -                  |
|  | 9,121              | 9,994              | 7,110              | 6,892              | 8,372              | 7,660              |
|  | 4,013              | 5,355              | 3,307              | 3,250              | 3,229              | 3,040              |

|  | 2003 <sup>1)</sup> | 2002 <sup>1)</sup> | 2001 <sup>1)</sup> | 2000 <sup>1)</sup> | 1999 <sup>1)</sup> | 1998 <sup>1)</sup> |
|--|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
|  | -                  | -                  | -                  | -                  | -                  | -                  |
|  | (40,093)           | (38,869)           | (35,055)           | (34,071)           | (32,815)           | (31,155)           |
|  | -                  | -                  | -                  | -                  | -                  | -                  |
|  | -                  | -                  | -                  | -                  | -                  | -                  |
|  | (265)              | (271)              | (363)              | (394)              | (280)              | (351)              |
|  | 5,076              | 5,708              | 8,436              | 8,788              | 8,701              | 8,528              |
|  | 30,464             | 27,779             | 24,421             | 21,331             | 21,149             | 20,592             |
|  | -                  | -                  | -                  | -                  | -                  | -                  |
|  | -                  | -                  | -                  | -                  | -                  | -                  |
|  | 12,107             | 12,524             | 9,090              | 9,329              | 7,325              | 5,803              |
|  | 47,647             | 46,023             | 41,962             | 39,467             | 37,198             | 34,961             |
|  | -                  | -                  | -                  | -                  | -                  | -                  |
|  | 84.1               | 84.5               | 83.5               | 86.3               | 88.2               | 89.1               |
|  | 10.7               | 12.4               | 20.1               | 22.3               | 23.5               | 24.5               |

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### DB Travel Service

General information on train connections and ticket prices in Germany and abroad are available 24 hours a day at DB Travel Service on 11861. In addition, you can book tickets and make seat reservations on this number.

The following charges apply for calls to this number from the German fixed-line network (charges may vary for calls placed from the German cell phone network): Telephone number information and transfer (€ 0.03/second); charges after transfer to DB Travel Service: € 0.39 per minute or portion thereof.

### Automatic Train Schedule Information

Free train schedule information is available 24 hours a day to callers using the German fixed-line network at +49 (0) 8 00 1 50 70 90. Information is provided by our voice dialogue system. Cell phone users are requested to dial +49 (0) 1 80 5 22 11 00 (Note: charges are € 0.14 per minute for callers from the German fixed-line network; charges may vary for calls from German cell phone network).

### Lost and Found Hotline

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### August 18, 2008

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Color-Druck, Leimen

### Proofreading

AdverTEXT, Düsseldorf

### Photography

DBAG/Lautenschläger





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