

Position paper



**Agenda
Mobility for
Europe**

German Transport Forum

Our mission

“Mobility for Germany” - in a functional, customer-driven, environment-friendly and integrated transport system

What we do

We represent the common interests of the transport industry in Germany in the political domain, the media and society. We support measures to further mobility and improve underlying conditions as essential prerequisites for growth and employment.

We create a “shop window” to promote exports of the transport industry’s products and services and thereby help entrench its world lead.

Our aims

- Universal recognition of the crucial importance of mobility and the transport industry.
- Efficient and developable transport infrastructure
- Intelligent networked transport systems allowing full utilisation of synergy potential and of the specific strengths of individual transport providers
- Fair competitive conditions for all modes of transport - national and international
- Customer-oriented, integrated mobility solutions

Our activities

We provide the right platform for purposeful debate on core transport issues between customers, transport providers, business, science and government.

We further opinion-forming on current transport issues through critical and constructive comment, at round-table and other events, through press and PR activities

We cooperate with political decision-makers as well as with national and international federations of the road, rail, air transport, maritime and inland shipping industries - national and international.

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Agenda “Mobility for Europe”



Wilhelm Bonse-Geuking
Chairman

The enlargement of the European Union into Eastern Europe has added a new dimension to Germany’s importance at the heart of Europe. It is the major transit country in the EU and Europe’s key logistics hub:

- Germany’s population of 82.5 million people, with a per-capita income of more than 20,000 euros (2005), forms a large and lucrative market.
- German locations offer easy access to neighbouring markets in the EU with 376 million inhabitants and a gross domestic product of 8,600 billion euros.
- Germany exports in the EU are worth 498 billion euros, imports from the EU are valued at 369 billion euros.

All that hinges on highly efficient mobility which moreover, is itself an important economic factor - for Germany and for the EU home market. Of the European domestic product, 7.1 per cent is expended on mobility and communications.

It is of immense importance to us that people in Germany become aware of the imperative need for an efficient transport industry to further growth, prosperity and employment. That applies equally to Europe. In order to remain competitive against the USA and Asia, the EU must give top priority to the safeguarding and ongoing development of mobility.

Since Germany is the Number One mobility location in the EU, the assumption of the EU Presidency by Germany is an excellent opportunity of furthering mobility as a pivotal concern of the entire European Union. The European mobility sector demands of its very essence Europe-wide solutions in order to

- ensure future-proof, affordable mobility,
- strengthen the innovative potential of companies and their ability to compete,
- defend Europe’s technology lead in the mobility sector,
- improve the competitiveness of European companies also in the global market,
- spur growth and create employment, and thereby
- keep Europe upfront in global competition.

Our agenda “Mobility for Europe” encompasses broadly six areas for action:

- expand infrastructure - optimise networking
- reduce bureaucracy - scale back regulation
- complete harmonisation
- guarantee sustainability
- further key technologies
- spur liberalisation

The transport industry in Germany stands by its responsibility for Europe and is willing to play its full share in finding solutions - to the benefit of Europe and of Germany.

A handwritten signature in blue ink, appearing to read "Wilhelm Bonse-Geuking". The signature is fluid and cursive, written in a professional style.

Expand infrastructure - Optimise networking

In order to maintain Europe as an attractive and competitive location, and utilise the global division of labour to Europe's advantage, an efficient and demand-driven infrastructure is indispensable.

The enlarged EU has about 3 million kilometres of road, about 310,000 km of rail track and about 36,000 km of inland waterways, which must be networked, as must the EU airports, seaports and inland ports. The strengths of Europe's individual regions must be networked via development axes.

All modes of transport need to be integrated to obtain a really efficient European transport market. They must pool their strengths as integrated partners working together on the basis of co-modality in a common European transport system.

Interoperability must be seen not only in a European dimension but also as a means of opening up global markets. It is a necessary characteristic of modern transport technologies and must be backed administratively.

→ Requisite action

Adequately finance Trans-European Transport Networks (TEN-T). The available financial resources for the TEN-T projects are inadequate. The total cost of the 30 priority TEN transport projects is put at about 250 billion euros, but national investments are declining.

