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ENTERPRISE AND INDUSTRY DIRECTORATE-GENERAL

Sustainable Growth and EU 2020
Sustainable Industrial Policy and Construction

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Mr Konstandinos Diamandouros
Head of Office
European Union Road Federation
PI Stéphanie, 6/B
1050 Brussels

Subject: Implementation of the EN 1317 on Vehicle Restraint Systems

Dear Mr. Diamantouros,

I want herewith to thank you for your above letter in which you express your concerns on the potential problems which could be created by lack of clarity concerning the issue of CE marking of in situ made concrete barriers and on certain delays in handling certain complaint files.

The examination of the issue of in-situ concrete barriers has led to the following:

The mandate M 111 has been issued to cover a variety of products (not only safety barriers but also posts and signs) made from a various materials among them from precast concrete and from plastic fibre reinforced concrete, but not from in situ concrete. This was coherent with the approach that construction works (e.g. buildings and other civil engineering works erected on the place of the works) should not be considered products and therefore they do not need to be covered by a product standard under the Directive 89/106/EEC.

Furthermore, the reply to the mandate received by the CEN Technical Committee has never requested the extension of the mandate M 111 to cover barriers erected with in situ concrete operations.

Taking the above into account our services have to conclude that the resulting series of standards EN 1317 do not cover in situ concrete barriers.

However, the standards EN 1317 define a set of assessment methods which allow the evaluation of the performance of safety barriers. These assessment methods should also be used by road authorities to set performance requirements in their tender documents. By applying these assessment methods also to in situ concrete barriers the later would benefit from a common assessment regime although not bearing the CE marking.

Concerning the examination of the various complaint files related to safety barriers, please note that our services have undertaken a profound and extended analysis of the implementation of the relevant standards in the Member States. Due to the obvious difficulties in such a highly technical and legal file the latest replies were received only in January 2013, fact which had a direct implication on the possibility of our services to conclude the necessary examination of those pending cases. However, I can happily announce that our services have recently been reinforced with additional personnel having the legal background to allow us to attain useful results in these convoluted matters.

Yours Sincerely,



Vicente LEOZ ARGÜELLES
Head of Unit