Profit of DKK 397 million before tax for the first nine months of 2015

- Profit before tax of DKK 397 million, down DKK 259 million on the same period last year. Adjusted for non-recurring items – primarily revenue in 2014 and expenses in 2015 – profit before tax improved by DKK 41 million
- Interest-bearing liabilities, net were reduced by DKK 1,712 million in the first nine months of 2015 and amounted to DKK 7,602 million at 30 September 2015 against DKK 9,314 million at year-end 2014 and DKK 9,553 million at 30 September 2014
- Customer satisfaction increased to 7.6 and the number of passengers increased 2 percent despite extensive track improvement work
- Continued satisfactory operator punctuality – but customer punctuality in Long-distance & Regional Trains and Øresund decreased compared to same period in 2014
- Addendum concluded in Q3 2015 will be reducing the annual contract payment by DKK 300 million from 2016

Strategic key figures

	Q1-Q3		Change	
	2015	2014	2015	2014
Financial				
Total revenue – DSB Group (DKK million)	9,101	9,399	-298	-3
hereof passenger revenues	3,597	3,719	-122	-3
Profit before depreciation, amortisation and write-downs – DSB Group (DKK million)	2,222	2,489	-267	-11
Profit before tax – DSB Group (DKK million)	397	656	-259	-39
Productivity (Danish train activities) [1]				
Passenger and transport contract revenue per train kilometre (DKK/km)	168	163	5	3
Costs per train kilometre (DKK/km)	134	130	4	3
Number of train kilometres per employee	8,741	8,826	-85	-1
Number of train journeys per employee	29,579	28,415	1,164	4
Customer punctuality [2]				
Long-distance & Regional Trains (%)	80.1	84.0	-3.9	-5
S-tog (%)	95.2	93.7	1.5	2
Øresund (%)	77.6	79.5	-1.9	-2
Operator punctuality [3]				
Long-distance & Regional Trains (%)	94.9	95.9	-1.0	-1
S-tog (%)	99.1	99.0	0.1	0
Øresund (%)	97.6	98.4	-0.8	-1
Journeys				
Total number of journeys in Denmark (million customers)	143.2	140.8	2.4	2
Customer satisfaction – (Danish activities)	7.6	7.5	0.1	1
Reputation				
Users of Long-distance & Regional Trains	51.7	51.1	0.6	1
Users of S-tog	59.6	55.4	4.2	8
Non-users of Long-distance and Regional Trains	43.1	46.6	-3.5	-7

[1] The productivity KPI has been revised as a consequence of a changed segmental statement.
[2] New contract. Preliminary figures. Do not include adjustment for force majeure. Customer punctuality: maximum delay of 2:59 minutes – Definition: Number of customers arriving punctually compared with the total number of customers.
[3] Operator punctuality: maximum delay of 2:59 minutes. But a maximum delay of 4:59 minutes for DSB Øresund, cf. the contract – Definition: Number of planned arrivals at stations less the number of late arrivals at stations or cancellations on account of failure of due performance by DSB compared with the number of planned arrivals at stations.

Third Quarter Report 2015

"The Transport Contract Addendum secures clarification for DSB regarding the corporation's framework conditions."
Peter Schütze, Chairman of the Board

Profit for Q1-Q3 2015
The profit for the first nine months of 2015 is DKK 397 million before tax and DKK 475 million before tax adjusted for non-recurring items – up DKK 41 million on profit for the same period last year. As expected, DSB had fewer passengers across the Great Belt in connection with the extensive track improvement works on Western Funen, but this reduction is more than set off by an increase in the number of passengers, particularly in regional traffic on Zealand and on the S-train network. The short journeys did, however, generate reduced passenger revenues compared with the same period last year.

Overall, the profit for the year is expected to be in the magnitude of DKK 600-700 million before tax and before non-recurring items.

Analysis of DSB's train operating economy for Q1-Q3 2015
For this Third Quarter Report DSB has also carried out an analysis of the train operating economy as distributed on the activity areas defined in the Transport Contract 2015-2024 with the Danish Ministry of Transport and Building. The analysis is published together with the Third Quarter Report.

The analysis is based on the assumption that the contract payment from the state to DSB fully finances stations, systems & channels (traffic planning, operations monitoring, distribution systems and sales channels) as well as general obligations. These activity areas are financed by a total of DKK 1,571 million of the total contract payment. It is assumed that train operations are financed by a total of DKK 1,547 million to which amount also passenger revenues of DKK 3,536 million are added in the period. The DKK 27 million within rolling stock includes expenses for the preparation of the acquisition of new electric trains.

Breakdown of transport contract payment on activity areas, Q1-Q3 2015

Amounts in DKK million	Train operation	Stations	Rolling stock	Systems & channels	General obligations	Public service activity
Transport contract payment	1,547	383	27	1,144	44	3,145

In connection with the publication of the Third Quarter Report, DSB will be inviting a number of specialists in the transport area for a dialogue on the methods and results of the analysis.

In addition to the analysis, DSB has chosen to publish the results of the analysis (broken down on lines) on www.dsb.dk in connection with this Third Quarter Report.