Co-financing with European funds is also inadequate. The financial plans envisage only around eight billion euros for the TEN-T projects between 2007 and 2013. Alongside more financial support from the member-countries, co-financing by the EU is essential in order to create realistic prospects of realising these important projects.

TEN-T must be strictly tailored to European needs. Regional political interests must not be over-emphasised. The projects must be governed by demand, i.e. priority must be given to expansion of the corridors between the growth regions.

Priorities must be established. Investment in transport infrastructure must first be invested on easing traffic bottlenecks and congested intersections. That means:

- In **road transport** - increasing the capacity of North-South highways and expanding East-West axes. The bottlenecks in the trans-European road network must be removed, because an efficient road network is indispensable for the exchange of goods between the growth regions. The European Commission must utilise the announced policy change also for targeting investment towards improving the efficiency of the road infrastructure. The efficiency of core routes of the trans-European networks must also be increased by investment in telematics - capacities in the centrally located member-countries must especially be increased to accommodate rising demand;

- in **rail transport** - expanding the overall capacity of the European network; bottlenecks must be removed by demand-driven expansion of rail traffic intersections. The available financial resources must be concentrated on rail traffic intersections where the greatest traffic growth is expected, e.g. on the TEN-T corridor Rotterdam-Genoa;
- in **air transport** - strengthening European hubs. Immense infrastructure investment in other of the world's regions (Gulf states) is fuelling a shift in international passenger and airfreight traffic. In Germany and Europe, public planning and financial resources need to be concentrated more on economically viable airports. Major airport hubs must be expanded forthwith;
- in **maritime transport** - the "Motorways of the sea" must be implemented and inland connection of North and Baltic Sea ports expanded in order to strengthen Europe as a maritime location.

Establishing a European rail freight transport network. The European Commission is challenged to put forward forthwith its planned proposal on this issue. Dedicated European freight transport corridors are ideal for better utilisation of the strengths of freight rail transport in a co-modality framework.

Implementing the Single European Sky. Harmonising air traffic control in a Single European Sky will reduce detours and holding patterns, save fuel and ease the impact of air traffic on the environment. The SESAR (Single European Sky Air Traffic Management Research) project must be realised promptly in order to attain more efficient utilisation of European airspace with innovative technologies and improved processes. The affected companies must naturally be allowed to have their say. Opportunities for cross-border cooperation and utilisation of air traffic control services in the EU must be better utilised.

Further develop "co-modality". In its mid-term review of the EU White Paper on Transport Policy, the European Commission announced a shift towards a future focus on the "efficient use of different modes of transport on their own and in combination" (co-modality). This approach should be supported. Each mode of transport must bring its strengths into the transport system in order to improve its overall efficiency. In the intermodal transport chain, passage from one mode to another is of pivotal importance. Therefore investment must be stepped up in seaports, their inland connections and in the establishment of intermodal terminals along the central corridors.

Create seamless international transport. To eliminate historic system breaks in the chain, the interoperability of the international rail network must be improved - primarily through financial backing for the European Train Signalling and Control System ETCS/ERTMS and concentration on the major North-South and East-West traffic corridors.

The EU must also issue appropriate directives on the interoperability of pricing or charging systems in Europe. Cross-border road haulage traffic ought not be impeded by the system limits of national road pricing systems.



Reduce bureaucracy - Scale back regulation

The future Europe must not be stifled by bureaucracy. It must rekindle the liberal thinking of the founders: less red tape, more self-responsibility, uniform market access and less state.

In the spirit of the EU initiative on simplifying and improving the regulatory environment, neither the people nor industry should be exposed to new and expensive administrative hurdles. In fact, in certain instances, EU regulations should even be withdrawn.

Directives based on EU regulations must be practicable and not lead to disproportionate trouble and expense in terms of time and costs, e.g. in the construction of transport infrastructure. It takes an average of about 5 years to build a road in Germany. It often takes ten years and more to construct or expand airports. A time span per section of 2 to 4 years, especially on larger schemes, is not infrequent on rail infrastructure projects. More practical EU directives could significantly shorten those time spans.

