



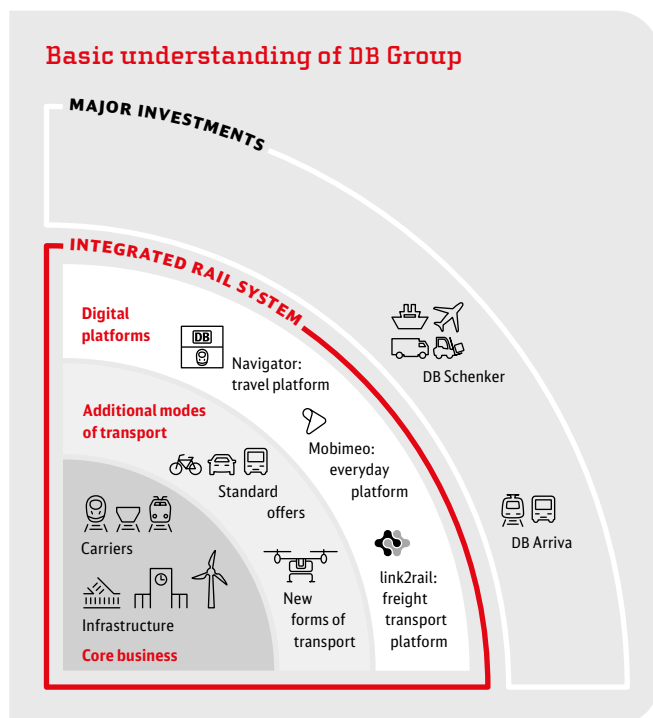
Deutsche Bahn Universe



Deutsche Bahn at a glance

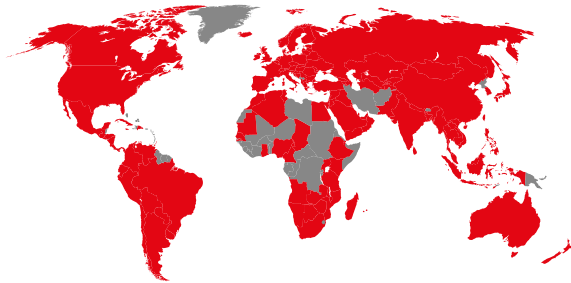
Deutsche Bahn Group (DB Group) is a leading supplier of mobility and logistical services with a clear focus on rail transport in Germany. Its headquarters are in Berlin. About 336,000 employees are employed by DB Group, including over 210,000 in the integrated rail system. By integrating transport and rail infrastructure, as well as through the economic and environmentally intelligent

linking of all modes of transport, we move both people and goods. DB Group largely consists of the integrated rail system and the two major international investments DB Schenker and DB Arriva. The integrated rail system comprises our passenger transport activities in Germany, our rail freight transport activities, the operational service facilities and the rail infrastructure in Germany.



Worldwide presence

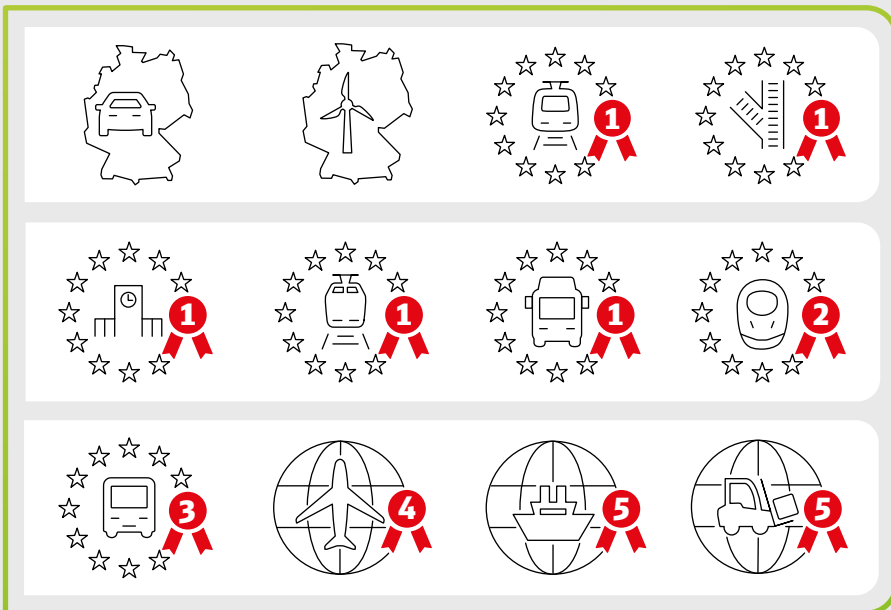
You can find an overview of our activities per country online at: [db.de/links_ir20](https://www.db.de/links_ir20) →