Addendum to DSB's transport contract
On 21 September 2015 DSB and the government signed an addendum to DSB's 10-year transport contract. With the addendum, DSB's contract payment is reduced by an annual DKK 300 million from 2016. It was also agreed that a coming fare reform will not entail substantial additional expenses for DSB, and the contract cannot be terminated as a consequence of calls for competition until, at the earliest, in connection with the change of timetables in December 2020. At the same time, the addendum establishes the requisite framework for DSB to continue its preparation of the call for tenders and procurement of new electric trains for Denmark.

The addendum lays down the framework conditions for DSB's operations for a number of years ahead. The reduced contract payment is a challenge DSB intends to meet through a continued focus on growth and efficiency enhancements.

Simpler fares in public transport
The Minister for Transport and Building has asked Trafikselskabet Movia to proceed with its work on harmonising the fares on Zealand and has invited DSB to a number of meetings in this regard. In parallel, DSB, Arriva and the other transport companies continue their work with simplifying the fare systems for Funen, Jutland and national traffic. It is very important to DSB to create real and fundamental simplifications and create coherence in the fare systems across the Great Belt.

IC4 – progress and challenges
In August 2015 the Ministry of Transport and Building authorised the operation of IC4 with three coupled train sets. This means that we have come yet another step closer to using the IC4 trains in national traffic.

In its review of IC4 from December 2014, the Swiss consulting company Prose identified substantial risks associated with design faults in the so-called powerpacks of the train sets and fractures of the train set axle boxes, both of which may entail a need for replacement. The powerpacks are the energy supply module of the train sets; they include an engine, turbocharger, compressor, generator and cooling system. Since then DSB has worked with Prose on both problems and in September 2015 Prose concluded that neither powerpacks nor axle boxes are expected to require replacement. The final conclusion in this regard is, however, awaiting a stress test for the axle boxes, and with regard to the powerpacks continued remedial action will be required.

Independent of the above Prose examination, DSB has ascertained a need for renovation of engines etc. as a consequence of the fact that the IC4 and IC2 train sets have travelled fewer kilometres and been used in an operation pattern different from the one originally assumed. In this connection the value of powerpacks, including the engines, has been written down for impairment by a total of DKK 87 million.

The IC4 and IC2 train sets have travelled approx. 50 percent more kilometres in the first nine months of 2015 compared with the same period last year. IC4 train sets are used in regional traffic, and to some extent in intercity traffic. In September IC4 travelled 456,000 kilometres, corresponding to 12 percent of the total diesel-operated production in that month.

New organisation focussing on DSB's core processes
DSB has optimised its organisation with the purpose of further strengthening the corporation's customer focus. This way, the organisation now reflects the two customer-oriented core processes. Activities related to customer service before the journey (e.g. products, sales and distribution) are gathered in Commercial, and activities relating to the actual train journey are gathered in Operations. Other units contribute to the management and support of the two core processes.

With the change, maintenance via DSB Vedligehold A/S – still as an independent limited liability company – and Train Services are now part of the overall area Operations. It allows for better coherence in the overall train operations process.

Commercial activities
In connection with the track improvement works carried out in the summer months, DSB launched an Orange-campaign in August. The campaign brought sales of more than 80,000 Orange-tickets, or almost three times more than in the same period of 2014.

In August DSB launched payment by means of MobilePay in DSB's app, and more than 40 percent of all tickets purchased via the app are now paid by MobilePay. DSB has also made it possible for commuters to buy commuter seat reservations from the ticket vending machines and via DSB's app. In addition DSB is working on making it possible to buy Orange tickets via the app as well.

These activities are intended to help further increase the degree of self-service for DSB's customers. The activities are supported by the installation of more ticket vending machines at the points of ticket sales at the Copenhagen Central Station and Copenhagen Airport in Kastrup and the possibility of assisted self-service.

Increased focus on data security
DSB has experienced two incidents that involved a potential data security risk. One concerned an erroneous email transmission involving approx. 10,000 emails with customer information, while the other concerned data exposure internally in DSB. There are no signs that any of these incidents have led to abuse. DSB has established a special IT security department and will make a targeted effort to ensure maximum data security to protect our customer information and the corporation's operations.

Derived losses associated with collections
As a consequence of i.a. the problems associated with the Danish Tax Authorities (SKAT) collections, DSB has reassessed its provision for bad debts (fines for travelling without a valid ticket) in the third quarter of 2015, thus increasing the provision by DKK 21 million. DSB is keeping track of limitation periods to ensure that the claims are not barred.

Reputation
The reputation remains vulnerable. In the third quarter DSB recorded a decline of 3.5 point since last quarter. The decline covers great regional differences in development – thus is the reputation of the entire metropolitan area rising while it is declining in all other regions.

The decline in reputation is seen in both users and non-users. However, it is noted that users have a significantly better view on DSB compared to non-users. Furthermore, there is a tendency that the more frequent DSB is used by the danes, the better customers perceive the company.

"We have maintained our customer satisfaction scores and have experienced growth in passenger numbers in 2015 despite the extensive track improvement works. This is very encouraging and reflects the fact that DSB's frontline staff has excellent customer skills"
Flemming Jensen, CEO

Taastrup, 3 November 2015

Peter Schütze Chairman of the Board	Flemming Jensen CEO

The interim report is published in both a Danish and an English language version. In the event of any discrepancies the Danish language version shall prevail.

