

Message 001

Communication from the Commission - TRIS/(2026) 1418

Directive (EU) 2015/1535

Notification: 2026/0261/IT

Notification of a draft text from a Member State

Notification – Notification – Notifizierung – Нотификация – Oznámení – Notifikation – Γνωστοποίηση – Notificación – Teavitamine – Ilmoitus – Obavijest – Bejelentés – Notifica – Pranešimas – Paziņojums – Notifika – Kennisgeving – Zawiadomienie – Notificação – Notificare – Oznámenie – Obvestilo – Anmälan – Fógra a thabhairt

Does not open the delays - N'ouvre pas de délai - Kein Fristbeginn - Не се предвижда период на прекъсване - Nezahajuje prodlení - Fristerne indledes ikke - Καμμία έναρξη προθεσμίας - No abre el plazo - Viivituste perioodi ei avata - Määräaika ei ala tästä - Ne otvara razdoblje kašnjenja - Nem nyitja meg a késésekét - Non fa decorrere la mora - Atidėjimai nepradedami - Atlikšanas laikposms nesākas - Ma jiftaħx il-perijodi ta' dewmien - Geen termijnbegin - Nie otwiera opóźnień - Não inicia o prazo - Nu deschide perioadele de stagnare - Nezačína oneskorenia - Ne uvaja zamud - Inleder ingen frist - Ní osclaíonn sé na moilleanna

MSG: 20261418.EN

1. MSG 001 IND 2026 0261 IT EN 25-05-2026 IT NOTIF

2. Italy

3A. Ministero delle Imprese e del Made in Italy

Dipartimento Mercato e Tutela

Direzione Generale Consumatori e Mercato

Divisione II. Normativa tecnica - Sicurezza e conformità dei prodotti, qualità prodotti e servizi

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3B. Ministero delle Infrastrutture e dei Trasporti

Dipartimento per i trasporti e la navigazione

Direzione generale per la sicurezza stradale e l'autotrasporto

4. 2026/0261/IT - B10 - Construction materials

5. Executive order of the Minister of Infrastructure and Transport setting out guidelines for the use on the road of road safety devices for motorcyclists (RSD).

6. Protection of road verges with road safety barriers (guard-rails) and safety devices for motorcyclists.

7.

8. The measure consists of seven articles.

Article 1. Scope and purpose

Art. 2. Performance of road safety devices for motorcyclists (RSD)

Art. 3. Application of RSDs to CE-marked road safety barriers

Art. 4. Design of installations, areas to be protected and intervention programmes

Art. 5. Installation of RSD on existing road safety barriers

Art. 6. Installation compliance

Article 7. Entry into force

9. The rationale behind the standard is to protect motorcyclists from accidents that could cause them to skid along the roadside and collide with the posts and blades of road safety barriers; it therefore specifically concerns road safety. The installation of protective devices for motorcyclists on the road prevents injury or death to motorcyclists and their passengers in the circumstances described above. Motorcycle safety devices are subjected to standard tests in accordance with UNI CEN/TS 17342:2019. To ensure that performance is maintained, in accordance with EU Regulation No 2024/3110 of 27 November 2024, the road barrier is retested in accordance with standard EN 1317-5 with the safety device for motorcyclists to confirm or modify its performance. Such barriers are required on roads in the national network with a speed limit of 70 km/h or higher, where motorcyclists are particularly vulnerable, specifically:

- on dangerous bends and descents;
- on narrow sections of the carriageway;
- where there has been an event involving a motorcyclist and a road safety barrier.

Finally, it should be noted that these measures are specific due to the large number of motorcyclists riding in Italy, with the only comparable situations in the European Union being in Spain and Greece, where measures to protect motorcyclists are also being adopted. Therefore, there is an objective difference in circumstances due to the regions' topography and milder climate. The regulatory measure aims, in the medium and long term, to reduce serious and fatal accidents involving motorcyclists on the main roads of the national network.

9a. The risk to the public is the recurrence of serious accidents involving motorcyclists colliding with road safety barriers, as highlighted in annual national statistical reports. This risk is particularly high on sections of road featuring dangerous descents and bends, narrowings of the carriageway, and other circumstances such as poor visibility and specific points of interest. The measure eliminates the most critical aspects of the impact, allowing the motorcyclist to slide along the safety device's flat surface. This objective can be achieved by adopting the European standard CEN/TS/17342:2019, already approved at the European grade, and by conducting modelling assessments and tests by notified bodies that confirm the technical validity of the adopted solution.

9b. There are no particular limitations, as road barriers are already in use on most Italian roads and, where they are yet to be installed, tenders are open to all types available on the European Union market. Safety devices for motorcyclists are installed on road barriers.

Furthermore, road sections, bends and dangerous descents, as well as narrowings of the carriageway where there is a genuine hazard for the driver and passenger, especially in wet weather, are kept to a minimum.

There is no impact on cross-border trade. Road safety protection, on the other hand, applies to all European Union citizens who ride motorcycles in Italy.

The measure adopted is the least restrictive and has a negligible impact on the internal market. In fact, the measure adopted is limited to adjusting the road verges precisely where the most significant permanent damage or the deaths of motorcyclists occur. Furthermore, any reduction in speed limits on the main national road network would further congest traffic, with repercussions for the logistics supply chain and the economy as a whole – which is already facing challenges of a different nature – and would not significantly reduce the number of injuries and fatalities among motorcyclists.

Finally, it is noted that the measure concerns such a small proportion of the road infrastructure that it would not result in any change to the market.

9c. In light of the above, the restrictions imposed by the measure are proportionate to the importance of the public interest objective pursued and to the severity and frequency of the risks. There is no interference in the internal market and no immediate harm caused by the measure, as it does not restrict the market itself. No barriers to the internal market are introduced, as the safety device for motorcyclists represents an additional element to road safety barrier. It should also be noted that the objective of the measure falls within the general objective of reducing the number of deaths and injuries on the roads, a fundamental objective at both the EU and national grades.

10. References to basic texts:

11. No

12.

13. No

14. No

15. No

16.

TBT aspects: No

SPS aspects: No

European Commission

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