→ Requisite action

Further reduce bureaucracy. European authorities must adapt their role in a mobility market marked by intensive competition. The EU Administration must resist the temptation to want to control competition through the instrument of directives. Competition between companies must be governed by efficiency and quality, not by regulation.

Revoke unnecessary EU legislation. The initiative launched by EU Enterprise Commissioner Günter Verheugen for the purpose of reducing red tape must be expeditiously implemented. According to EU estimates, that initiative could save the EU economy about 150 billion euros by 2012. Those savings could come primarily from repealing unnecessary EU laws and avoiding duplication of EU and national regulations.

Avoid weakening the logistics sector by excessive regulation. Logistics services are primarily an entrepreneurial exercise. Regulation by the state should be confined to creation of suitable underlying macro-economic conditions for an efficient freight transport industry.

The “The Action Plan for Freight Transport Logistics”, announced by the European Commission for 2007, can accordingly only aim

- at defining a framework for the demand-driven and efficient development of this industry sector, and
- at guaranteeing a level playing field for German companies in European competition.

The European Commission should take the results of the “Goods Traffic and Logistics” masterplan developed in Germany into consideration in its Action Plan.

Establish an effective and unbureaucratic security regime. It is the EU’s responsibility to consolidate the array of international regulations on protecting the transport sector from terrorist attacks for the purpose of creating a uniform security regime.

The EU draft regulation on “Security in the Supply Chain” is not suited to achieving that aim. That impractical and ineffective draft is rejected because

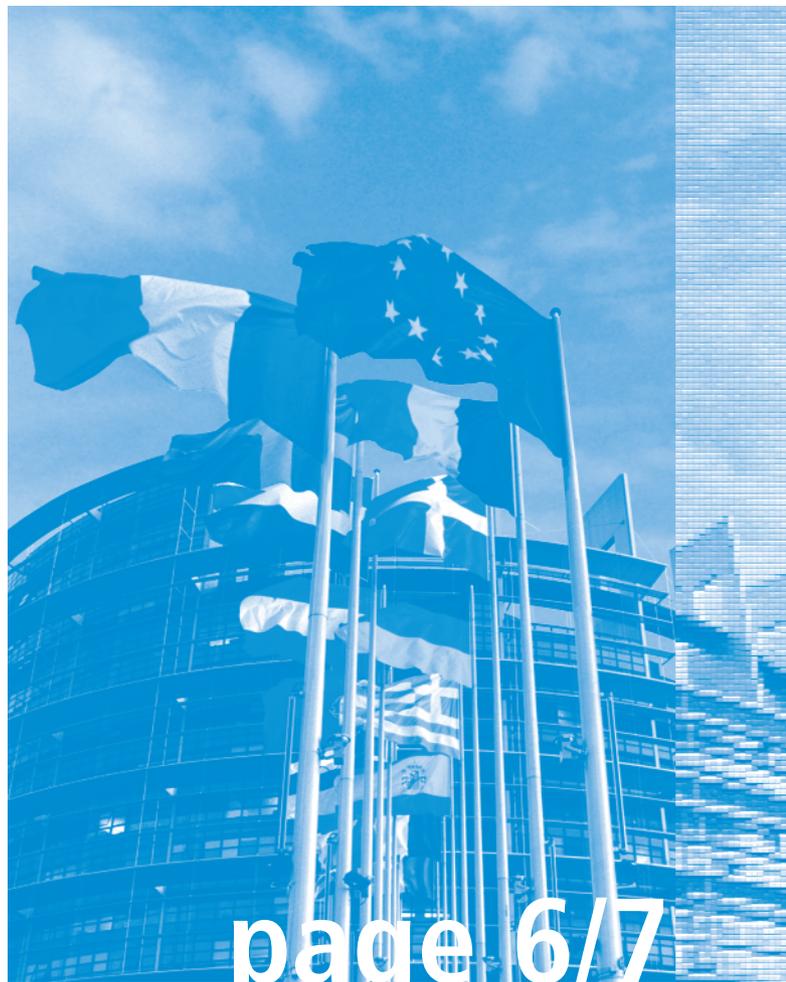
- it does not adequately take into account the international solutions already in the pipeline and the existing global security architecture;
- companies would be exposed to indiscriminate imposition of unacceptable costs and red tape resulting from the certification process, and excessive investment expense (about 130,000 euros per year for a medium-size company).

