

# Safe roadside barriers for motorcyclists

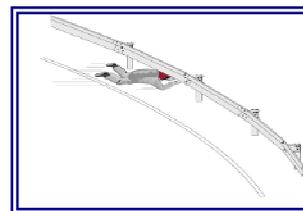
## An urgent need in Europe

### Press Briefing

<http://www.fema-online.eu/guardrails>

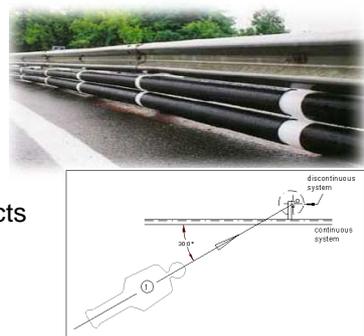
**Current standard road restraint systems represent a hazard for vulnerable road users, including motorcyclist**

- ⇒ High risk of hitting an unprotected barrier post when sliding
- ⇒ Fatal outcome is significantly higher than for motorcycle accidents in general
- ⇒ Collisions with posts can result in fatal injuries even at very low speeds
- ⇒ Statistics, Research, and Testimonies confirm the problems but further in-depth analysis is required



**Adequate solutions are available and already in use**

- ⇒ Motorcyclist protection systems are available on the market but not taken into account by European Standard EN 1317
- ⇒ The testing standard must be reviewed to include a part for motorcyclists (part 8)
- ⇒ Road restraint systems need to be tested against motorcyclist impacts



**Political will is needed in order to accelerate the implementation of solutions**

- ⇒ Improvement of road infrastructure and standardization are priorities of the European Union.
- ⇒ Increased awareness is needed at national and local levels to ensure safer roadside barrier installation.
- ⇒ The development of new products that protect, absorb energy, and redirect the sliding motorcyclist needs further support.



## Motorcyclists and the impact of roadside barriers

Though scarce and often underestimated, information and data coming from **statistics, testimonies from victims and victims' relatives, and in-depth research** confirm:

- In Germany 14% of all motorcycle accidents involved a roadside barrier, out of which 29% were fatal (Follmann, 2008)
- In the US motorcyclists are 80 times more likely than car occupants to be killed in the event of a barrier accident (Virginia Tech, 2011)
- In the US almost 10% of all single motorcycle fatalities in 2007 resulted from barrier impacts (Ouellet, 2009)
- In Spain between January and October 2007, 18% of fatal motorcycle accidents resulted from collisions with barriers (CIDAUT, 2009)
- In France between 2005 and 2010, 18% of fatal motorcycle accidents resulted from collisions with barriers (SETRA, 2011)
- The majority of accidents occur against single beam with unprotected support posts at regular intervals. (FEMA Call for Testimonies).
- Restraint system impacts contribute to 8-16% of lethal motorcycle accidents. Compared with car occupants, riders are 15 times more likely to be killed in the event of a roadside barrier impact (EuroRAP, 2008)
- Traumatic amputations and other severe injuries are reported at impact speeds not exceeding 30 km/h and deaths are reported to have happened at impact speeds not exceeding 50 km/h (SMART RRS Literature review, 2010 and FEMA Call for Testimonies)



More info on the problem of motorcyclists and roadside barriers: [www.fema-online.eu/guardrails](http://www.fema-online.eu/guardrails)



*"I am a motorcyclist myself and I feel very uncomfortable in bends protected by guardrails smiling at me like a shark. We need a European standard for guardrails which takes the safety of motorcyclists into account."*

Wim van de Camp – The Netherlands - EPP

### What Europe says:



The European Parliament *"urges the Commission and Member States to call on their national, regional and local authorities to design their roads in such a way that they do not present any hazards to motorised two-wheeled vehicles; points out that the standard guardrails used on European roads are a death trap for motorcyclists, and calls on the Member States to take prompt action (including replacing the existing guardrails) to refit dangerous stretches of road with rails with upper and lower elements as well as with other alternative road barrier systems, in accordance with Standard EN 1317, in order to lessen the repercussions of accidents for all road users(...)"* [European Parliament's own initiative report on Road Safety Policy orientations 2011-2020]



