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Deutsche bahn group annual report 2017

Deutsche Bahn issues an additional euro indicative bond (volume 1000 million euros) Our investor update provides an overview of the development of our markets, the economic development of... Moody's confirmed a final rating of DB AG (Aa1) and outlook (negative). ACCA and as a result of... DB CEO Richard Lutz introduces H1 figures • Pandemic causes earnings and profits to fall sharply • ... The presentations and the speech from the 2020 Press Conference for the first half of the year... Our investor update provides an overview of the development of our markets, the economic development of... Deutsche Bahn issues AUD bonds (volume AUD 200 million) Deutsche Bahn issues swedish kronor (SEK 500 million) bonds Deutsche Bahn issued a basic bond in euro in two tranches (9 and 19 years). Deutsche Bahn issues a private house with a volume of JPY 12 billion (100 million euros) Our investor update provides an overview of the development of our markets, the economic development of... S&P Global Ratings revised DB AG's rating to AA- and reduced the outlook from stable to negative.... Deutsche Bahn issues benchmark bonds for € with a volume of 750 million euros Deutsche Bahn issued a basic bond € with a volume of € 900 million Our investor update provides an overview of the development of our markets, the economic development of... Earnings growth • Profit reduction • DB CEO Richard Lutz: Investments in the future of rail... Deutsche Bahn issued a private device with a volume of 150 million euros Deutsche Bahn issued a bond € with a volume of 300 million euros Dr. Richard Luck: The rank in the top group gives us wings in our claim to be a climate pioneer ... Page 1 of 11. Page 1 of 11. Here you will find the current reports of Deutsche Bahn Finance B.V. (until 31 August 2017) and Deutsche Bahn Finance GmbH (from 1 September 2017) for download. Older reports can be found in our financial statements archive. With record revenues, higher profits and even more passengers on its long-haul trains, Deutsche Bahn achieved its financial goals in 2017. But this good performance cannot hide the fact that we still have work to do to improve quality and accuracy, said the Chairman of the Management Board and CEO of Deutsche Bahn, Dr. Richard Lutz, on March 22 in Berlin at the group's annual performance press conference for 2017. More than 142 million passengers took long-distance trains from DB, a 2.3% increase over the year (up from 139 million in 2016). Not only did the third passenger record in a row set a new benchmark, but good news for climate protection, Lutz said. The number of passengers who took DB trains and increased significantly by 5.3% to nearly 4.7 billion. The volume of DB's passenger rail transport has increased overall. The volume of transport at DB Regio rose by 2.6% to 41.9 billion passenger kilometres. DB Regio performs well against in 2017, winning 74% of the volume of transport awarded in new regional contracts for DB long Distance saw its passenger kilometres rise by 2.6% to 40.5 billion. The group's revenue surged 5.2 percent to €42.7 billion. Adjusted EBIT rose 10.6% to EUR 2.15 billion. In 2018, CB expects to generate revenues of around EUR 44 billion and adjusted EBIT of at least EUR 2.2 billion. Db Long Distance and DB's international business units are the main drivers of the Group's financial growth in 2017.DB Schenker generated record revenues of EUR 16.4 billion, while revenues at DB Arriva amounted to EUR 5.3 billion. DB increased its gross capital by EUR 954 million, or 10.0% to EUR 10.4 billion last year. As at 31 December 2017, net financial debt as at 31 December 2017 was approximately EUR 1.0 billion higher than at the end of 2016. Centrifuge for accuracy of 2018 remains committed to its accuracy targets and will continue to aim for 82% during long-distance transport. It will step up its efforts for better quality and service, with measures including enhancing the Zukunft Bahn, the multi-year quality improvement programme. Following DB's positive experience with the construction center set up to improve construction management, the company will create an additional situation center to make similar improvements with accuracy. The operating efficiency of the German rail network rose slightly by 0.5%. Never before have so many trains travelled on Germany's rail network. Non-group rail companies increased their share to 30.9%. DB is working with the sector to expand the capacity of the rail network, and the Digital Rail for Germany programme will play a key role here. The logistics and freight of