The draft resolution on supply chain security would lead to massive disruption of the transport chain and would not be conducive to the declared goal of the European Commission of making freight logistics in Europe more efficient.

Implement “One Stop Security” for airports through EU legislation and international accords. An EU regulation committee, manned by experts from the EU member-countries and the European Commission, should be invested with responsibility for extending the necessary recognition of the security processes of third countries. The cost/benefit ratio of proposed new security regulations must be rigorously scrutinised (Risk Analysis/ Impact Assessment). The state must

shoulder a share of the costs of protection against terrorist attacks in aviation and avoid cost disadvantages for European airlines and airports in global competition.

Prevent duplication of national and EU regulatory measures. European regulations must eventually replace national directives (e.g. ERA, EASA) in order to avoid duplication and unnecessary costs.



Complete harmonisation

Single markets require a single set of rules. That maxim also applies to the European transport market in which significant discrepancies still prevail between national markets. A level playing field for all competitors in Europe is nowhere in sight.

Internationally harmonised operating conditions for all in the market are indispensable. Market access, fiscal burdens and regulative restraints are just a few of the areas in which competition in Europe is distorted because companies operate on an uneven platform.

The annual mineral oil and road tax on a 40-ton truck in Germany comes to 23,100 euros (on mileage of 130,000 km). A French competitor has to pay only 17,900 euros; the same tax on a Dutch truck is 17,200 euros and on a Polish truck 12,700 euros.

Such competitive inequalities often lead to avoidable inefficiency in transport operations - and inevitably to considerable economic damage to companies, national economies and the entire EU.

→ Requisite action

Harmonise tax and regulatory regimes. Above all, the fiscal differences between the EU member-countries must be reduced. It is essential, for example, that taxes on the acquisition and operation of vehicles be harmonised, Europe-wide, without increasing the overall tax burden on consumers.

Uniform implementation of EU regulations. To this end, the European Commission should apply stronger political pressure on all the member-countries. Immediate action is required on the liberalisation directives for freight rail traffic, which are interpreted in vastly different modes in actual practice in the EU states.

Align energy taxes in the member-countries. The European Commission initiative of August 2006 on harmonisation of diesel taxes is to be welcomed. However, the period allowed for alignment extending up to 2013 respectively 2018 is too long. The European Commission should continue boldly pursuing its policy of quickly placing diesel taxes in the EU on a uniform level.

Harmonise certification of railway rolling stock. As a first step, a framework must be established for mutual cross-acceptance of national certification procedures of rolling stock. In order to dismantle market barriers, the inspection remit of national certification authorities must be minimised, transparency created and decision deadlines shortened. The draft regulation announced on this by the European

Commission must be adopted promptly by the Council and European parliament.

In the medium term, the EU must establish a single market for rolling stock vehicles and their components, which is governed by uniform certification processes and test procedures as well as cross-acceptance of certifications so that market barriers are dismantled.

Uniform framework for subsidising of seaports. Practicable EU directives are required so that diverse subsidising practices do not prevent fair international competition between seaports. The EU can underpin that competition by creating a uniform, transparent framework for the financing of port infrastructure - without, however, jeopardising efficient, market-driven structures.



Guaranteeing sustainability

Protection of the global climate is of paramount importance in preserving our natural environment. The transport industry in Europe is making a lasting contribution to climate protection by reducing its consumption of energy and fossil fuels and, thereby, reducing emissions. Germany is setting the pace in the use of resource-saving transport technologies.

Traffic growth and emissions have been successfully decoupled in Germany, especially through the use of advanced technologies, targeted investment in transport infrastructure and optimised transport processes as well as through the self-initiative and commitment of transport companies and automotive manufacturers. The same approach should be adopted, Europe-wide.

Measures to protect the climate ought not disadvantage Europe in global competition - European, let alone national, go-it-alone solutions have only a limited effect and, on the economical level, they usually distort competition.

In the final analysis, the sustainability of the overall system should be weighed against its cost/benefits aspects and climate policy measures concentrated where they are most effective.

