



## Deutsche Bahn

Mobility provider and railway infrastructure company

Around 340.100 employees worldwide

Industry Sector: transport/logistics

## ORGANIZATION DESCRIPTION

The DB Group is a leading provider of mobility and logistics services. Deutsche Bahn is involved in passenger transport (long-distance and regional), rail freight transport, the operational service units and the railway infrastructure companies. The DB Group, with its corporate headquarters in Berlin, employs around 340,000 people. The focus of its business activities is on rail transport in Germany.

Our primary concern is to shift traffic to the climate-friendly railways. To achieve this, we rely on the integrated operation of transport and railway infrastructure, the economically and ecologically intelligent linking of all modes of transport, and cooperation in German and European networks. In Germany, we operate the longest rail network in Europe, at around 33,000 km. We are also one of the largest energy suppliers in Germany.

## ORGANIZATIONAL VISION

Germany needs change. A major change of direction, towards a more optimistic future. Whether it's climate protection or boosting digitalisation, demographic change or modernising infrastructure, the goals are ambitious. We want to hand over the railways to the next generation in a state fit for Germany to live in. The federal government and Deutsche Bahn have a plan for just that.

We occupy leading market positions in our relevant markets with our national and international services. DB AG is the parent company of the DB Group. Since its establishment in 1994, it has been a stock corporation under German law and accordingly has a dual management and control structure with an executive board and a supervisory board. The Federal Republic of Germany is the sole shareholder. The changes in the composition of the Supervisory Board and the Board of Management are presented in the Report of the Supervisory Board. Within the DB Group, DB AG manages all business units in the function of an operational management holding company and supports them with various central group functions (including legal, group development, balance sheets, taxes, insurance, finance and treasury) and administrative service units. In addition, operational service units, as legally independent subsidiaries of DB AG, primarily provide services for internal customers. These include, among others, DB Systel GmbH, DB Sicherheit GmbH, DB Services GmbH and DB Kommunikationstechnik GmbH.

We want to implement it together with society: improve the railways and create more railways for everyone. Because our country needs to change, in its thinking and on the railways. A strong railway is therefore our concern and our generational task. It is the backbone of green mobility and a guarantor of comprehensive public services, a driver of the economy and an enabler of European transformation.

# PROBLEM STATEMENT

## Description of the problem and formulation of the question

### The use of video sensor technology in long-distance trains: An ethical and practical consideration

Deutsche Bahn's current long-distance trains are not equipped with video sensors or video cameras. Nevertheless, the question arises as to whether the introduction of such technologies would be justified. This technology promises numerous advantages, but at the same time it also raises ethical questions. The central question to be answered is whether the advantages of video surveillance are so significant that they outweigh the potential disadvantages, particularly with regard to passenger privacy. Anwendungsfälle

- Passenger safety: Reduction of crime, assaults and vandalism through deterrence and evidence preservation
- Emergency management: Faster and more effective response to emergencies such as accidents or medical emergencies
- Service quality: Improvement of service quality by recording the passenger area and evaluating it using AI, for example to count people and objects and to detect damage and dirt

### Question

What significant benefit do video sensors provide that justifies passengers being filmed during their journey and the recordings being processed using AI?

### Possible subtopics

- Ethics and privacy: In addition to the practical advantages, the ethical implications must also be taken into account. To what extent is the right to privacy restricted by video sensors on a longer train journey?
- Which use cases can be covered by video sensors at all? Which ones benefit customers and which ones benefit DB? How many cameras are needed to implement the use cases?
- Transparency and consent: Are passengers sufficiently informed and do they have the option to consent to or refuse surveillance?
- How do you deal with people who refuse to consent to video sensor technology?
- What information do passengers expect to receive about the video recordings and the evaluation using AI, and what ethical and moral aspects need to be taken into account?
- Data management: How is the collected data stored, secured and used? Who has access to it?



## JOKER QUESTION

How do the different expectations and everyday habits of travellers from different countries play a role in the introduction of video sensors in trains?

# OTHER

For example, existing guidelines, previous efforts, and strategies for responsible AI, digital ethics, or digital responsibility

- Long-distance transport has been considering installing cameras in trains for some time and is conducting various activities in this regard.
- There is an exchange on the topic of video sensors with other railway companies at the national and international level.
- Market research has already been conducted to determine how customers perceive these issues.
- Data protection must also be given careful consideration in this regard.
- In addition to data protection, an ethical and technical examination is essential.
- A long-distance trip with DB takes about 3 hours on average.
- Your efforts in this case will be of significant interest in the decision..