Our fleet and networks

New additions to our fleet and networks

ICE 2 REDESIGN

Our 44 ICE 2 trains are undergoing comprehensive modernization, resulting in an overhaul of technical components and increased comfort for passengers. Thirty-eight modernized trains are already on the rails for our customers.

ET 442 – TALENT 2

The new Talent 2 trains feature more comfort for passengers and a high degree of energy efficiency, including an energy recovery system. Of the 295 vehicles ordered, 132 are already in service.

NUREMBERG FACILITY

A production facility with five tracks was commissioned at the maintenance facility in Nuremberg, which celebrated its 100th anniversary in 2012. Three new maintenance tracks will be added in 2013.

MODERNIZATION OF IC CARS

We are modernizing some 770 cars belonging to our IC and EC fleet. The first about 150 modernized cars were brought back into service in mid-December 2012.

DOUBLE-DECK CARS

We have modernized 58 double-deck cars and put 33 double-deck cars into operation for use in various networks.

SOLO BUSES

We procured more than 200 new solo buses for our bus fleet in the year under review. In addition, we stocked up our fleet with 42 articulated buses and six coaches.

Investing in the modernization and expansion of our fleet, our networks and our facilities keeps us up-to-date and competitive while creating added value for our customers. >>>

ROUTEMASTER
DB Arriva is one company using the new, environmentally friendly "New Buses for London" with the traditional Routemaster design, returning a familiar sight to London's cityscape.

AMBULINE
Our fleet now includes a total of 233 patient transport vehicles following the takeover of Ambuline and subsequent expansion of the company's operations.

HYBRID SHUNTING LOCOMOTIVES
We are the first railway company to feature hybrid shunting locomotives in our fleet. Four hybrid shunting locomotives are now in use at DB Schenker Rail.

A32 TRAMS
The intermodal transport contract in Stockholm, which calls for us to deploy 24 trams as well as other vehicles, commenced operations in August 2012.

TRANSFRACHT
We took over Transfracht in order to strengthen our combined transport business. The company is our most important operator in seaport hinterland traffic.

FREIGHT LOCOMOTIVES
We signed a contract with Siemens for the delivery of 23 Vectron electric locomotives for freight transport in Poland. The first two new locomotives entered service in 2012.

>>> More quality, a better travel experience and smooth-running transports in our networks are the result.

FREIGHT CARS
We procured some 1,000 new freight cars for our European freight rail network, including approximately 400 cars with sliding doors.

HYBRID TRUCKS
Our first hybrid truck entered service in our fleet in Australia. The truck has both a diesel and an electric powertrain.

E-CALL A BIKES
Our fleet has included 54 more e-Call a Bikes (pedelecs) since 2012. So far, more than 100 e-Call a Bikes are in use at two locations.

ERSKINE PARK LOGISTICS HUB
We opened a new logistics hub in Australia – our 16th facility in the country. The hub is 21,000 square meters in size and offers storage space for 20,000 pallets.

DB SCHENKER OMAN
DB Schenker Logistics and its long-time partner Khimji Ramdas Group founded a joint venture in the Sultanate of Oman, strengthening our global network.

CITROËN DS 3
We added 115 vehicles from Citroën to our car-sharing fleet in 2012, including 97 Citroën DS3, which will form the backbone of Flinkster's fleet of compacts in the future.

OPEL AMPERA

The hybrid Opel Ampera will not only round out our car-sharing portfolio, but will also be used as a company vehicle in our fleet management.

BERLIN OSTKREUZ STATION

The new Ringbahnhalle at Berlin's Ostkreuz station has been in operation since April 2012. The remaining construction work will be completed by 2016.

COLOGNE TRANSSHIPMENT STATION

We reached an important milestone in the expansion of our terminal infrastructure. Among other things, we expanded the third terminal at our Cologne-Eifeltor transshipment station.

BAD REICHENHALL STATION

As part of the German government's infrastructure improvement acceleration program, we completely modernized Bad Reichenhall station and brought it back into service in just six months.