Financial highlights					
DSB Group	Q1-Q3		Growth		Full year
Amounts in DKK million	2015	2014	Abs.	Pct.	2014
Passenger revenues	3,597	3,719	-122	-3	5,183
Transport contract revenues	3,735	3,655	80	2	4,894
Danish activities	3,165	3,055	110	4	4,095
International activities, incl. Øresund [1]	570	600	-30	-5	799
Sales from shops etc.	611	615	-4	-1	814
Repair and maintenance of rolling stock etc.	202	205	-3	-1	270
Leasing of rolling stock	177	170	7	4	227
Net turnover	**8,322**	**8,364**	**-42**	**-1**	**11,388**
Work performed by the enterprise and capitalised	395	418	-23	-6	589
Other operating income	384	617	-233	-38	795
Hereof gain on sale of properties	28	301	-273	-91	322
Total revenue	**9,101**	**9,399**	**-298**	**-3**	**12,772**
Expenses for raw materials and consumables	1,251	1,243	-8	-1	1,660
Other external expenses	2,830	2,812	-18	-1	3,923
Staff expenses	2,798	2,855	57	2	3,740
Hereof costs for retirements	-	49	49	100	26
Total expenses	**6,879**	**6,910**	**31**	**0**	**9,323**
Profit before depreciation, amortisation and write-downs	**2,222**	**2,489**	**-267**	**-11**	**3,449**
Depreciation, amortisation and write-downs	1,565	1,465	-100	-7	2,247
Operating profit/loss	**657**	**1,024**	**-367**	**-36**	**1,202**
Net financials	-260	-368	108	29	-532
Profit/loss before tax	**397**	**656**	**-259**	**-39**	**670**
Profit/loss for the period	**289**	**476**	**-187**	**-39**	**482**
Balance sheet total	20,920	22,382	-1,462	-7	21,947
Total equity	6,725	6,337	388	6	6,301
Total cash flow from operating activities	2,183	1,761	422	24	2,364
Total cash flow from investing activities	-441	-257	-184	-72	-649
Hereof investments in tangible assets	-500	-539	39	7	-753
Total cash flow from financing activities	-1,369	-1,507	138	9	-1,714
Interest-bearing liabilities, net	7,602	9,553	-1,951	-20	9,314
Operating profit margin (EBITDA margin)*	26.7	29.8	-3.1	-10	30.3
Profit ratio (EBIT margin)*	7.9	12.2	-4.3	-35	10.6
Return on equity p.a. (ROE)*	5.9	10.3	-4.4	-43	7.9
Return on invested capital after tax (ROIC after tax) p.a.*	4.3	6.2	-1.9	-31	5.4
Gearing p.a.*	2.6	2.9	-0.3	-10	2.7
Equity ratio*	32.1	28.3	3.8	13	28.7
Interest cover*	2.5	3.4	-0.9	-26	3.1
Average number of full-time employees	7,467	7,629	-162	-2	7,564
Number of full-time employees at 30 September	7,518	7,494	24	0	7,351
Number of passenger km in Denmark (million km)	4,677	4,654	23	0	6,303
Number of train journeys in Denmark (1,000 journeys) [2]	143,231	140,849	2,382	2	190,469
Number of train journeys abroad (1,000 journeys)	6,687	6,829	-142	-2	9,301
Number of train km in Denmark (1,000 km)	42,328	43,750	-1,422	-3	58,757
Number of train km abroad (1,000 km)	5,543	5,937	-394	-7	7,784

1) As opposed to the Danish activities, the international activities (including Øresund) are based on gross contracts, meaning that the transport authorities receive the ticket revenues and at the same time make a contractual payment under the transport contract to the train operator.

2) Number of train journeys increased by 0.6 million compared with previously published figures as a consequence of final calculation of journeys etc.

* Stated in accordance with the definitions of key figures included in DSB's Annual Report 2014.

Review

DSB realised a profit before tax of DKK 397 million for the first nine months of 2015, down DKK 259 million on the same period in 2014 (DKK 656 million).

Adjusted for non-recurring items, the profit before tax exceeds the adjusted profit for the same period in 2014 by DKK 41 million. The profit for the first nine months of 2014 was positively affected by non-recurring items amounting to net DKK 222 million, primarily due to profits on the sale of real estates.

The profit for the first nine months of 2015 is negatively affected by non-recurring items, amounting to a total of DKK -78 million, net – primarily write-downs concerning IC4- and IC2 train sets.

Table 1: Profit before tax adjusted for non-recurring items [1]

DKK million	Q1-Q3	
	2015	2014
Profit before tax	**397**	**656**
Write-down – IC4- and IC2 train sets	87	-
Retirement plans	-	49
Gain on sale of properties, net	-9	-271
Adjusted profit before tax	**475**	**434**

[1] A negative figure means that the adjustment had a positive impact on the profit before tax.

Interest-bearing liabilities, net were reduced by DKK 1,712 million in the first nine months of 2015.