Country presence

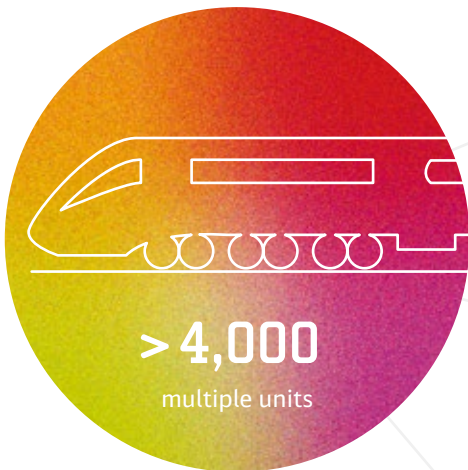
DB Long-Distance	11
DB Regional	7
DB Cargo	18
DB E&C	37
DB Schenker	> 130
DB Arriva	14

Activities and market positions in Germany, Europe and worldwide

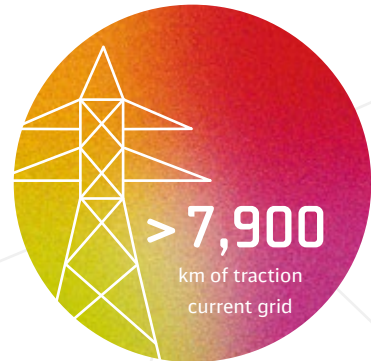


Integrated rail system

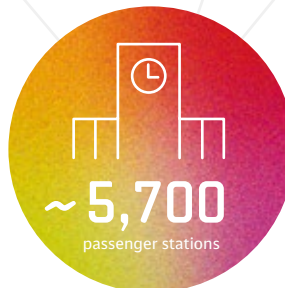
Facts and figures



DB Regional offers passengers comprehensive mobility services in major cities and metropolitan areas and especially in rural areas.



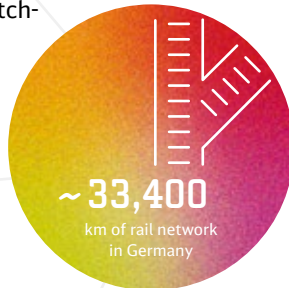
DB Netze Energy
offers industry-standard energy products for traction energy as well as stationary energy supply.



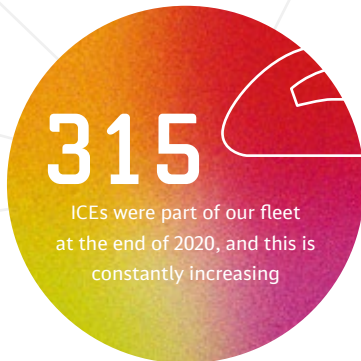
DB Netze Stations is
the largest station operator
in Europe.



DB Cargo offers its customers access to its European network in 18 countries, stretching as far as China.



DB Netze Track operates the largest rail network in Europe.



The long-distance rail passenger transport business operated on a purely commercial basis with the ICE/Intercity/EC fleet forming the backbone of **DB Long-Distance** in Germany.

Did you know...

... that DB Group is testing new technologies while wheels are running with the fastest laboratory on rails, the advanced TrainLab test train?

The diesel-electric drive of the test train, an ICE TD of the 605 series, enables operations across the entire DB rail network, independent of the power supply via overhead lines. The maximum speed of the 107-meter-long train is 200 km/h, allowing a wide range of tests while services are running. The tests include alternative fuels and environmentally friendly paints to aid climate protection, modern technology for digital rail transport and ETCS for automated rail transport.