KATZENBERG TUNNEL

After nine years under construction, Germany's third-longest rail tunnel is finished. A total of € 610 million was invested in the Katzenberg tunnel and in connecting it to the existing Rheintal line.

EXISTING NETWORK

We invested € 4.4 billion in comprehensive construction measures aimed at maintaining and renewing infrastructure, such as in the dual-track expansion of the Hildesheim – Groß Gleidingen line.

DB Bahn Long-Distance

ICE fleet: 253 > 59 ICE 1, 44 ICE 2, 67 ICE T, 19 ICE TD and 64 ICE 3 > Locomotives: 279 > Passenger cars: 1,989 > Seats: 208,007 > 43,635 (1st class) and 164,372 (2nd class) > Trains per day: 1,353

ICE 2 (ELECTRIC MULTIPLE UNIT)

The ICE 2 is a high-speed, eight-section multiple-unit train consisting of six intermediate cars, a power car and a driving trailer. All ICE 2 trains will have undergone an extensive redesign by mid-2013, carried out by DB Vehicle Maintenance. The ICE 2 employs a double traction concept, meaning two trains can be coupled together.

- ***Manufacturer*** Consortium coordinators Siemens, Adtranz
- ***Commissioning*** 1996 (Redesign started in 2011)
- ***Power*** 4,800 kW
- ***Maximum speed*** 280 km/h
- ***Seats*** 381
- ***Number as of Dec 31, 2012*** 44

ICE 3 (ELECTRIC MULTIPLE UNIT)

The ICE 3 is a high-speed, eight-section multiple-unit train. The under floor single-axle powertrain drives 50 % of the axles, allowing for rapid acceleration. The 14 multi-current system trains are easily adaptable to international electricity systems. This makes cross-border use for long-distance transport services possible.

- ***Manufacturer*** Consortium coordinators Siemens, Bombardier Transportation
- ***Commissioning*** 2000
- ***Power*** 8,000 kW
- ***Maximum speed*** 330 km/h
- ***Seats*** 429/442 (403 series), 419/413 (406 series)
- ***Number as of Dec 31, 2012*** 64 (403 series: 50/406 series: 14)

ICE T (TILT TECHNOLOGY MULTIPLE UNIT)

The ICE T ("T" stands for tilt technology) is our first electric tilt technology multiple unit. The ICE T can tilt up to eight degrees on bends, enabling it to take bends at speeds up to 30 % higher. As a result, it is up to 20 % faster than conventional trains on winding routes.

- ***Manufacturer*** Consortium coordinators Siemens, Bombardier Transportation, Adtranz
- ***Commissioning*** 1999
- ***Power*** 4,000 kW (411 series), 3,000 kW (415 series)
- ***Maximum speed*** 230 km/h
- ***Seats*** 357/376 (411 series), 250 (415 series)
- ***Number as of Dec 31, 2012*** 67 (56/11)

DB Bahn Regional

Locomotives: 1,115 > 955 electric and 160 diesel > Multiple units (sets): 3,584 > 1,582 S-Bahn (metros), 1,495 diesel power cars and 507 electric powercars and rail buses > Passenger cars: 4,122 > Seats: 969,870 > 72,958 (1st class) and 896,912 (2nd class) > Trains per day: 23,838

ET 442 (TALENT 2) ELECTRIC MULTIPLE UNIT

The two- to five-section Talent 2 electric multiple units have been delivered since November 2011 and are used in a number of regions, such as the Northeast Region. The trains are fully air-conditioned and highly energy efficient. Access for people with disabilities has been optimized, and can be easily adjusted to fit the height of every platform.

- ***Manufacturer*** Bombardier Transportation
- ***Commissioning*** from 2011
- ***Power*** 2,020–4,040 kW
- ***Maximum speed*** 160 km/h
- ***Seats*** 118–300 (depending on version)
- ***Number as of Dec 31, 2012*** 132
- ***New vehicles in 2012*** 109

LOW-FLOOR REGIONAL LINE BUS

These buses are run on diesel engines that meet the latest EEV emissions standard, the highest European emissions standard for buses. The low-floor design allows for stepless entry. Powerful heating and ventilation units ensure pleasant temperatures.