Financial review

The development in the profit before tax is negatively affected by reduced passenger revenues as a consequence of extensive infrastructure works on Western Funen carried out by Banedanmark (Rail Net Denmark) and consequently higher operating expenses for i.a. replacement services.

The development in the profit before tax is positively affected by lower energy expenses for train operations, lower infrastructure charges and lower costs related to retirement arrangements.

Interest-bearing liabilities, net were reduced by DKK 1,712 million in the first nine months of 2015 and totalled DKK 7,602 million at 30 September 2015. Compared with 30 September 2014, interest-bearing liabilities, net have been reduced by DKK 1,951 million. The reduction is primarily due to the positive development in cash flows from operating activities, which made it possible to repay loans.

Operating profit margin, profit ratio and return on equity all declined, primarily due to the difference in non-recurring items. Gearing was 2.6 (2.9), while the solvency ratio was 32.1 (28.3) at end-September 2015.

DSB's balance sheet total stood at DKK 20,920 million at 30 September 2015, down DKK 1,462 million (DKK 22,382 million). The development is primarily attributable to a reduction in tangible assets. Liabilities were reduced through repayment of debt.

In the first nine months of 2015, DSB invested a total of DKK 546 million (DKK 604 million) in tangible and intangible assets. The investments primarily comprise general inspections of Long-distance and Regional Train sets and S-train sets as well as upgrading of IC4 and IC2 train sets.

Net turnover

Net turnover in the DSB Group totalled DKK 8,322 million for the first nine months of 2015 (DKK 8,364 million).

Passenger revenues totalled DKK 3,597 million (DKK 3,719 million). This decline is primarily due to the effect of the infrastructure works on Western Funen done by Banedanmark. In addition, passenger revenues are affected by an increasing number of journeys in Long-distance & Regional Trains at a lower average price. Furthermore passenger revenue is negatively affected by the provision for bad debts on traffic fines and by the discontinuance of night train services in the cooperation with Deutsche Bahn.

Transport contract revenues rose by DKK 80 million and totalled DKK 3,735 million in the first nine months of 2015 (DKK 3,655 million). The development is positively impacted by an increased payment in 2015 regarding IC4 train sets placed in service in the first quarter of 2014, as well as increased compensation regarding leasing of double-decker coaches. On the other hand, the handing over of the traffic operated by DSB Småland to Veolia at 1 March 2014 contributed negatively to the development.

Sales from shops etc. fell by 1 percent compared with the first nine months of 2014 and totalled DKK 611 million (DKK 615 million). The development is primarily affected by the phasing-out of the sales trolley in Long-distance & Regional Trains.

Sales of repair and maintenance of rolling stock etc. amounted to DKK 202 million in the first nine months of 2015 (DKK 205 million).

Leasing of rolling stock totalled DKK 177 million (DKK 170 million). The activity covers the leasing of Øresund train sets to the Danish Ministry of Transport and Building, which in its capacity as transport authority makes them available to DSB Øresund for the operation of the Coastal Line and the Kastrup Line.

Work performed by the enterprise and capitalised fell by DKK 23 million and totalled DKK 395 million in the first nine months of 2015. The decline is i.a. due to the completion of the rebuilding of multi-purpose S-train coaches in 2014.

Other operating income amounted to DKK 384 million, corresponding to a decline of DKK 233 million, primarily due to the fact that only minor profits were realised on sale of real property in the first nine months of 2015 compared with the same period in 2014.

Expenses
Expenses totalled DKK 6,879 million in the first nine months of 2015 (DKK 6,910 million).

Expenses for raw materials and consumables were DKK 1,251 million – up DKK 8 million compared with the same period in 2014 (DKK 1,243 million). The development is affected by an increased consumption of spare parts and materials and by lower energy expenses.

Other external expenses increased by DKK 18 million to DKK 2,830 million (DKK 2,812 million). The increase is i.a. attributable to increased expenses for replacement services, Travel Card and increased costs concerning maintenance on trains in DSB's german subsidiary. This is partly offset by reduced expenses for infrastructure charges and a reduction of the non-deductible VAT, 2014 being affected by a correction concerning previous periods.

Staff expenses were DKK 2,798 million in the first nine months of 2015, down DKK 57 million compared with the same period in 2014 (DKK 2,855 million). This development is mainly due to reduced staff expenses for retirement schemes.

Depreciation, amortisation and write-downs
Depreciation, amortisation and write-downs increased by DKK 100 million and totalled DKK 1,565 million (DKK 1,465 million). The increase is primarily due to the write-down of life cycle cost (LCC) concerning powerpacks, including engines etc. for IC4- and IC2 train sets. Furthermore depreciation, amortisation and write-downs are affected by changes in accounting estimates.

Net financials
In Q1-Q3 2015 net financials represented an expense of DKK 260 million (DKK 368 million). Net financials are positively impacted by fewer interest-bearing liabilities and materially improved profits in associated companies.

Outlook

The extensive track improvement works, i.a. on Western Funen, have entailed a loss of passenger revenues. It is expected that some passengers will return during the remainder of the year, but there is uncertainty about the extent and at what speed.

Both expenses and net financials develop positively and DSB is also experiencing growth in the number of journeys outside in other train operations.