ERT Schenker has grown in all segments in the financial year 2017. European land transport increased by 0.8%, contract logistics increased by 4.8% and air and ocean freight transport had the biggest gains, at 10.3% and 8.1%, respectively. Despite a 2.3% drop in rail freight efficiency in 2017, DB's management team is confident DB Cargo will return to development again in the future. DB intends to purchase up to 100 new multi-system locomotives and about 4,000 additional modern trucks by 2022. State-owned national railway company of Germany Not to be confused with Deutsche Bank. Deutsche Bahn AGTypeAktengesepels state-of-the-box transport, LogisticsIndinating Deutsche Reichsban (before 1949) Deutsche Bundesban Reichsbahn (1949–1993) Founded January 1, 1994; 26 years ago (1994-01-01)CentralBerlin, GermanyArea servedEuropeKey peopleRichard Lutz, CEOProductRail transport, freight loads services Revenues of EUR 40,576 billion[1]Operating revenues EUR 4.797 billion Germany (100 %) Number of employees295 653 (2013)Websitewww.deutschebahn.com DB's headquarters in Potsdamer Platz, Berlin Deutsche Bahn AG (PPI: [ˈdɔʏtʃə ba'n]; DB or DB AG) is a German railway company. Headquartered in Berlin, it is a private public limited liability company (AG), and the Federal Republic of Germany is its sole shareholder. [2] Deutsche Bahn is described as the second largest transport company in the world, after the German postal and logistics company Deutsche Post/ DHL, and is the largest owner of the railway operator and infrastructure in Europe. In 2015, Deutsche Bahn was the largest railway company in the world. [4] It carries about two billion passengers a year. The group is divided into several companies, including DB Fernverkehr (long-distance passenger), DB Regio (local passenger services) and DB Cargo (rail freight). The subsidiary of the DB Netz Group also operates large parts of the German railway infrastructure and thus the largest rail network in Europe. In rail transport, the company generates about half of its total revenue. The other half of the operational activity includes further transport and logistics, as well as various service providers. The company generates part of its sales through public transport contracts; support for the maintenance and expansion of infrastructure. In 2016, passenger transport companies carried about 4.4 billion passengers on their trains and buses. In 2016, .DB companies transported 277 million tonnes of freight in rail freight. [5] Deutsche Bahn Group's profile is divided into different organizational units that perform their tasks with affiliates. Personenverkehr DB Personenverkehr is the group that manages passenger travel in Germany. Originally called Reise &touristik, this group is responsible for the management, servicing and management of German travel services. This group is divided into three directions: DB Fernverkehr, DB Regio and Arriva. The examples and perspectives in this section mainly relate to the UK and do not represent a global view of the subject. You can improve this section, discuss the issue on the conversation page, or create a new section, as appropriate. (September 2020) (Learn how and when to remove this template message) Arriva North West Wright Twin siblings put the Volvo B7TL in Liverpool in June 2013.Deutsche Bahn in May 2010 for the transport company Arriva. Arriva operates bus and rail companies in 12 European countries. The merger was approved by the European Commission in August 2010, provided DB diverted Arabbus services to Germany (now run as Netinera). The merger entered into force on 27 August 2010 [6] Services in the UNITED Kingdom which were previously operated as DB have already been from a new division of the company, Arriva UK Trains. It operates Chiltern Railways, and CrossCountries franchises, as well as open access operator Grand Central. It also manages the London concession as Arriva Rail London. The former Tyne & Wear Metro operation, already started by DB Regio UK, was completed in 2017, and Arriva Trevis Wales services switched to Transport for Wales in 2018. DB Fernverkehr A Siemens Velaro ICE 3 high-speed long distance of DB FernverkehrDB Fernverkehr AG is a semi-independent division of Deutsche Bahn, which operates long-distance passenger trains in Germany. It was founded in 1999. In 1999, in the second stage of the privatisation of german federal railways under the name DB Reise &touristik and renamed in 2003 IC2 Bombardier Twindexx /Dopelstock Intercity Train also by DB Fernverkehr in Köln Hbf.DB Fernwerker operated all InterCityExpress and InterCity trains in Germany, as well as in certain neighbouring countries and