- ***Manufacturer*** MAN Truck & Bus AG
- ***Commissioning*** from 2010
- ***Power*** 235 kW
- ***New vehicles in 2012*** over 200
- ***Maximum speed*** 80 km/h
- ***Seats*** 44/36 (depending on version)
- ***Number as of Dec 31, 2012*** over 500

DOSTO 2003 (766, 780, 781, 785, 786 SERIES)

The air-conditioned double-deck cars are part of the 2003 procurement series. The modern, satellite-supported passenger information system features train destination displays on the exterior sides of the cars, train destination and stop displays inside the cars, as well as LCD screens that show the remaining travel time to the next stop and connecting trains.

- ***Manufacturer*** Bombardier Transportation
- ***Commissioning*** 2003–2012
- ***Maximum speed*** 160 km/h
- ***Seats*** 31 (1st class), 56 (2nd class)
- ***Number as of Dec 31, 2012*** 647
- ***New vehicles in 2012*** 33

DB Arriva

Locomotives: 24 > Multiple units: 666 > 60 S-Bahn (metros), 438 diesel power cars, 42 trams and 126 electric power cars > Power cars: 1,809 > Passenger cars: 91 > Seats: 116,168 > 3,282 (1st class) and 112,886 (2nd class) > Buses: 12,586

A32 TRAM

The Flexity Swift tram measuring 30.4 meters in length is used in Stockholm on two lines. The tram can be controlled from both ends, eliminating the need for it to be turned around at stops. The interior is bright, modern and spacious. The tram is also equipped with a passenger information system.

- ***Manufacturer*** Bombardier Transportation
- ***Commissioning*** 1999–2009
- ***Power*** 480 kW
- ***Maximum speed*** 80 km/h
- ***Seats*** 72
- ***Number as of Dec 31, 2012*** 34
- ***New vehicles in 2012*** 0

VOLVO B5HL DOUBLE-DECK BUS

The Volvo B5LH hybrid bus with a Wrightbus Eclipse Gemini 2 double-deck body offers a spacious, comfortable interior. The hybrid powertrain consists of a Volvo MD5 diesel Euro 5 engine and an integrated I-SAM (electric engine and generator). The vehicle is one of the most economical and efficient hybrid vehicles on the market.

- ***Manufacturer*** Volvo/Wrightbus
- ***Commissioning*** from 2009
- ***Power*** 161 kW hybrid powertrain
- ***Maximum speed*** 80 km/h
- ***Seats*** 60 seats and room for 24 standing passengers
- ***Number as of Dec 31, 2012*** 73
- ***New vehicles in 2012*** 27

ARTICULATED ELECTRIC POWER CARS

These articulated electric power cars, which were developed for operation with 1,500 V direct current, are used in regional transport services in the province of Overijssel. They feature 1st and 2nd class cabins, quiet zones, Internet access and passenger information systems. The cars' floor height is adjustable, making it easier for passengers to board and alight the vehicles.

- ***Manufacturer*** Stadler Bussnang AG
- ***Commissioning*** 2008
- ***Power*** 1,100 kW
- ***Maximum speed*** 140 km/h
- ***Seats*** 105–113 (GTW 2/6)/155–172 (GTW 2/8)
- ***Number as of Dec 31, 2012*** 24
- ***New vehicles in 2012*** 14

DB Schenker Rail

Locomotives: 2,932 > 1,249 electric and 1,683 diesel > Cars: 101,306 > 89,082 own rolling stock (17,684 covered cars, 34,029 open cars, 35,916 flat cars, 1,453 container cars) > Load capacity: 5,030 > Trains per day: 5,034

261 SERIES – GRAVITA

The Gravita locomotive is a diesel-hydraulic, four-axle center-cab locomotive that was designed for freight-train shunting service and local use. It is powered by an eight-cylinder diesel engine and is compatible with multiple traction currents. Of the 130 environmentally friendly diesel locomotives with added particulate filters ordered, 88 have already been delivered.