DSB expects a profit before tax and non-recurring items in the magnitude of DKK 600-700 million.

Productivity

At end-September 2015 DSB had 7,518 full-time employees, 24 employees more than at end-September 2014 of which the Danish activities had an increase of 16 employees.

Table 2: Number of full-time employees at 30 September

	Q3		Growth	
	2015	2014	Abs.	Pct.
Danish activities [1]	7,230	7,214	16	0
Swedish activities	94	92	2	2
Other countries	194	188	6	3
Number of full-time employees at 30 September	**7,518**	**7,494**	**24**	**0**
Total average number of full-time employees	**7,467**	**7,629**	**-162**	**-2**

[1] Including Øresund.

On the Danish lines the first nine months of 2015 brought a slightly negative development in the number of train kilometres per employee due to a reduced number of train kilometres travelled on account of the infrastructure works on Western Funen. The number of train journeys per employee increased by 4 percent compared with the same period in 2014. Costs per train kilometre rose by DKK 4 per kilometre, corresponding to 3 percent. This is mainly due to the reduced number of train kilometres. In addition increased expenses to the Travel Card.

Table 3: Productivity in the Danish train activities [1]

	Q1-Q3		Growth	
	2015	2014	Abs.	Pct.
Costs per train km (DKK)	134	130	4	3
Number of train journeys per employee	29,579	28,415	1,164	4
Number of train kilometres per employee [2]	8,741	8,826	-85	-1

[1] Long-distance & Regional Trains, S-tog and Øresund. Comparative figures for Q1-Q3 2014 have been restated according to the policy applied in the Annual Report for 2014.

[2] Train kilometres represent the total number of kilometres travelled by a train, regardless of the number of coupled train sets.

A higher degree of self-service is a focus area and several measures have contributed positively to the increase, including the continued deployment of Rejsekort.

In 2014 a total of 0.4 million Rejsekort were issued, while a total of 0.7 million Rejsekort have been issued in the first nine months of 2015. At end-September 2015 a total of 1.8 million Rejsekort had been issued, of which 1.5 million Rejsekort are active. This extensive growth is primarily attributable to the final phasing-out of clip cards in the greater Copenhagen area on 30 June 2015.

Punctuality

Table 4: Customer punctuality [1]

Percent	Q1-Q3		Growth	
	2015	2014	Abs.	Pct.
Long-distance & Regional Trains	80.1	84.0	-3.9	-5
S-tog	95.2	93.7	1.5	2
Øresund	77.6	79.5	-1.9	-2

[1] New contract. Preliminary figures. Do not include adjustment for force majeure.

Customer punctuality in Long-distance & Regional Trains fell from 84.0 to 80.1 in the first nine months of 2015. Customer punctuality in S-tog rose by 1.5 percentage points to 95.2. Punctuality in Øresund fell from 79.5 to 77.6.

The negative development in the customer punctuality in Long-distance & Regional Trains is – excluding DSB related matters - primarily attributable to infrastructure works on Western Funen and several cases of cable severing.

For Øresund, the negative development is also primarily attributable to track improvement works.

Table 5: Operator punctuality

Percent	Q1-Q3		Growth	
	2015	2014	Abs.	Pct.
Long-distance & Regional Trains	94.9	95.9	-1.0	-1
S-tog	99.1	99.0	0.1	0
Øresund	97.6	98.4	-0.8	-1

The development in the operator punctuality is affected by the derived consequences of the same issues that affect the customer punctuality.

Customers

In the first nine months of 2015 customers made 143.2 million journeys with DSB in Denmark, compared with 140.8 million journeys in the same period in 2014.

Long-distance & Regional Trains had 38.5 million journeys in the first nine months of 2015, which is 0.2 million more than in the same period of 2014. Compared with 2014, the number of journeys increased by 0.5 million on Zealand. There was a decline for Jutland and Funen and for journeys across the Great Belt. Journeys in Jutland and on Funen and across the Great Belt are affected by the extensive infrastructure works on Western Funen.

S-tog had 84.0 million journeys in the first nine months of 2015 which is 1.3 million journeys more than in the same period of 2014. The development was realised despite the negative impact Banedanmark's increased track improvement works have on the S-train network. With 10.4 million journeys, September 2015 DSB saw the largest number of journeys in one month in the history of S-tog.

In the first nine months of 2015, Øresund had 20.8 million journeys, up 0.9 million (4 percent) on 2014. This increase is mainly due to an increase in leisure travelling.

Table 6: Number of journeys

1,000 journeys	Q1-Q3		Growth	
	2015	2014 [1]	Abs.	Pct.
Long-distance & Regional Trains	38,450	38,288	162	0
East (Zealand)	18,431	17,915	516	3
West (Jutland and Funen)	12,908	13,039	-131	-1
East/West (across the Great Belt)	6,327	6,554	-227	-3
Other	784	780	4	1
Øresund (Coastal Line/ Kastrup Line)	20,766	19,874	892	4
S-tog	84,015	82,687	1,328	2
Total Denmark	143,231	140,849	2,382	2
Total Sweden	3,471	3,644	-173	-5
Total Germany	3,216	3,185	31	1
Total number of journeys	**149,918**	**147,678**	**2,240**	**2**

[1] As a consequence of a change in the method of calculation and of the final calculation of journeys for 2014, the number of train journeys in 2014 has, compared with previously published figures, been reduced by 0.1 million journeys in Long-distance & Regional Trains and increased by 0.4 million journeys in S-tog and by 0.3 million journeys in Øresund.