several EuroCity and EuroCityExpress trains throughout Europe. Unlike its DB Regio and DB Cargo group companies, DB Fernverkehr still has a de facto monopoly in its market segment, as it operates hundreds of trains per day, while all long-distance services combined with no more than 10-15 trains per day. In addition, DB Fernverkehr operates several long-distance buses throughout Germany called IC Bus.DB Regio A Bombardier 2 regional train of DB Regio in BavariaDB Regio AG is the subsidiary of Deutsche Bahn Bahn, which operates short and medium-distance passenger trains in Germany. Unlike his long-distance partner DB Fernverkehr, he does not run trains at his own expense. Traffic was ordered and paid for by the Bundesländer (states) or their respective SPNV-Aufgabenträger (regional supervigor for train operations). Some countries have awarded long-term contracts to DB Regio (usually 10 to 15 years), in others DB Regio's operations are declining in North Rhine-Westphalia, their market share is expected to be less than 50%. DB Regio's rail services are divided into several regional companies: DB Regio Nord for Schleswig-Holstein, Hamburg, Lower Saxony, Bremen DB Regio Nordost to Berlin, Brandenburg, Mecklenburg-Pomeranian DB Regio NRW to North Rhine-Westphalia DB Regio Südost to Saxony, Saxony-Anjaalt, Thuringia DB Regio Hessen for Hesse DB Regio Südwest for Rhineland-Palatinate, Saarland, parts of Baden-Württemberg and Hesse DB Regio Baden-Württemberg for the rest of Baden-Württemberg DB Reberg DB Reern Bayern for S-Bahn Hamburg S-Bahn RegioNetz (small, independent networks such as Erzgebirgsbahn, Gäubodenbahn, Kurhessenbahn, Oberweißbacher Bergbahn, Südostbayernbahn, Westfrankenbahn for easier organizing) Bus services consist of 25 bus companies that have their own branches. Infrastructure DB Netze Infrastructure Division is divided into DB Netz (Railway Infrastructure), DB Station&and and business units of DB Energie (energy). DB Engineering &and consultant DB Engineering &– Consultant in charge of construction supervision, construction planning and maintenance is also assigned to this department without being part of a business sphere. Through its subsidiary DB Engineering&consulting, DB signed a memorandum of understanding with Iranian railway operator Bonyad Eastern Railways (BonRail) in May 2017 and shortly after a consultation agreement with the Islamic Republic of Iran; both projects were abandoned after the US imposed new sanctions against Iran and said companies doing business with Iran would be denied business with the US. [7] The California High Speed Trains Board (CHSRA) approved on 15 November 2017 a contract for a train operator with DB Engineering & consulting. United States. [8] The company is the arm of Deutsche Bahn AG from the United States. As a train operator, DB Engineering &consulting will assist CHSRA in planning, designing and implementing the state high-speed rail program. In Germany, DB E&C acts as a planning and construction supervision office for the Deutsche Bahn construction sites. Logistics freight trains from DB Cargo in Germany The Department of Transport and Logistics operates on the market with the business units DB Schenker Logistics and DB Schenker Rail, which were combined under the cap of DB Schenker, and the intermodal division that operates in combined transport. In 2016, rail freight transport was separated from logistics and DB Schenker Rail was renamed DB Cargo. Foreign companies DB Schenker Rail (UK) Class 67 transport chiltern Railways Mark 3 at Chiltern Main LineDB's Lemington Spa also has interests abroad, owning the largest railway carrier DB Cargo UK, which also operates in the British Royal Railway[9] and has interests in Eastern Europe. It is possible to get train hours for each trip in Europe from the Deutsche Bahn website. [10] Trans-Eurasia Logistics is a joint venture with Russian Railways (RŽD) that operates container freight trains between Germany and China via Russia. Key faces Richard Lutz, CEO of DB Group CEO since 2017 Levin Holle, Chief Financial Officer and Logistics CEO Sigrid Nikutta, CEO of DB Cargo and Rail Freight Berthold Huber, Passenger Services CEO Sabina Dzheske, CTO Martin Seiler, CHRO Ronald Pofalla, CEO for Infrastructure History See also : History of rail transport in Germany While the railway network in Germany dates back to 1835, when the first routes were laid 6 km (6.8 miles) route between Nuremberg and Fürth, Deutsche Bahn is a relatively recent advance in German railway history. On 1 January 1994, Deutsche Reichsbahn and Deutsche Bundesbahn were merged into one and so they become Deutsche Bahn. At the same