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"Max Achtzig - 40 tonnes of responsibility!"

Fewer deaths in goods road transport vehicles again at last

Wide awake at 80 km/h receives recommendation from the European Transport Safety Council (ETSC)

For the first time since 2020, fatalities in goods road transport vehicles are on the decline (-16).¹ If we only look at accidents at the end of traffic jams - up to now we have had to mourn around 70² occupants of goods vehicles per year - in 2023 there were "only" around 40 people who lost their lives in the cab due to distraction or microsleep. Unfortunately, there were more fatalities away from motorways.

As a registered association, the initiative has been fighting against death at the end of traffic jams for five years now.

The German Road Safety Council (DVR), the German Social Accident Insurance (DGUV), the German Road Accident Victims' Association (VOD), the German Freight Forwarding and Logistics Association (DSL) with its regional associations and many transport companies and insurers as well as other institutions for whom Vision Zero is a goal are already supporting the Max Achtzig network.

"The declines must be seen in the light of toll developments," says Dieter Schäfer, spokesman for the initiative. With transport volumes down by 3.2 per cent compared to 2022 and, for the first time, more non-resident than resident transport³, it is clear that the dangers of accidents and death at the end of traffic jams can only be combated at European level.

For this reason, the association applied for support from the European Transport Safety Council (ETSC) at the beginning of the year. This was granted following a team conference today. The President of the ETSC, Walter Eichendorf, issued the following statement:

" There is so much that needs to be done to improve the safety of heavy goods vehicles. We need better conditions for drivers, proper rest facilities, reasonable working hours and a system to tackle distraction and fatigue as well as alcohol and drugs. To achieve all this we will need to increase the number of voices demanding action. We therefore admire and support Dieter Schäfer's campaign (note: and his many fellow campaigners) for change. (Wide awake with 80 km/h).

Schäfer: "In future, everyone should know Max Achtzig and his idea for avoiding accidents at the end of traffic jams and be able to contribute to a powerful movement for more anticipatory driving and more mutual consideration! This can bring us closer to Vision Zero."

The book "Max Achtzig - 40 tonnes of responsibility!" is helpful here. It shows how the approach to Vision Zero can be achieved with the Max Achtzig idea.

It can be used as an accompanying work as part of the training and further training content prescribed by law for drivers and trainers in Annex 1, Sections 1.2, 1.3a and 3.1 of the Professional Driver Qualification Ordinance (BKrFQV).

¹ https://www.destatis.de/DE/Presse/Pressemitteilungen/2024/02/PD24_072_46241.html

² The figures are based on press releases. There are no official statistics on accidents at the end of traffic jams.

³

https://www.balm.bund.de/SharedDocs/Downloads/DE/Verkehrsdatenmanagement/Mautverkehr_KOMPAKT/Mautverkehr_KOMPAKT_Jahresausgaben/Mautverkehr_KOMPAKT_Jahresausgabe_2023.pdf?__blob=publicationFile&v=2