- ***Manufacturer*** Voith Turbo Lokomotivtechnik GmbH
- ***Commissioning*** 2010–2013
- ***Power*** 1,000 kW
- ***Maximum speed*** 100 km/h
- ***New vehicles in 2012*** 35
- ***Number as of Dec 31, 2012*** 88

170 SERIES – VECTRON

These diesel-electric locomotives can be used in Poland's direct-current network and are equipped with the corresponding train control system. An additional 21 locomotives are slated for delivery by the end of 2015.

- ***Manufacturer*** Siemens Rail Systems
- ***Commissioning*** 2012
- ***Power*** 5,200 kW
- ***Maximum speed*** 160 km/h
- ***New vehicles in 2012*** 2
- ***Number as of Dec 31, 2012*** 2

SAMMS 489 (FLAT CAR)

The Samms 489 flat car is a car with six wheel sets, stakes and ends. When its load restraints are open, it can be used to transport heavy rolled sections and other bulky cargo. When its load restraints are closed, it can also be used to transport heavy tracked vehicles.

- ***Manufacturer*** Tatravagónka Poprad
- ***Deadweight*** 29,400 kg
- ***Loading height = stake height*** 1,200 mm
- ***Loading area*** 46.0 m²
- ***Maximum speed*** 120 km/h
- ***Number as of Dec 31, 2012*** 860
- ***New vehicles in 2012*** 242

DB Schenker Logistics

Profile: DB Schenker Logistics is a leading global logistics services provider > Market positions > No. 1 in European land transport > No. 2 in global air freight > No. 3 in global ocean freight > No. 5 in global contract logistics

EUROPEAN LAND TRANSPORT

In 2012, we transported more than 95 million shipments via our European land transport network. With over 720 locations in 36 different countries, DB Schenker offers some 32,000 scheduled line services throughout Europe, linking all major economic regions.

AIR FREIGHT

DB Schenker is a leader in air freight, with a network of 700 locations in 130 countries and an air freight volume of roughly 1.1 million tons in 2012. Around 1,200 charter flights per year provide extra freight capacity in addition to the daily line connections.

OCEAN FREIGHT

Our leading global ocean freight network of approximately 600 DB Schenker locations serves 130 countries around the world and operates 700 consolidated cargo routes. We move over 3,800 containers a day for our customers, with total volume of just under 1.9 million TEU in 2012.

CONTRACT LOGISTICS

We have a global contract logistics presence in over 50 countries and roughly 500 locations, providing 6 million square meters of state-of-the-art logistics space. We provide our customers with comprehensive, integrated logistics solutions along the entire supply chain.

DB Services

DB Fleet Management is Germany's leading provider of mobility and fleet management services. With our "Flinkster – my car sharing" service, we offer customers an extensive European mobility network. The Call a Bike bicycle rental service rounds out our services portfolio.

FLINKSTER

The simple, flexible principle behind "Flinkster – my car sharing" is: sign up, book and drive off. Customers in Germany have access to some 3,100 cars offered at competitive rental rates at 800 stations in over 180 towns and cities. e-Flinkster now offers some 200 electric cars (130 of them in Berlin) for rent in various cities. More than 215,000 customers have registered with Flinkster to date. This makes us the market leader in Germany. Thanks to an array of partnerships, a further 2,000 cars can be rented not only in the neighboring countries of Austria, Switzerland and the Netherlands, but also around the world, from Spain to South Africa and Australia.

CALL A BIKE

Call a Bike gives customers a flexible, healthy and environmentally friendly mode of transport, and is available in the downtown areas of Frankfurt am Main, Berlin, Hamburg (StadtRAD), Karlsruhe, Cologne, Kassel (Konrad) and Stuttgart, and at many ICE railway stations. We have established ourselves as Germany's leader in bike-sharing systems, with roughly 3.3 million bike rentals in 2012, around 537,000 registered customers and almost 9,000 bicycles. In addition, more than 100 red-and-silver bikes with electric motors (e-Call a Bikes) can be rented at the stations in Aachen and Stuttgart.