*"Motorcyclists and manufacturers are contributing to motorcycle safety as in future motorcycles will only be available with ABS. Now it is up to road authorities to do their share, Europe needs a standard for safe guardrails. I asked in my initiative report on road safety the European Commission to take prompt action and promote a European standard for guardrails which do not represent a death trap for motorcyclists."*

Dr. Dieter-Lebrecht Koch –Germany -- EPP





"The safety of vulnerable road users is one of the Commission's major concerns and it will be addressed by the "Strategic Guidelines for Road Safety up to 2020", which will give special attention to the specific vulnerability of motorcyclists. Road infrastructure and equipment such as road restraint systems are indeed of great importance for the safety of motorcyclists. I will inform Vice-President Tajani about the importance of EN1317-8 adoption."  
 (European Commissioner for Transport Siim Kallas, April 27, 2010)



"On-going efforts to better adapt road infrastructure to PTWs (e.g. safer guardrails) should also be continued." (EC Strategic Guidelines for Road Safety up to 2020 - July 20, 2010)



"The Commission needs to take prompt action and promote a European standard for guardrails which do not represent a death trap for motorcyclists"

Bernd Lange - Germany – S&D

### What should be done?

Improvement of road infrastructure for motorcyclists are key priorities for Europe. There is a need to coordinate policy-making to ensure the availability of safer road restraint systems European-wide

⇒ **Test road restraint systems against motorcyclists' impacts**

Current EC-marked road restraint systems represent a hazard for motorcyclists. Solutions are available and already in use, but the testing of these products is either not existing nor challenged.



*The use of proper helmet for the motorcyclists seems to be a natural thing. So, why not proper guardrails?!*

Miroslav Ouzky – Czech Republic – ECR

⇒ **Review EN1317 to include part 8**

Motorcyclist protection systems are available on the market but not taken into account by EN 1317. The testing standard must be reviewed to include the testing against motorcyclist impact (part 8)



*"The Commission urgently needs to take prompt action and promote a European standard for guardrails which are safe also for motorcyclists. Every life counts!"*



Corien Wortmann-Kool - The Netherlands – EPP

⇒ **Regulate at national level**

Increased awareness and political will is needed in order to accelerate the implementation of solutions at national and local levels to ensure safer roadside barrier installation.

Member States need to quickly introduce legislative rules to mandate the use of specific roadside barriers in specific black spots areas (defined in collaboration with national motorcycling groups).

*"Some countries like Spain have done a tremendous job to reduce road fatalities. It is now time to focus on more vulnerable users, in particular motorcyclists. Spain for instance has developed and implemented a standard for guardrails that takes vulnerable road users into account and improves road safety for everybody. Now it's time for a European standard performing alike."*



Inés Ayala Sender – Spain - S&D

⇒ **Design suitable products:** The **SMART RRS** project

Products that protect, absorb energy, and redirect the sliding motorcyclist need further support

The **SMART RRS** project: this EU co-funded project has developed an innovative intelligent road restraint system which brings several substantial improvements to today's EU standardized roadside barriers, by proposing solutions addressing motorcyclists' safety issues such as shock absorption, traffic information, and emergency response, three of Europe's key road safety priorities 2011-2020.

Detailed overview: [www.fema-online.eu/smartrrs/](http://www.fema-online.eu/smartrrs/)



## The Federation of European Motorcyclists' Associations

The Federation of European Motorcyclists' Association (FEMA) is the voice of motorcycle and scooter users throughout Europe. FEMA is a democratic association representing 24 national motorcyclists' organisations from 19 countries at the European Union and globally.

Contact: [info@fema-online.eu](mailto:info@fema-online.eu) – Rue des Champs 62 – 1040 Brussels BE - +32 2 736 90 47

