

**Question for written answer E-001054/2015
to the Commission**

Rule 130

Fabio Massimo Castaldo (EFDD) and Daniela Aiuto (EFDD)

Subject: Guard rails on European motorways

In a decree dated 6 October 2014, the Italian Ministry of Infrastructure and Transport updated the required dimensions for median and roadside crash barriers, thus permitting concession operators to replace guard rails along approximately 2 000 km of motorway. The new barriers will be less resistant and lower than the current ones; their containment level will therefore be below that required to contain the weight of over half of articulated lorries, fully loaded trailers and buses, rendering them unable to prevent these vehicles from leaving the road in the event of a crash. One argument in favour of the replacement guard rails is that they meet the standards required in other countries, such as France and Germany, but this fails to take account of the fact that the volume of traffic on Italian roads is far higher: in Italy, the average daily traffic volume for heavy goods vehicles is 9 302 units, whereas in France it is only 3 880 units. By installing these new barriers, concession operators will save around 40 % in installation and maintenance costs.

In light of this, does the Commission intend to intervene to establish criteria for adjusting standards on European motorways, depending on daily traffic volume, and to introduce an obligation to install more robust barriers, in particular on motorways and main roads outside urban areas?