time, Deutsche Bahn adopted its logo and DB abbreviation. Kurt Weideman modernizes and typographer Eric Spiterman designed a new corporate font known as DB Type. When Deutsche Bahn was established in January 1994, it became a joint-stock company and was designed to run the railways of the former East and West Germany after reunification in October 1990 as a single, uniform and private company. [11] In this unified German railway there are three main periods of development: its formation, the early years (1994-1999) and the period from 1999 to now. DBAG was originally headquartered in Frankfurt am Main, but moved to Potsdamer Platz in central Berlin in 1996, where it occupied a 26-storey office tower designed by Helmut Zhang at the eastern end of the Sony Center and named Bahntower. Since the lease expired in 2010, DB has announced plans to move to Berlin Hauptbahnhof, and in 2007 a proposal for a new headquarters of 3XN architects won an architectural competition that also includes Foster + Partners, Dominique Perro and Ware + Weber. [12] However, these plans were put on hold due to the 2008 financial crisis and bahntower leases were extended. [13] Construction of the new building was started in 2017 under the name Cube Berlin according to the design of 3XN. Completed in February 2020, the Cube will take place in the offices of Deutsche Bahn, but does not become a headquarters. In 1999, the second step of the Bahnreform (railway reform) was carried out. All rolling stock, track, personnel and real assets were divided between DBAG subsidiaries: DB Reise &Touristik AG (long-distance transport service, later renamed DB Station & Service AG (operating stations). This new organisational scheme was introduced, not least in order to implement Directive 91/440/EEC of the European Community, which requires access to rail systems without discrimination. In December 2007.DB reorganised by introducing all passenger services into its DB Bahn arm, DB Schenker logistics and DB Netze infrastructure and operations. DV is owned by the Federal Republic. By the Constitution, the Federal Republic is obliged to preserve (directly or indirectly) the majority of infrastructure (the current DB Netze). In 2008, it was agreed to pay a part of the enterprise, which means that it has an end to a 100% share of 100%, which provides that 25% of the total share will be sold to the private sector. [15] But the beginning of the financial crisis of 2007-2008 was cancelled. In 2014, the Jewish community in Thessaloniki demanded that Deutsche Bahn, the successor to the Deutsche Reichsbahn, reimburse the heirs of Greek Holocaust victims for train tickets, that they were forced to pay for their deportation from Thessaloniki to Auschwitz and Treblinka between March and August 1943. deutsche bahn in the UK, under the northern brand. This has led to UK Transport Secretary Chris Grayling questioning whether Deutsche Bahn's subsidiary breached a contractual agreement to provide rail services in the north of England. He warned that if the company was found to be in breach of its contractual arrangements, it could be banned from running rail services in the UK. [19] The logo history of Deutsch ban is the second and former logo as Deutsche Reichsban used from 1 April 1920 to 26 April 1945. The third and previous Deutsche Bahn logo, used from 30 August 1924 to 31 December 1993, was used in tandem with the logo from 1920 to 27 April 1945. Until 31 December 1993 The fourth and current Deutsche Bahn logo of 1 January 1994. It also crosses European borders in the Netherlands, Belgium, France, Switzerland and Austria. EC (EuroCity) for IC trains that cross borders and connects Germany with other countries. It can also be operated by foreign state railways. There may be wagons from different European countries. IC (InterCity) for high-speed long-distance services connecting regions and cities. It serves as an ICE mini with trains reaching high speed (an average of about 160 - 220 km/h), but stops more often in smaller cities than ICE services. On some IC lines, trains run on older railways instead of the high-speed lines ICE takes over. International IC services are usually performed as Euro-city. Like ICE, EC and (few) IC operate across European borders, the train categories of other operators do so in Germany and are operated in cooperation with Deutsche Bahn: ECE (EuroCity Express) for international high-speed rail services. Currently, only one route from Frankfurt to Milan TGV from France to Frankfurt and Munich via Stuttgart RJ (Railjet) from Austria to Munich and Frankfurt, as well as to Berlin Nahverkehr (local trains) IRE (Interregio-Express) on