**Future
technologies
for railway
operation**



Integrated rail system

Highlights 2020

DB Group focuses on the business activities of the integrated rail system, representing the core of its business operations. The Strong Rail strategy aims, in particular, to significantly improve product quality in the integrated rail system. In 2020, we made further progress.

> FLEET



Expansion of
the ICE 4 fleet

Since the end of 2020, 17 seven-car ICE 4 trains have been added to our ICE fleet. The ICE 4 promises maximum comfort during travel, features innovative technology and has exceptional energy efficiency. The seven-car ICE 4 variant is mainly used as a coupled double unit between Cologne/Düsseldorf and Berlin, thus expanding the seating capacity on this line. Each seven-car ICE 4 offers space for up to 444 passengers, which is about 17% more than the previously used ICE 2. There is also space for up to eight bicycles.

A total of 54 double-deck cars and ten locomotives from series 146.1 will be prepared for future use on two lines in the Rhine-Main Transport Association (Rhein-Main-Verkehrsverbund; RMV) by December 2021. In addition to improved passenger comfort and better travel information, in future there will also be free WiFi access. The first renovated cars are already back in service. The redesign is part of the new transport contract, which will apply from December 2021.



Modernization
of trains for the RMV



Redesign for the Rhine-Main S-Bahn (metro)

The redesign of the 14 electric rail cars (ET) from series 425 for the Rhine-Main S-Bahn (metro) was completed at the end of 2020. In addition to optimizing the entry areas for accessible travel, each train received new seat cushions, a new travel information system (RIS), free WiFi access for passengers and new interior lighting with LEDs. The additional vehicles are to be used between Frankfurt central station and Frankfurt Airport as well as on the S-Bahn (metro) line S7.

All new **ET 1440s** from the manufacturer **Alstom** were in use in the Nuremberg S-Bahn (metro) network by the end of 2020. The four-car, air-conditioned ET 1440s travel at a maximum speed of 160 km/h. Each car has space for 230 seats (2nd class only) and a multipurpose area. Entry doors at platform height and automatically extendable gap bridges between the door and platform ensure barrier-free travel, while six doors per side of the train ensure quick entry and exit. The vehicles are equipped with an accessible toilet, sockets next to the seats and video cameras for increased safety.



New trains for the Nuremberg S-Bahn (metro)



The fifth generation of Call a Bike is coming

In 2020, we introduced the prototype of the fifth generation of our bike rental service **Call a Bike**. In addition to the modern design, there are many customer-friendly innovations, such as a mobile phone holder and the spacious front basket, which is equipped with solar power cells that supply the lock with CO₂-neutral energy. The new smart lock makes it easier and more convenient to borrow bikes and shows information about the availability of the bike via an LED display. The fourth generation of bikes will also be retrofitted with the new technology.



Modernization
of the ICE 1 trains

The **ICE 1 fleet** will be made fit for the next ten years of operation with technical and comfort improvement measures in order to ensure continued operation. The first modernized ICE 1 began serving passengers in the summer of 2020. The ICE 1s are intended for routes with medium capacity requirements and will be shortened from 12 to 9 intermediate cars. The passenger information system will be improved with additional new displays, the storage space for luggage will be expanded, a new children's compartment will be integrated and the toilet will be upgraded.

In 2020, DB Regional Bus commissioned the largest number of new vehicles in 20 years: about 500 new vehicles, with capital expenditures of about € 94 million. Of the new vehicles procured nationwide, 80 % are made by the manufacturer MAN, the remaining 20 % by other manufacturers. Among the new vehicles there are also **90 MAN mild hybrid vehicles** (Euro VI emissions standard). The recuperation of brake energy and stop-start operation reduce fuel consumption and emissions. This can save an average of 10 % of fuel compared with conventional vehicles.



Make way for mild
hybrid technology



New and
modernized
vehicle fleet

DB Regional has one of **the most modern local transport fleets in Germany** available in the Allgäu region and in Swabia. A total of 41 new trains (diesel rail cars (VT) from series 633, 622 and 623) and 38 modernized vehicles (series 612 and 650 VT) were largely in use by the timetable change in December 2020. The new diesel multiple units provide higher capacities and emit up to 90 % less particulate matter than previously used diesel locomotives. The new fleet operates between Ulm, Lake Constance, Augsburg and Munich.