In the near future DSB initiates a number of customer-oriented initiatives. This is among other things more ticket vending machines at Copenhagen Central Station and Copenhagen Airport in Kastrup. At the same time improved signage and visibility around the machines, making it easier for customers including tourists to buy a ticket.

Furthermore DSB continuously develops DSB's app. Payment by MobilePay was launched in August, and in October it was made possible for commuters to buy seat reservations digitally. Before the end of 2015 it will be possible to buy DSB Orange-tickets via the DSB app. Today DSB Orange-tickets can only be bought in the online shop at dsb.dk.

These initiatives support DSB's focus on increased self-service, and they make it easier to be a customer of DSB.

Rolling stock

Table 7: Kilometres travelled by rolling stock class [1)]

Kilometres (1,000)	Q1-Q3		Growth	
	2015	2014	Abs.	Pct.
IC4 train sets	4,040	2,765	1,275	46
IC3 train sets	22,758	24,161	-1,403	-6
IC2 train sets	308	211	97	46
IR4 train sets	5,416	5,354	62	1
Double-decker coaches	12,258	14,230	-1,972	-14
MR train sets	1,905	3,250	-1,345	-41
Desiro train sets	2,252	1,871	381	20
ME diesel locomotives	2,882	3,282	-400	-12
S-train sets	12,859	12,951	-92	-1

[1)] The number of kilometres travelled by rolling stock class is the total number of kilometres travelled by DSB's locomotives, train sets and coaches.

The above table shows a reduction of the number of kilometres travelled by double-decker coaches and ME diesel locomotives, but an increase in the number of kilometres travelled by IC4 and IC2 train sets. The decline in the number of kilometres travelled by IC3 and S-train sets is primarily due to more track improvement works in the first nine months of 2015. The total number of kilometres travelled has declined compared with the same period in 2014.

Table 8: Number of kilometres travelled between incidents [1)]

Kilometres (1,000)	Q1-Q3		Growth	
	2015	2014	Abs.	Pct.
IC4 train sets	8.1	6.0	2.1	35
IC3 train sets	59.7	59.2	0.5	1
IR4 train sets	25.5	26.4	-0.9	-3
Øresund train sets	43.1	37.2	5.9	16
MR train sets	14.5	21.6	-7.1	-33
Desiro train sets	45.0	22.5	22.5	100
ME diesel locomotives	37.9	40.0	-2.1	-5
S-train sets	22.1	19.4	2.7	14

[1)] A technical incident regarding rolling stock which causes a delay.

IC4 train sets travelled 8,100 kilometres between incidents in the first nine months of 2015, thereby below the target in the deployment plan for "kilometres travelled between incidents" of 10,500 kilometres.

In 2015 IC4 train sets travelled more kilometres between incidents as well as breakdowns compared to 2014.

Table 9: Number of kilometres travelled between breakdowns [1)]

Kilometres (1,000)	Q1- Q3		Growth	
	2015	2014	Abs.	Pct.
IC4 train sets	79.2	56.4	22.8	40
IC3 train sets	650.2	431.4	218.8	51
IR4 train sets	257.9	167.3	90.6	54
Øresund train sets	292.0	210.0	82.0	39
MR train sets	70.6	125.0	-54.4	-44
Desiro train sets	173.2	156.0	17.2	11
ME diesel locomotives	93.0	182.3	-89.3	-49

[1)] A train/train set which due to a technical fault is cancelled while in operation and does consequently not carry out the planned service.

The number of kilometres travelled between breakdowns for ME diesellocomotives fell from the first nine months of 2014 to the first nine months of 2015. This decline is due to more power failures, which often lead to breakdowns.

Accounting policies

The Third Quarter Report of the Independent Public Corporation DSB was prepared in accordance with the provisions of the Danish Financial Statements Act for Class D companies and the Danish DSB Act.

The accounting policies are the same as applied in the Annual Report for 2014.

Events after 30 September 2015

No events have occurred after 30 September 2015 which in the opinion of the management have a significant impact on the assessment of this quarterly report.

Management statement

Management statement
The Board of Directors and the Executive Board have today discussed and approved the Third Quarter Report for the period 1 January 2015 - 30 September 2015 of DSB.

The Third Quarter Report, which has neither been audited nor reviewed by the Corporation's auditors, is presented in accordance with the Danish Financial Statements Act and the Danish DSB Act. We consider the accounting policies applied to be appropriate. Accordingly, the Third Quarter Report gives a true and fair view of the Group's assets, liabilities and financial position at 30 September 2015 and of the results of the Group's operations and cash flows for the period from 1 January 2015 to 30 September 2015.

It is also our view that the Third Quarter Report contains a well-founded assessment of the developments in the Group's activities and financial conditions, the profit for the period and the Group's financial position in general.

