



PRESS RELEASE

Deutsche Bahn takes legal action against truck cartel

BERLIN/MUNICH: December 20, 2017. Deutsche Bahn has filed a class action lawsuit against DAF, Daimler, Iveco, MAN and Volvo/Renault seeking damages from the effects of a truck cartel.

In a July 2016 ruling, the European Commission (EC) fined the truck manufacturers MAN, Volvo/Renault, Daimler (Mercedes), Iveco and DAF a total of €2.93 billion

Two months later the EC fined Scania €880 million for participating in the cartel that ran from at least 1997 to 2011 and covered new trucks ranging in size from six to over 16 tonnes.

DB is enforcing its damage claims together with the German Armed forces.

They have also been severely affected by the cartel that has existed for 14 years. In addition to the Armed Forces, more than 40 corporations from a variety of German industry sectors have assigned their claims to DB. These include German airport operators who are members of the German

Airports Association ADV as well as major trading and logistics corporations.

Ulrich Weber, Member of the DB Management Board for Human Resources and Legal Affairs, commented, “Deutsche Bahn is absolutely determined to get full compensation from the members of the cartel. We are pleased to have the support of the German Armed Forces and the other enterprises. The illegal price fixing has caused enormous damage to our company and to the other parties concerned.”

Dr. Katrin Suder, Secretary of State in the Federal Ministry of Defense, stated, “The specialists at Deutsche Bahn have substantial experience and have already been highly successful in enforcing cartel damage claims. Under budget law, we are obliged to verify and enforce any potential claims – after all, this is about the taxpayer’s money.”

With the lawsuit filed in Munich today, DB enforces bundled damage claims for at least 35,000 trucks affected by the cartel, involving a purchasing volume of far more than two billion euros. At DB Schenker alone – the largest land freight forwarder in Europe – several thousand trucks have been affected by the cartel. Renowned competition economists are currently determining the amount of damage.

In 2016 and 2017, the EU Commission established that the truck manufacturers had illegally agreed on gross list prices for trucks between 1997 and 2011. They had also agreed on delaying the introduction of new technologies to reduce emissions, and to pass the costs for these technologies on to the customers. The members of the cartel received record fines amounting to a total of 3.8 billion euros.