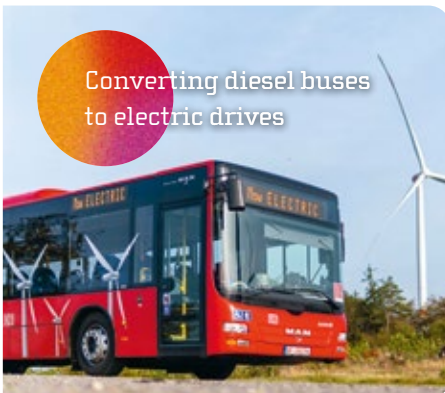
New vehicles on the
Rhine Valley railway

The new schedule concept on the Rhine Valley railway began on June 14, 2020, with the timetable change, introducing modern and faster trains from Karlsruhe via Offenburg and Freiburg to Basel. Fifteen new Siemens Desiro vehicles are now running hourly between Offenburg and Basel. The trains offer passengers more space, comfort and flexibility. All trains are equipped with WiFi, multipurpose areas and video surveillance. At the end of 2020, all 24 new Mireo trains from Siemens were also in service.

In the course of the Munich S-Bahn (metro) vehicle modernization project, about 34,000 new seats with back and head cushions, 1,904 double-sided broadband monitors, about 36,000 m² of new flooring and about 750 km of new cables will be installed or laid. The project is one of our biggest modernization projects to date. About 200 employees are working simultaneously at two depots on up to 12 Bombardier/Alstom ET 423 S-Bahn (metro) vehicles. Since 2020, the provision of WiFi has also been integrated into the redesign. At the end of 2020, 180 of the 238 vehicles were delivered.



Modernization of the Munich
S-Bahn (metro) vehicles



Converting diesel buses
to electric drives

The PILUDE project, a pilot project for converting diesel buses to electric drives, was introduced in Flensburg and Kiel. Instead of purchasing new electric buses, existing buses with conventional diesel engines are converted to battery-electric drives. Depending on the application, this can be quite competitive compared with the new purchase of an electric bus. One and a half years after the start of the project, comprehensive tests and the TÜV acceptance test, the PILUDE bus is in trial operation between Niebüll and Flensburg in Schleswig-Holstein.

Shuttle model region Upper Franconia (SMO)



In 2021, **six highly automated minibuses** will be driving between the Upper Franconian cities of Hof, Rehau and Kronach on the public roads. The driverless shuttles from the manufacturer Navya can be used free of charge. The project will be funded by the Federal Ministry of Transport and Digital Infrastructure and will run until the end of 2021. In autumn 2020, the first tests were conducted without passengers. The aim is to test the operation of shuttles as a complementary component of public transport, to expand the technical capabilities of the shuttle and to develop new market models.

As a result of the reorganization of DB Cargo's Eurasian rail transport activities, additional vehicles are needed. The **type (BA) 742.x freight cars** are manufactured by Greenbrier Europe in Romania, among others. The cars are to be used in the future segment of raw material transport for battery production in China. By the end of 2020, 60 new cars had been brought into operation at DB Cargo.

Procurement of container trucks

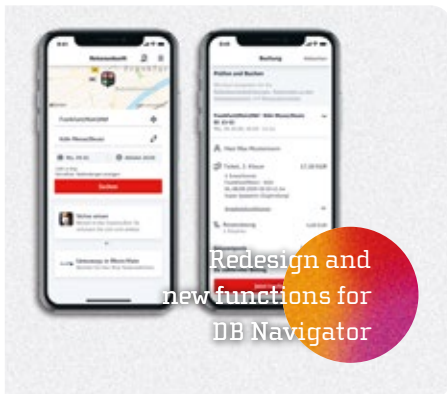


Procurement of more open car transporters



The demand for car transporters at DB Cargo Logistics is increasing. In order to meet this demand, up to **280 type 560.2 cars** will be accepted from the German manufacturer ELH Waggonbau Niesky by the end of 2021. At the end of 2020, 63 cars were already in use. The open-top double-deck transporters feature a flexible upper loading level and a higher wheel set load. They can thus be used, among other things, for the transport of taller and heavy cars, such as SUVs and electric cars.