Taastrup, 3 November 2015

Flemming Jensen
CEO

Thomas Thellersen Børner
CFO

Board of Directors

Peter Schütze
Chairman

Annette Sadolin
Vice Chairman

Lars Andersen

Carsten Gerner

Helge Israelsen

Christina Grumstrup Sørensen

Andreas Hasle

Hans Christian Kirketerp-Møller

Preben Steenholdt Pedersen

Accounts

Profit and loss account			
Group	Q1-Q3		Full year
Amounts in DKK million	2015	2014	2014
Revenue			
Net turnover	8,322	8,364	11,388
Work performed by the enterprise and capitalised	395	418	589
Other operating income	384	617	795
Total revenue	**9,101**	**9,399**	**12,772**
Expenses			
Expenses for raw materials and consumables	1,251	1,243	1,660
Other external expenses	2,830	2,812	3,923
Staff expenses	2,798	2,855	3,740
Total expenses	**6,879**	**6,910**	**9,323**
Profit before depreciation, amortisation and write-downs	**2,222**	**2,489**	**3,449**
Depreciation, amortisation and write-downs	1,565	1,465	2,247
Operating profit	**657**	**1,024**	**1,202**
Net financials			
Loss after tax in associated companies	-9	-71	-156
Financial income	14	8	18
Financial expenses	265	305	394
Net financials	**-260**	**-368**	**-532**
Profit before tax	**397**	**656**	**670**
Tax			
Tax on the profit for the period	-97	-178	-186
Adjustment of tax relating to previous years	-11	-2	-2
Total tax	**-108**	**-180**	**-188**
Profit for the period	**289**	**476**	**482**
The profit for the period is allocated as follows:			
DSB	289	478	502
Minority interests	0	-2	-20
Profit for the period	**289**	**476**	**482**

Balance sheet – assets

Group	Q1-Q3		Full year
Amounts in DKK million	**2015**	**2014**	**2014**
Intangible assets			
Acquired rights	2	2	2
Strategic development projects	0	132	0
Other development projects	273	344	335
Intangible assets in progress	40	75	81
Total intangible assets	**315**	**553**	**418**
Tangible assets			
Land and buildings	4,705	4,822	4,827
Rolling stock	12,210	13,119	12,911
Operating equipment, fixtures and fittings and other equipment	975	1,083	1,063
Tangible assets in progress and prepayments	162	308	231
Total tangible assets	**18,052**	**19,332**	**19,032**
Investments			
Investments in associated companies	0	48	0
Subordinate loan capital in associated companies	254	250	252
Other investments/interests	2	2	2
Other receivables	93	273	115
Total investments	**349**	**573**	**369**
Total non-current assets	**18,716**	**20,458**	**19,819**
Inventories	**431**	**415**	**427**
Receivables			
Trade receivables	606	740	983
Other receivables	529	482	469
Deferred income	238	264	222
Total receivables	**1,373**	**1,486**	**1,674**
Cash at bank and in hand	**400**	**23**	**27**
Total current assets	**2,204**	**1,924**	**2,128**
Total assets	**20,920**	**22,382**	**21,947**

Balance sheet – equity and liabilities

Group	Q1-Q3		Full year
Amounts in DKK million	**2015**	**2014**	**2014**
Equity			
Contributed capital	4,760	4,760	4,760
Net revaluation reserve according to the equity method	0	0	0
Retained earnings	1,965	1,577	1,541
Proposed dividend	0	0	0
Total equity	**6,725**	**6,337**	**6,301**
Minority interests	-1	3	0
Total equity and minority interests	**6,724**	**6,340**	**6,301**
Provisions			
Other provisions	94	126	147
Deferred tax liabilities	1,442	1,340	1,287
Total provisions	**1,536**	**1,466**	**1,434**
Non-current liabilities			
Long-term loans	5,396	8,045	6,867
Subordinate loan capital	7	7	7
Other non-current liabilities	898	1,254	1,349
Other liabilities	327	400	380
Total non-current liabilities	**6,628**	**9,706**	**8,603**
Current liabilities			
Current portion of non-current liabilities	2,516	782	1,440
Short-term loans	0	700	450
Credit institutions	0	21	249
Trade accounts payable	1,498	1,461	1,611
Corporation tax	32	14	33
Other liabilities	1,129	934	1,002
Deferred income	857	958	824
Total current assets	**6,032**	**4,870**	**5,609**
Total liabilities	**12,660**	**14,576**	**14,212**
Total equity and liabilities	**20,920**	**22,382**	**21,947**