→ Requisite action

Develop economically sensible solutions for climate protection. In order effectively to protect the climate, precedence on environmental issues must be given to economically sensible solutions with a genuine emission-reduction effect. These include, above all, technological innovations which reduce emissions at source, targeted easing of bottlenecks in the transport infrastructure, improved operational processes and optimisation of interfaces between different transport modes.

Demand-driven expansion of airports can reduce aircraft fuel consumption and emissions by eliminating holding patterns and detours. Better utilisation of rail track capacities by separating different types of rail traffic, with some lines dedicated to fast and others to slower trains, also leads to significant savings of fuel and electric energy.

Extension of EU research framework programme for transport and the environment. Investment in the best technologies must also be backed by the EU. Taxes and duties, which deprive the transport industry of the necessary financial resources to invest in environment-friendly technologies, are ecologically counter-productive.

Create a fair competitive environment. Multiple burdens imposed on transport companies by ecological steering mechanisms should be scaled-back or avoided. Non-harmonised energy taxation considerably disadvantages public transport in Germany in European competition.

No over-hasty inclusion of aviation in emissions trading.

Such a complex system, the impact of which has not yet been adequately assessed, ought not be established without

- thoroughly investigating the effects and resolving all outstanding issues;
- analysing in detail the deficits of the presently practised form of emissions trading such as non-participation by major industrial countries or divergent allocation practices.

A European go-it-alone solution in emissions trading would endanger the competitiveness of the European aviation industry. Norms applying to the aviation industry should be agreed within the International Civil Aviation Organisation (ICAO) and embedded in a global solution.

Develop and implement European strategy for alternative fuels and engines. The relationships between mobility, environment and sustainable energy supplies is of pivotal importance for the EU. Long-term preparations must be made to pave the way for the development and utilisation of alternative fuels and drive technologies.

It is, therefore, necessary that strategic decisions be taken today so that government, industry and society can concentrate all resources on commonly defined alternative fuels and engines so as to accelerate their development.

EU strategy should focus on backing the development of alternative fuels and engines, and creating financial incenti-

ves to promote their use. The know-how obtained from Germany's national fuel strategy should be incorporated in those efforts.



Furtherance of key technologies

Germany is Europe's pace-setting location in the mobility industry. Europe in turn is upfront, worldwide, in this highly innovative and high-tech sector.

In order to underpin and strengthen Europe's position as a mobility location, and to meet growing mobility requirements, it is essential that key technologies be furthered and a systematic strategic be defined so that innovative products and services can more easily be developed and marketed.

The mobility sector is one of the "lead markets" in Europe - it must, therefore, be incorporated in the innovation strategy announced by the European Commission.

→ Requisite action

GALILEO: The establishment of the European satellite navigation system must be accompanied at European level by

- the development and marketing of new utilisation concepts (e.g. driverless systems, container tracking etc) and
- a package of customer-related incentives to ensure adequate utilisation of Galileo applications.

To this end, industry also requires the support of the European Commission in order to create more jobs in the transport, logistics and telematics growth sectors.

ETCS/ERTMS: The sluggish process of introducing this European signalling and control system for trans-European rail traffic needs to be given fresh momentum. The project requires

- adequate financial resources to qualify for co-financing by the EU, investment in relevant train and track equipment;
- planning security through allocation of funds in the budget for the trans-European transport network (TEN-T);
- expeditious equipping of the identified priority corridors with ETCS/ERTMS to allow rail freight transport services to profit from use of a single European signalling system.

eSafety: The European eSafety programme must be rigorously pursued. Diverse elements of the programme can in future make a major contribution to road traffic safety and facilitate networking. Driver assistance systems are of particular importance, as are intermodal traffic information services.

However, the success of the eSafety initiative will also depend essentially on the costs to the customer. All the products and services must, therefore, be backed by sound business models.

In order to realise the EU goal of halving the number of road deaths by 2010, incentives are required to encourage the rapid introduction of ESP (electronic stability programme) in all cars as well as relevant EU-wide regulations respectively furtherance programmes for commercially utilised small transporters and trucks.