> DIGITALIZATION AND INNOVATION



DB Navigator has been given a more modern and easy-to-use look. Design and user experience have been optimized. From now on, the app offers a variety of new features. In addition, three new traffic associations have been integrated, the Heidenheimer Tarifverbund (htv), the Schwarzwald-Baar Transport Association (VSB) and the Mittelsachsen Transport Association (VMS). The Stuttgart Traffic and Tariff Network subscription is the first transport association subscription that can be ordered and saved directly in the DB Navigator.

WIFI@DB is the new, connected WiFi network for trains, stations and buses. Once logged-in to WIFI@DB, the connection to the DB WiFi network remains active all day (until 3 a.m.). At the end of 2020, the entire ICE fleet, more than 130 stations, all DB lounges and the first regional trains and buses were already connected to the WiFi network. WIFI@DB is added value for our customers and a cross-business unit project belonging to DB Group.



New train destination displays, with digital color screens and more information, are available to passengers at four Hamburg S-Bahn (metro) stations. The new digital devices permanently display inbound trains and show the line designation in color. Special information such as schedule changes or differing train lengths has been made easier to read. By the end of 2022, all 67 stations will be equipped with the new displays. In total, we are investing almost € 10 million in the project.



DB Regional Bus is utilizing a **new telematics system** by Geotab. Geotab provides more detailed information about the vehicles than ever before, providing important data for predictive maintenance and fleet management. With the rollout of the ECO app, the feedback for drivers during the journey, in particular, is changing. They receive real-time feedback on their driving behavior via color-coded emojis. The aim is to reduce the stress of driving and thus the fuel consumption and CO₂ emissions.

Automated guided vehicles (AGV) are being tested at Lehrte MegaHub. The electric AGVs operate without drivers and are digitally positioned in the ground via transponders and controlled via WiFi. The first two AGVs were first unloaded and then tested with test loads. The AGVs are quiet and energy-efficient. They drive themselves to a battery replacement station. There, a robot replaces the battery fully automatically, so that the vehicles can be used again after just five minutes.



The Wagon Intelligence project is part of DB Cargo's Asset & Maintenance Digitalization program. The freight cars are equipped with telematics (GPS tracking) as well as RFID/NFC identification or full/empty recognition, converting them into intelligent freight cars. The information on the transport obtained by telematics and sensors is transferred to the systems. There, they are analyzed and processed. With the 60,000th car, the DB Cargo fleet is almost completely connected – an important milestone in the digitalization process.

> INFRASTRUCTURE



Lehrte MegaHub
commences operation

The Lehrte MegaHub terminal in Hanover-Lehrte was opened in 2020 after two years of construction. The Federal Government and DB Group have invested a total of about € 170 million. Six handling tracks, each about 720 meters long, as well as three portal cranes, were installed on the site, which measures about 120,000 m². A soil seal protects the groundwater. In 2020, freight handling began between rail and road as well as various trains. The launch of the first combined transport train is planned for April 2021.

The **conversion of Cottbus central station** into one of the 16 future stations is now complete. The station building has been redesigned inside and out, and now features wooden seating with real plants to improve the passenger waiting experience. In addition to a new information and route guidance system, all platforms were renewed and modernized. They can now be reached via elevators and guide facilities for the blind and visually impaired. Bicycle parking spaces directly in front of the station promote green mobility.



Conversion
of Cottbus
central station



Warnemünde
train station
modernization

Warnemünde station was opened in May 2020 after extensive modernization. In addition to the installation of a modern digital interlocking, tracks, switches, overhead lines and telecommunications systems, as well as flood protection, were all improved. The information and route guidance system has been renovated. The platforms, which are now accessible, are equipped with new lighting, public address systems and digital passenger information systems.

