

## Press Release

DEKRA Road Safety Report 2020

# Transporting Children in a Cargo Bike: They're Only Safe If They're Strapped In

- Brake test: dummy child that was not strapped in was thrown out
- Severe head injuries to be expected – especially without a helmet
- Appeal to bicycle retailers: focus on safety when advising customers

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**The popularity of cargo bikes continues unabated. The variety of models on the market and their sales figures are growing all the time. Studies estimate that cargo bikes will in the future be used for around 50 percent of all motorized goods transportation tasks in our towns and cities. But it's not only transportation and delivery companies and tradespeople that have recognized the benefits of cargo bikes, because they are becoming increasingly popular among families, too. Parents carrying their children not on a bicycle seat or in a trailer but on a cargo bike is becoming an increasingly common sight. The DEKRA accident researchers have issued clear safety recommendations.**

The benefits of cargo bikes for parents and children are obvious – for example, cargo bikes can easily accommodate two children, unlike a conventional child bicycle seat. Children also have lots of space, can enjoy the view around them and – unlike, say, when in a trailer – are always in the parent's field of vision. So cargo bikes clearly offer a lot of benefits – as long as you also pay attention to safety.

In this respect, the results of a series of tests conducted for the latest DEKRA Road Safety Report exploring two-wheeled modes of transportation are clear: Children can safely ride on cargo bikes only when the bike is equipped with a seatbelt system – and when this system is actually used. After all, modern cargo bikes offer outstanding braking performance.

On the premises of the DEKRA Technology Center at the Lausitzring race track in Brandenburg, the experts examined different scenarios with a dummy child. In one scenario, the dummy was strapped in with the seatbelt system offered by the manufacturer; in another scenario, the dummy was simply placed on the seat in the cargo box and not strapped in. Braking was performed with the bicycle's own brakes from a speed of 25 km/h.

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“When the dummy was strapped in, its position hardly changed when the brakes were applied,” says Peter Rucker, Head of DEKRA Accident Research. “In the test in which the dummy was not strapped in, however, the dummy was thrown out of the box and hit its head on the road. An accident like this would result in severe head injuries – especially without a helmet.”

The advice offered by the DEKRA experts following these tests could not be clearer: Whenever you let children ride on a cargo bike, always make sure they are strapped in. And to offer protection during collisions with other road users, a helmet is also urgently recommended.

The advice to bicycle retailers is equally unequivocal: Always ask customers how they intend to use their cargo bikes. If they plan to use it for transporting children as well, the dealer should insist that the customer purchase a suitable model fitted with a seatbelt system. “The pictures from our brake tests ought to be enough to persuade anyone,” says Rucker.

### **The DEKRA Road Safety Report**

The annual DEKRA Road Safety Report, which first appeared in 2008, focuses on a different topic every year. The 2020 report covers two-wheeled modes of transportation, with DEKRA experts examining road safety in relation to bicycles, pedelecs, e-scooters and motorcycles from a variety of perspectives. The report concludes with specific demands and recommendations regarding technology, infrastructure and the human factor.

The online portal at [www.dekra-roadsafety.com](http://www.dekra-roadsafety.com) contains not only the latest report but also more detailed information, including video of the brake test with a cargo bike. You can also download all the DEKRA Road Safety Reports as PDF files.

#### **Captions:**

Bicycle brake test 1: Brake test on the premises of the DEKRA Technology Center at the Lausitzring race track: In the test in which the dummy child was not strapped in, it was thrown out of the cargo bike when the brakes were applied at a speed of 25 km/h. This would result in severe head injuries – especially without a helmet.

Bicycle brake tests 2/3: The DEKRA test dramatically demonstrates that children should be transported only in cargo bikes fitted with a suitable seatbelt system.

#### **About DEKRA**

*DEKRA has been active in the field of safety for more than 90 years. Founded in 1925 in Berlin as Deutscher Kraftfahrzeug-Überwachungs-Verein e.V., it is today one of the world's leading expert organizations. DEKRA SE is a subsidiary of DEKRA e.V. and manages the Group's operating business. In 2019, DEKRA generated sales totaling*

*3.4 billion euros. The company currently employs almost 44,000 people in approximately 60 countries on all six continents. With qualified and independent expert services, they work for safety on the road, at work and at home. These services range from vehicle inspection and expert appraisals to claims services, industrial and building inspections, safety consultancy, testing and certification of products and systems, as well as training courses and temp work. The vision for the company's 100th birthday in 2025 is that DEKRA will be the global partner for a safe world.*