Furtherance of key technologies

RFID (Radio Frequency Identification): This highly promising new technology can generate major efficiency gains in the logistics sector and public transport. The market for RFID solutions is about to take off as the technology develops with renewed dynamism and widens its acceptance.

Companies in the logistics and mobility sector will utilise and actively shape this technology in order to expand their position in the international market. To promote its usage, joint measures need to be taken in respect of standardisation, to create the necessary legal framework, support ongoing technical development and broaden public awareness.

The EU has a major part to play in the process by coordinating and supporting those activities.

In all those measures, due consideration must be given to consumer interests and data privacy.

Research for telematics and logistics: The European Commission must gain acceptance for its demands that

- a total of 9 billion euros be invested in information and communications technology in the 7th EU research framework programme by 2013, and
- freight transport logistics be given priority in the 7th EU research framework programme.

Financial backing for practice-oriented research projects will facilitate market penetration of new key technologies in the EU and contribute to the success of the European "Action Plan for Freight Transport Logistics".

Advancing liberalisation

In a globalised economy, Europe must act as one and dismantle barriers in a single European market. European liberalisation is a process that rests on communality and must not stop short at the bilateral level.

The unexploited potential of existing infrastructure corridors in Europe can be harnessed only by opening its transport markets linked by seamless transport connections. The European economy must remain competitive in a global framework and steps taken to realise the aims of the Lisbon agenda.

→ Requisite action

Open Europe's national transport markets. Liberalisation should be pursued judiciously so as to open up market opportunities for companies in Europe without endangering their competitiveness.

The rail networks in all EU member-countries must be opened without discrimination as quickly as possible - through consistent implementation of existing EU regulations and accelerated EU lawmaking. Liberalisation of passenger rail transport markets must also not lag behind the opening of the market in Germany after 2010. To that end, the European Commission must insist on EU member-countries implementing uniformly the market-opening directives on freight transport from the 1st Railway Package.

Introduce single train driver's licence. Liberalisation also entails dismantling organisational market barriers, e.g. on the deployment of train drivers in Europe. All the relevant EU institutions are challenged to adopt soonest a practicable European regulation on a single EU train driver's licence, which can then be implemented immediately in the member-countries.

Step up liberalisation of local public passenger transport services. Equal opportunities must be available to transport companies in all the national markets in the EU. In Germany, there is already a functioning legal framework for regulated opening of the local passenger rail transport markets and other local public passenger transport services. A new European version of EU Regulation 1191/69 only makes sense in German eyes, if it actually creates added-value vis-à-vis the present legal situation in the member-countries and can contribute to the harmonising of competitive conditions in Europe.

Facilitate fair competition in air transport. The EU should act consistently on market liberalisation issues, i.e. it should give its backing to easing both market access as well as market exit. Entry into the aviation market is relatively easy with leased aircraft but impending bankruptcy does not always lead to market exit because of state subsidies and protective mechanisms. The European Commission must outlaw such subsidising practices in the EU member-countries.

Member-companies

A

- AAE Ahaus Alstätter Eisenbahn AG, Frankfurt/M
- ABX LOGISTICS (Deutschland) GmbH, Duisburg
- ACE Auto Club Europa e.V., Stuttgart
- ACV Automobil-Club Verkehr Bundesrepublik Deutschland, Köln
- ADAC e.V., München
- Aicher Bau GmbH, Freilassing
- Air Berlin PLC & Co. Luftverkehrs KG, Berlin
- ALBIS Finance AG, Hamburg
- Alcatel Transport Solutions Deutschland GmbH, Stuttgart
- ALSTOM LHB GmbH, Salzgitter
- Andreas Schmid Logistik AG, Gersthofen
- Angel Trains International Limited, London
- ARS Altmann AG, Wolnzach
- AUDI AG, Ingolstadt
- Autobahn Tank & Rast Holding GmbH, Bonn

B

- BearingPoint GmbH, Frankfurt/M
- Berliner Verkehrsbetriebe (BVG), Berlin
- Biffinger Berger AG, Mannheim
- BLG Logistics Group AG & Co. KG, Bremen
- BMW AG, München
- Bochumer Verein Verkehrstechnik GmbH, Bochum
- Boeing International Corporation, Berlin
- Bombardier Transportation GmbH, Hennigsdorf
- Bombardier Transportation (Bahntechnologie) Holding Germany GmbH, Berlin
- Booz Allen Hamilton GmbH, Düsseldorf
- Bremen Keyports Marketing GmbH, Bremen
- Bundesverband der Deutschen Tourismuswirtschaft e.V. (BTW), Berlin
- BWG Gesellschaft mbH & Co. KG, Butzbach