The infrastructure of the 99-kilometer-long, **high-speed track between Mannheim and Stuttgart** has been extensively renovated. During the full closure, lasting six and a half months, about 190 km of track, 54 switches, about 300,000 sleepers and about 440,000 tons of gravel were replaced. In addition, works on tunnel and recess drainage, as well as the renovation of overhead line systems and the dismantling of telecommunications systems took place.



Electronic interlocking and seven new sidings started operation at the S-Bahn (metro) depot in Munich-Steinhausen in April 2020. The electronic interlocking (ESTW) replaces the old relay interlocking (RSTW). In future, the traffic controllers will control 198 signals and 89 switches at the click of a mouse. The additional capacities enable the on-time provision of up to 300 rail vehicles, which will be directed to Steinhausen.

> SERVICES

DB Regional (bus) runs the **Mobility in Old Age project** in collaboration with the Fresenius University of Applied Sciences and manufacturer IVECO. The Easy Bus, which has been developed for this purpose, is equipped with a widened front door including a folding ramp, so that passengers can board with a mobility scooter. There are also two secured parking spaces for wheelchairs and four seats with optimized seating positions. Two buses (Crossway LE 12m) have been used in the Füssen regular bus service since April 2019, while seven others (Crossway LE 12m and LE 14.5m) have been used since December 2020.





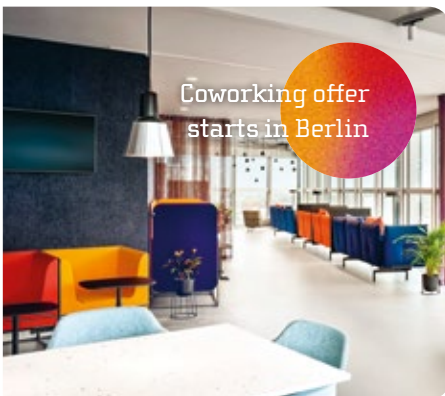
New on-demand service in the district of Kelheim

The new on-demand service KEXI – Kelheim Express offers customized and accessible runs in the metropolitan area of Kelheim. From Monday to Saturday, the service can be booked for about 150 stops. The software is provided by ioki. Two minibuses from the regional bus Ostbayern GmbH run between the stops on demand. The Kelheim district transport association also branded and launched the Wherever You Want To Go (“Wohin-Du-Willst”) app to enable digital networking with the rest of the mobility offers.

A new Railjet connects Berlin with Prague, Vienna and Graz. The daily early/late connection, a cooperation with the Czech Railways (CD) and the Austrian Federal Railways (ÖBB), runs on the Vindobona Express route. The train complements the existing hourly long-distance connections to Dresden and the two-hour cycle to Prague. On board, customers can expect catering, a family area, power sockets and WiFi.



New Railjet connection launched

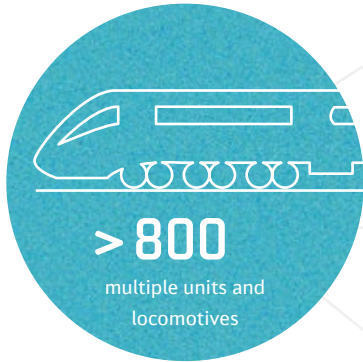


Coworking offer starts in Berlin

DB Group’s **first permanent coworking offer** was opened in March 2020, in Berlin central station. A total of about 300 workspaces are available on the tenth floor of Berlin central station in an office area of about 1,500 m². You can book a workspace via the app – billed precisely by the minute. We are thus utilizing the potential of railway stations as central, highly frequented locations. In the long term, a broad network of central and mobile workplaces is to be built up under the brand name “everyworks.”

DB Arriva

Facts and figures



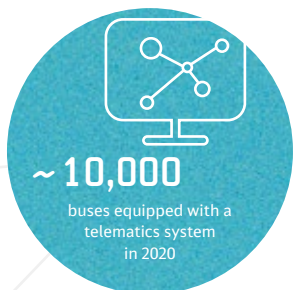
DB Arriva is continuously investing in new vehicles, developing new mobility solutions and improving passenger information systems.



DB Arriva's business is divided into three lines of business: UK Bus, UK Trains and Mainland Europe.