FLEET MANAGEMENT

DB Fleet Management develops customized fleet concepts tailored to the needs of individual businesses, offering a wide variety of fleet mobility modules for all fleet-related organizational, administrative or repair demands. A fleet-requirement consultation is conducted involving an analysis of business processes with respect to profitability, safety and quality issues. DB Fleet Management provides cars, vans large and small, and special vehicles for any purpose or length of time.

Infrastructure

Germany has Europe's largest track network, spanning more than 33,500 kilometers. It is used by over 390 train operating companies. Some 39,000 trains run every day, traveling more than 1 billion kilometers on the network annually.

DB NETZE TRACK

DB Netz AG is Europe's no. 1 rail infrastructure provider. An average 2.8 million train-path kilometers were traveled daily on the DB Netz AG infrastructure in 2012, an average of some 39,000 trains operating per day.

- ***Length of line operated*** 33,319 km
- ***Switches and crossings*** 69,983
- ***Interlockings*** 3,392
- ***Level crossings*** 14,062
- ***Tunnel*** 692
- ***Railway bridges*** 24,937

DB NETZE STATIONS

The DB Netze Stations business unit of DB Station & Service AG operates 5,350 railway stations in Germany and markets some 1.1 million square meters of space. Many stations offer a wide range of shops and services. More than € 800 million go towards maintenance and modernization every year. Assistance and services for travelers with mobility-limiting disabilities are provided by the Mobility Center.

- ***Number of train stops per day*** 400,000
- ***Platform surface*** 6,000,000 m²
- ***Lost-and-found items per year*** 280,000
- ***Mobility service assistance missions*** 550,000 per year
- ***Number of stations*** 5,350

DB NETZE ENERGY

DB Energie GmbH is our energy service provider. It manages one of Germany's largest source-diversified energy portfolios. DB Group's energy business in Germany is conducted exclusively by DB Energy.

- ***Traction supply system*** 7,807 km
- ***Power, converter and transformer stations*** 54
- ***Rectifiers*** 26
- ***Gas stations*** 196
- ***Mean voltage networks with transformer stations*** 193
- ***Train preheating plants*** 314

Photography

> On Cover Max Lautenschläger **> First double-page left** (top – left to right) Volker Emersleben, JET-Foto Kranert, Claus Weber, (bottom – left to right) Max Lautenschläger, JET-Foto Kranert, Max Lautenschläger **> First double-page right** (top – left to right) Max Lautenschläger, DB Arriva, Martin Jehnichen, (bottom – left to right) Bartlomiej Banaszak, Holger Hamm, Bartlomiej Banaszak **> Second double-page left** (top – left to right) Michael Neuhaus, DB Schenker, Max Lautenschläger, (bottom – left to right) Enzo Luizzi, Max Lautenschläger, Ralf Braum **> Second double-page right** (top – left to right) Max Lautenschläger, JET-Foto Kranert, Max Lautenschläger, (top left to bottom right) Max Lautenschläger, Erhard Hehl, Lothar Mantel **> DB Bahn Long-Distance** (left) Max Lautenschläger, (right) Max Lautenschläger, Max Lautenschläger, Georg Wagner **> DB Bahn Regional** (left) Bartlomiej Banaszak, (right) JET-Foto Kranert, Christoph Siegert, JET-Foto Kranert **> DB Arriva** (left) Bartlomiej Banaszak, (right) Bartlomiej Banaszak, Max Lautenschläger, DB Arriva **> DB Schenker Rail** (left) Bartlomiej Banaszak, (right) Jürgen Hörstel, Bartlomiej Banaszak, Wolfgang Klee **> DB Schenker Logistics** (left) Max Lautenschläger, (right) (top left to bottom right) Max Lautenschläger, Rüdiger Nehmzow, Max Lautenschläger, DB Schenker **> DB Services** (left) Holger Peters, (right) Max Lautenschläger, Max Lautenschläger, DB Dienstleistungen **> Infrastructure** (left) Max Lautenschläger, (right) Max Lautenschläger, Max Lautenschläger, Claus Weber