C

- Carl Schenck AG, Darmstadt
- Commerzbank AG, Frankfurt/M
- CSC Deutschland Solutions GmbH, Wiesbaden
- CTcon GmbH Consulting & Training im Controlling, Düsseldorf

D

- DaimlerChrysler AG, Stuttgart
- DAKOSY Datenkommunikationssystem AG, Hamburg
- DEKRA e.V., Stuttgart
- Deutsche Bahn AG, Frankfurt/M
- Deutsche Bank AG, Frankfurt/M
- Deutsche BP AG, Hamburg
- Deutsche Lufthansa AG, Frankfurt/M
- Deutsche Post AG, Bonn
- Deutscher Verkehrs-Verlag GmbH, Hamburg
- Deutsche Telekom AG, Bonn

- DEVK Allgemeine Versicherungs-AG, Köln
- DFS Deutsche Flugsicherung GmbH, Langen
- DHL Freight GmbH, Düsseldorf
- DLR Deutsches Zentrum für Luft- und Raumfahrt, Köln
- Dornier Consulting GmbH, Friedrichshafen
- Drecker Planungsbüro, Bottrop
- DSV Stuttgart GmbH & Co. KG, Schwieberdingen
- Duisport. Duisburger Hafen AG, Duisburg
- DVB Bank AG, Frankfurt/M

E

- EADS Deutschland GmbH, München
- Emch + Berger Holding GmbH, Berlin
- Ernst & Young AG Wirtschaftsprüfungsgesellschaft, Stuttgart
- ESG Elektroniksystem- und Logistik-GmbH, München

F

- Fichtner Bauconsulting GmbH, Stuttgart
- Fiege Deutschland GmbH & Co. KG, Greven
- Flughafen Berlin-Schönefeld GmbH (FBS), Berlin
- Flughafen Hamburg GmbH, Hamburg
- Flughafen Köln/Bonn GmbH, Köln
- Flughafen München GmbH, München
- Fraport AG, Frankfurt/M

G

- GATX Rail Germany GmbH, Hamburg
- GEFCO Deutschland GmbH, Mörfelden-Walldorf
- GeoPost International Management & Development Holding GmbH, Aschaffenburg
- Germanischer Lloyd AG, Hamburg
- GRE-Gauff Rail Engineering GmbH & Co. KG, Frankfurt/M
- GSG Knappe Gleissanierung GmbH, Ismaning

H

- HaCon Ingenieurgesellschaft mbH, Hannover
- Häfen und Güterverkehr Köln AG, Köln
- Hamburger Hafen und Logistik Aktiengesellschaft, Hamburg
- Hamburg Südamerikanische Dampfschiffahrts-Gesellschaft KG, Hamburg
- Hauptverband der Deutschen Bauindustrie e.V., Berlin
- HBG Hafenbetriebsgesellschaft Wilhelmshaven mbH, Wilhelmshaven
- Heitkamp Rail GmbH, Herne

- Hellmann Worldwide Logistics GmbH & Co. KG, Osnabrück
- Hertzog und Partner Management Consultants GmbH, Hamburg
- HOCHTIEF AG, Essen
- Horst Mosolf GmbH & Co. KG, Kirchheim/Teck

I/J

- IAV GmbH Ingenieurgesellschaft Auto und Verkehr, Berlin
- IBM GmbH, Stuttgart
- Imperial Logistics International GmbH, Duisburg
- JadeWeserPort Realisierungs GmbH & Co. KG, Wilhelmshaven

K

- KARSTADT QUELLE Aktiengesellschaft, Essen
- KfW Bankengruppe, Frankfurt/M
- Knorr-Bremse AG, München
- Koehne Unternehmensgruppe, Oberhausen
- Kombiverkehr KG, Frankfurt/M
- Kühne + Nagel (AG & Co.) KG, Hamburg