In addition to numerous **bus stops**, DB Arriva also has 117 stations operating in the UK.



Environmental protection and sustainable trade is an integral part of DB Arriva's corporate culture.



DB Arriva mobility solutions are customer-centric, efficient and affordable.

Did you know...

... that DB Arriva supported the test operation of a hydrogen-powered train in the Netherlands?

The Coradia iLint fuel cell train from Alstom was tested for ten days on the line between Groningen and Leeuwarden in the province of Groningen with test personnel on board. The train is quiet and only emits water.

The pilot project initiated by Alstom also involved the province of Groningen, the Dutch rail infrastructure manager ProRail, the French supplier of green hydrogen and refueling facilities Engie and the German independent test organization DEKRA, which coordinated the tests.

The hydrogen-powered train has a range of about 1,000 kilometers.



DB Arriva

Highlights 2020

DB Arriva is active in the European passenger transport market. With buses, coaches, trains and trams, as well as water buses, car- and bike-sharing systems and on-demand services, DB Arriva offers a wide range of mobility solutions.

> FLEET



New bus contract
started in Pilsen

In June 2020, DB Arriva launched a **ten-year bus contract in the Pilsen region of the Czech Republic**, and is now the most important bus operator in the region. A total of 315 new buses with the Euro VI emissions standard are in use: 12 DEKSTRA minibuses (20 seats), 145 standard IVECO crossway buses (37 seats), 92 standard MAN buses (45 seats) and 66 SETRA large-capacity buses (49 to 55 seats). The buses are equipped with air-conditioning, WiFi, USB charging units and a modern access control and passenger information system, and operate on more than 200 lines.

On the basis of a successful tender process for transport in the south of Budapest/Hungary, **24 new MAN-A21 buses** (emissions standard Euro VI) were provided by VT-Arriva in mid-December 2020. The air-conditioned buses can accommodate 84 passengers and have a wheelchair space. Twenty of the new solo diesel buses are regularly used in Budapest and the rest are part of the reserve. The new buses replace the 14-year-old Alfa Localo and Mercedes Citaro vehicles.



New bus fleet
in Budapest



Hybrid buses
in use in Sweden

A total of 13 **new MAN Lion's City buses** were delivered to Stockholm, Sweden. The 18-meter-long articulated buses have 47 seats and a wheelchair space. The interior color ensures better accessibility for the visually impaired. The buses are mild hybrids based on MAN EfficientHybrid technology. The reduced driving noise increases comfort during the journey and the stop-start engine is more environmentally friendly.

In December 2020, DB Arriva started **train services in Jutland, Denmark**. The contract runs until 2028 and includes a two-year extension option. DB Arriva operates a total of eight rail lines in Denmark. The operation of two new rail lines between Svendborg and Odense and Struer and Vejle increases the number of trains used from 43 to 59. The volume sold is increasing by one-third.



Additional
train lines in
Denmark

> DIGITALIZATION AND INNOVATION

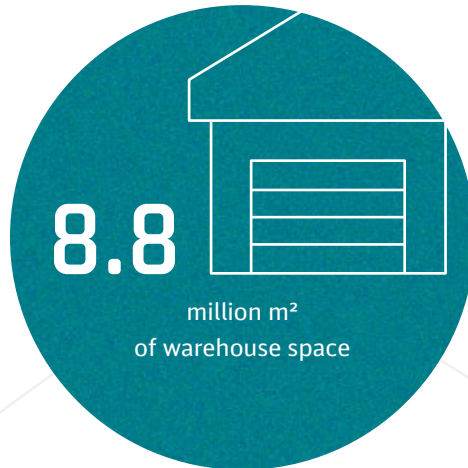


Digital service for
customers at UK buses

DB Arriva UK Bus launched a **new app and Web site** in August 2020. The digital platform was developed as a response to changing expectations and behavior of customers. The digital platform combines schedule information and ticketing. In the app you can seamlessly search for the best route, check timetables and buy a ticket. Real-time information keeps customers up-to-date about changes along the route.