longer-distance RE trains that connect regions and cities. Serves as slower trains for IC. IRE trains exist only in Baden-Württemberg and on the Hamburg route, Berlin RE (Regional-Express) serves regions and connects cities and does not stop at every station along the route. RB (Regionalbahn) stops at all stations along the route (except where the S-Bahn is available) and is the most basic train service S (S-Bahn) is fast transit and most stops at all stations. S-Bahn operate high frequency services and are comparable to, for example, London Overground Train categories no longer include: MET (Metropolitan) is a luxury train train between Hamburg and Cologne. The two special TPI kits are used for IC and ICE services and still have a level of comfort over regular IC and ICE IR (InterRegio) coaches, set between RE and IC, designed to connect cities and regions at a lower price, but is also used for local traffic. Replaced by IC, RE and IRE SE (Stadt-Express) works as a mixture of RE and RB: trains skipped many stations in urban areas, but made all the stops in the countryside. Re and RB. In some regions, such as Rhine-Main (Frankfurt, Rhine-Main-Werkersverbund), local transit authorities advertised trains as SE. Internally, DB classified them as RE or RB, but even DB trains show SE on their direction boards. In the early days of DBAG, the most basic train categories that were used since the early days of rail transport in Germany were also used: D (D-Zug or Schnellzug, short for Durchgangszug) is the express train category and is used for the category of the highest train. It was replaced by IC and even faster ICE. SyltShuttle trains plus car transport connecting the island of Sylt with the mainland are still officially called D trains E (Eilzug) is a semi-fast service offering faster journeys than normal passenger trains, but not on such long distances and speeds as D trains, although there were some pretty long running E trains. There is no direct receiver, it will be located between RE and IC N (Nahverkehrszug), the most basic form of train, stops at all stations. When all local train services had prevailed, i.e. operating at a certain interval (mostly one train per hour), they were reshaped as RB There are several other operators in Germany who sometimes offer other categories, also local transport authorities or tariff associations can rob trains differently from DB's. For example, in the Nuremberg region, RE and RB trains are not differentiated, but are called R instead. In some regions, such as Verkehrsverbund Berlin-Brandenburg, private operators use RE and RB labels, in others, such as Saxony, they do not. In the BPR's online information systems and printed information systems, private trains officially designated with RB and RBRs by their operators may receive a different label, such as ABR for trains operated by Abellio, although on platforms, trains and maps or timetables issued by the local transport authority that controls regional train services, these abbreviations usually do not occur. Codeshare agreements In connection with Emirates, China Airlines, TAM Airlines, Turkish Airlines, Biman Bangladesh Airlines and Lufthansa, Deutsche Bahn operates the AIRail service between Frankfurt Airport and Köln Hauptbahnhof / Bonn Hauptbahnhof, Düsseldorf, Freiburg, Hamburg, Hanover, Mannheim, Munich, Nuremberg and Stuttgart. Deutsche Bahn has IATA designer 2A. [21] DB tickets offer two different price models: Flexpreis (originally gives full full i.e. all trains on a given date can be used on the selected route Sparpreis or Super-Sparpreis is a cheaper, advanced fare. Prices for long-haul journeys start at €19.90, but Sparpreis tickets are only valid for ice, IC or EC train marked on the ticket. Local trains (S, RB, RE, IRE) also accept tickets issued by local transport associations, which can also be used for buses, trams and U-Bahn trains. DB offers discounts with BahnCard, which is offered as BahnCard 25 (25% discount for Flexpreis and Sparpreis), BahnCard 50 (50% discount on Flexpreis and 25% discount on Sparpreis) and BahnCard 100 (unlimited travel on all Deutsche Bahn trains, several private train companies and also in many local transport associations). Other special tickets, such as Interrail or Länder-Tickets, give unlimited journeys on local trains and in many transport associations within the state. These provinces offer group tickets, where up to five people can travel on one ticket. [22] See also DB Fernverkehr DB Freight rail transport in Germany Railway electrification system transport in Germany References ^ a c Deutsche Bahn AG. 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