Statement of changes in equity

Amounts in DKK million Group	Contributed capital	Net revaluation reserve according to the equity method	Retained earnings	Proposed dividend	Total equity
Equity at 1 January 2014	**4,760**	**0**	**1,157**	**0**	**5,917**
Profit for the period	-	0	476	-	476
Minority interests' share of profit for the period	-	-	2	-	2
Foreign currency translation adjustments re. Group companies	-	-	-2	-	-2
Value adjustment of hedging instruments, 1 January	-	-	371	-	371
Value adjustment of hedging instruments, 30 September	-	-	-427	-	-427
Equity at 30 September 2014	**4,760**	**0**	**1,577**	**0**	**6,337**
Profit for the period	-	0	6	-	6
Minority interests' share of profit for the period	-	-	18	-	18
Foreign currency translation adjustments re. Group companies	-	-	-3	-	-3
Value adjustment of hedging instruments, 1 October	-	-	427	-	427
Value adjustment of hedging instruments, 31 December	-	-	-525	-	-525
Other changes in equity, tax	-	-	41	-	41
Equity at 31 December 2014	**4,760**	**0**	**1,541**	**0**	**6,301**
Profit for the period	-	0	289	-	289
Minority interests' share of profit for the year	-	-	0	-	0
Foreign currency translation adjustments re. Group companies	-	-	1	-	1
Value adjustment of hedging instruments, 1 January	-	-	525	-	525
Value adjustment of hedging instruments, 30 September	-	-	-391	-	-391
Equity at 30 September 2015	**4,760**	**0**	**1,965**	**0**	**6,725**

Cash flow statement

Group	Q1-Q3		Full year
Amounts in DKK million	2015	2014	2014
Operating profit	**657**	**1,024**	**1,202**
Adjustment for non-cash operating items			
Depreciation, amortisation and write-downs	1,565	1,465	2,247
Change in Other provisions, net	-53	-28	-8
Other adjustments			
Gain and loss on sale and scrapping of intangible and tangible assets	-43	-295	-320
Net financials, paid	-196	-227	-384
Corporation tax, paid	-1	0	-19
Cash flow from operating activities before changes in working capital	**1,929**	**1,939**	**2,718**
Change in working capital			
Change in Receivables	377	-5	-139
Change in Properties sold – not yet transferred	-	154	154
Change in Inventories	-4	-117	-129
Change in Trade payables and Other liabilities etc.	-119	-210	-240
Change in total working capital	**254**	**-178**	**-354**
Total cash flow from operating activities	**2,183**	**1,761**	**2,364**
Cash flow from investing activities			
Acquisition of intangible and tangible assets, excl. capitalised interest	-546	-604	-944
Sale of intangible and tangible assets	105	383	368
Acquisition and sale of investments	-	-36	-
Contribution to associated company	-	-	-73
Total cash flow from investing activities	**-441**	**-257**	**-649**
Cash flow from financing activities			
Proceeds from raising long-term loans	-	495	897
Proceeds from raising short-term loans	250	1,400	1,450
Repayment of and payment of instalments on long-term loans	-68	-1,742	-2,351
Repayment of and payment of instalments on short-term loans	-1,302	-1,300	-1,600
Change in Credit institutions	-249	-358	-130
Invested hybrid capital from minority interests	-	-	22
Dividend paid to minority shareholder	-	-2	-2
Total cash flow from financing activities	**-1,369**	**-1,507**	**-1,714**
Change in cash at bank and in hand	**373**	**-3**	**1**
Cash at bank and in hand at 1 January	27	26	26
Cash at bank and in hand at 30 September	**400**	**23**	**27**

The cash flow statement cannot be derived directly from the income statement and the balance sheet.

Profit per quarter

Group	2014				2015		
Amounts in DKK million	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Passenger revenues	1,203	1,292	1,224	1,464	1,200	1,245	1,152
Transport contract revenues	1,222	1,216	1,217	1,239	1,235	1,235	1,265
Sales from shops etc.	193	220	202	199	185	218	208
Sales of repair and maintenance of rolling stock etc.	67	69	69	65	57	70	75
Leasing of rolling stock	58	56	56	57	60	58	59
Net turnover	**2,743**	**2,853**	**2,768**	**3,024**	**2,737**	**2,826**	**2,759**
Work performed by the enterprise and capitalised	157	139	122	171	143	129	123
Other operating income	125	241	251	178	94	161	129
Total revenue	**3,025**	**3,233**	**3,141**	**3,373**	**2,974**	**3,116**	**3,011**
Expenses for raw materials and consumables	400	392	451	417	399	423	429
Other external expenses	916	927	969	1,111	938	940	952
Staff expenses	963	972	920	885	914	965	919
Total expenses	**2,279**	**2,291**	**2,340**	**2,413**	**2,251**	**2,328**	**2,300**
Profit before depreciation, amortisation and write-downs	**746**	**942**	**801**	**960**	**723**	**788**	**711**
Depreciation, amortisation and write-downs	484	499	482	782	465	462	638
Operating profit	**262**	**443**	**319**	**178**	**258**	**326**	**73**
Net financials	-118	-121	-129	-164	-127	-71	-62
Profit before tax	**144**	**322**	**190**	**14**	**131**	**255**	**11**
Profit for the period	**101**	**240**	**135**	**6**	**91**	**184**	**14**
Total equity	**5,990**	**6,222**	**6,337**	**6,301**	**6,241**	**6,745**	**6,725**
Operating profit margin (EBITDA margin)	27.2	33.0	28.9	31.7	26.4	27.9	25.8
Return on equity (ROE) p.a.	6.8	15.7	8.6	0.4	5.8	11.3	0.8
Return on invested capital after tax (ROIC after tax) p.a.	4.5	8.1	5.8	3.3	4.9	6.4	1.7

Financial calendar 2015

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