DB Schenker

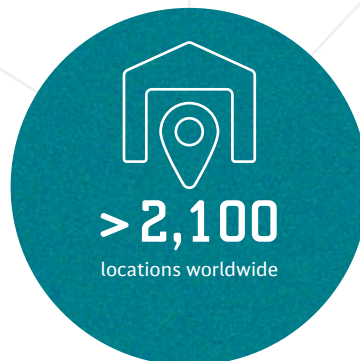
Facts and figures



DB Schenker is a global leader in contract logistics. **The available warehouse space** is spread over 50 countries on all continents.



The DB Schenker network has a local, regional and global presence in almost every sales market worldwide.



The dense network of **global destinations** enables DB Schenker to offer tailor-made logistics solutions.



DB Schenker's regular **truck fleet** consists of its own and external vehicles (excluding spot market).



DB Schenker is **the world's leading provider** of global logistics services and supports industry and trade in the global exchange of goods.

Did you know ...

... that DB Schenker is delivering goods in Hamburg city center with an XXL delivery bike?

The special production is almost 6.50 m long and can carry up to three pallet loads, enabling sustainable transport along "the last mile."

The recipients between St. Pauli and Hafen City are small businesses and offices, craft businesses and private customers.

The bicycle giant was very popular with customers and pedestrians in 2020, so DB Schenker's XXL delivery bike fleet will soon be growing.



The delivery
bike carries up
to 50 kg.

DB Schenker

Highlights 2020

DB Schenker is an integrated transport and logistics services provider and one of the world's leading providers of global logistics services, supporting industry and trade in global freight exchange through land transport, global air and ocean freight, contract logistics and supply chain management.

> FLEET



With the receipt of the first of 11 Volvo FL electric trucks in August 2020, DB Schenker realized 100% emissions-free city logistics in its sustainability-based distribution center in Oslo. The 16-ton e-truck fleet achieved the goal of carrying out urban freight transport in Oslo without direct emissions by 2020. At the end of 2020, the local e-truck fleet comprised 23 vehicles.

THE FUSO eCanter, a brand of Daimler trucks, is a fully electric, lightweight truck with a payload of up to 3.2 t. With a range of more than 100 km, it can easily meet the needs of urban distribution. DB Schenker acquired 36 eCanters, becoming FUSO's largest e-fleet customer. The vehicles were produced in Portugal and are now in service in 11 European countries.



> NETWORK



Sustainable
and modern
terminal in Turku

DB Schenker has opened its second-largest terminal in Finland, in Turku. DB Schenker has invested a total of € 26 million in the 100,000 m² new terminal building. About 14,000 m² are heated using an energy mix of photovoltaic and geothermal energy. A total of 606 photovoltaic solar panels were installed for this purpose. Energy-saving LED lamps are used for lighting. It is the first DB Schenker terminal in Finland to have charging stations for electric trucks.

The new 51,400 m² Red Lion logistics hub in Singapore was opened in the summer of 2020. At € 101 million, it is the largest single capital expenditure in the history of DB Schenker. The site integrates air freight and contract logistics, relying on automation and high-speed systems. For the first time, DB Schenker has developed a labeling system based on robotics.



High-speed logistics hub
opened in Singapore

> DIGITALIZATION AND INNOVATION



Designing future-
ready logistics

DB Schenker is investigating the use of freight drones for sustainable, future-ready logistics. Together with Volocopter, a flexible and electrically driven freight drone, the VoloDrone, is being developed. The VoloDrone will be integrated into existing supply chains or will be used to enable completely new supply chains. It has a load capacity of 200 kg and is intended to cover a range of 40 km.

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Sustainable production

Paper from certified sustainable production. The printing company is certified according to FSC® and PEFC standards. Each year, relevant audits are carried out to review compliance with the strict rules in place for handling certified paper.



RECYCLED
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recycled material
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Mineral-oil-free ink. This report was printed using mineral-oil-free ink derived from renewable raw materials.



Conserving resources. Using process-free printing plates reduces time spent on development, cleaning and rubberizing after exposure. Chemicals and fresh water are no longer used to wash the printing plates and power consumption is reduced.



Energy-efficient printing. An energy management strategy has been implemented at the printing company and an energy audit was carried out in accordance with DIN EN 16247-1.

