



Smart Transportation Alliance

2023 Annual Conference
& Innovation Awards

Circular & Low Carbon Safety Barrier (CLC Safety Barrier)

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Circular & Low Carbon Safety Barrier



Circular & Low Carbon Safety Barrier

EU Taxonomy when applied to Infrastructures → Green Deal
Green Deal if it WERE applied to vehicle restraint systems (VRS')
→ **Sustainability**

What should mean sustainability in VRS'?

- 1.** Promote the use of systems which Production, Delivery, Installation & Maintenance involve a steady reduction of emissions, Low(er) Carbon Footprint. Clearly, today it is a must (Decarbonization through EPD's) but is it enough?
- 2.** Why not using systems that entails elimination of waste (recycling/circularity)?
- 3.** Why not Reusable items (Resiliency)?

+ SAFETY, OF COURSE !!!

Circular & Low Carbon Safety Barrier

The **Circular & Low Carbon (CLC) Safety Barrier** to be tested today is the result of the search of a road equipment with a minimum (or even negative) carbon footprint that also contributes to waste elimination and to the achievement of a more resilient features.

The safety barrier is made of two materials:

1. **Polymeric bars** from the part of Plastic Waste so difficult to recycle
2. **Steel Bars** of Recycled & Renewably Produced Hot Roll Coils.



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TB32 Crash-Test according to EN 1317-2:
1.500 kg car at 110 km/h and 20° (82 kJ)





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**THANK YOU
FOR YOUR
ATTENTION**

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