L

- L.E.K. Consulting GmbH, München
- Leonhard Weiss GmbH & Co. KG, Göppingen
- Linklaters Oppenhoff & Rädler, Berlin
- LNC LogisticNetwork Consultants GmbH, Hannover
- Logplan GmbH, Frankfurt/M
- Lokomotion Gesellschaft für Schienentraction mbH, München

M

- Maersk Deutschland GmbH, Hamburg
- Management Engineers GmbH + Co. KG, Düsseldorf
- McKinsey & Company, Inc., München
- MEV Eisenbahn-Verkehrsgesellschaft mbH, Mannheim
- Mitteldeutsche Flughafen AG, Leipzig
- MTU Aero Engines GmbH, München

N

- NILES-SIMMONS-HEGENSCHEIDT GmbH, Chemnitz
- NordWestLinie e.V., Voltlage
- North Sea Terminal Bremerhaven GmbH & Co., Bremerhaven

O

- OBERMEYER Planen + Beraten GmbH, München
- On Rail GmbH, Mettmann
- OTTO (GmbH & Co KG), Hamburg

P

- Plasser & Theurer GmbH, Wien
- PwC Deutsche Revision AG Wirtschaftsprüfungsgesellschaft, Frankfurt/M

R

- Railistics GmbH, Wiesbaden
- RAIL.ONE GmbH Pfleiderer track systems, Neumarkt
- RMV Rhein-Main-Verkehrsverbund GmbH, Hofheim
- RMV Rhein-Mosel Verkehrsgesellschaft mbH, Koblenz
- Robert Bosch GmbH, Stuttgart

- Roland Berger Strategy Consultants GmbH, Düsseldorf
- Rolls-Royce Deutschland Ltd. & Co. KG, Dahlewitz

S

- Schenker AG, Essen
- Schmid Traffic Service GmbH, Kaarst
- Schüßler Plan Ingenieurgesellschaft für Bau- und Verkehrswegeplanung mbH, Düsseldorf
- Schüßler-Plan Ingenieurgesellschaft für Bau- und Verkehrswegeplanung mbH, Frankfurt/M
- Seaports of Niedersachsen GmbH, Oldenburg
- Siemens AG, Erlangen
- Sky Eye Transportation Systems GmbH, Braunschweig
- SPIEKERMANN GmbH, Düsseldorf
- Steria Mummert Consulting AG, Münster

T

- Talgo (Deutschland) GmbH, Berlin
- Tchibo Logistik GmbH, Bremen
- TFG Transfracht Internationale Gesellschaft für kombinierten Güterverkehr mbH & Co. KG, Frankfurt/M
- ThyssenKrupp AG, Essen / Düsseldorf
- ThyssenKrupp Transrapid GmbH, Kassel
- TransCare AG, Wiesbaden
- TransInvest Holding AG, St. Gallen
- Transrapid International GmbH & Co. KG, Berlin
- T-Systems Enterprise Services GmbH, Frankfurt/M
- TUI Deutschland GmbH, Hannover
- TX Logistik AG, Bad Honnef

U

- UPS Transport OHG, Neuss

V

- VDA Verband der Automobilindustrie e.V., Frankfurt/M
- VdTÜV Verband der Technischen Überwachungs-Vereine e.V., Essen / Berlin
- VDV Verband Deutscher Verkehrsunternehmen, Köln
- vdw Gebr. von der Wetteren GmbH, Köln
- Veolia Cargo Deutschland GmbH, Berlin
- Vodafone D2 GmbH, Düsseldorf
- Volkswagen Logistics GmbH & Co. OHG, Wolfsburg
- Vössing GmbH, Düsseldorf
- Vossloh-Werke GmbH, Werdohl
- VTG Aktiengesellschaft, Hamburg

W

- Wagener & Herbst Management Consultants GmbH, Potsdam
- WestLB AG, Düsseldorf
- Wilmer Cutler Pickering Hale and Dorr LLP, Berlin

Z

- ZDS Zentralverband der Deutschen Seehafenbetriebe e.V., Hamburg
- Zerna, Köpper und Partner GmbH, Bochum

