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Vehicle security barriers — Part 2: Application

*Barrières de sécurité de véhicule —
Partie 2: Applications*



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Contents

Page

Foreword	v
Introduction	vi
1 Scope	1
2 Introduction to hostile vehicle mitigation	1
2.1 General	1
2.2 Selection of a VSB	2
3 The threat	3
3.1 Identify and quantify the threat	3
3.2 Duration of deployment	4
4 Assets	4
4.1 Identification of the critical assets	4
4.2 Identification of stakeholders	4
4.3 Consideration of collateral damage	4
5 Site assessment	5
5.1 Review of existing security arrangements	5
5.2 Site survey	5
5.3 Civil works	6
5.4 Traffic survey	8
6 Site design	9
6.1 Traffic management	9
6.2 Aesthetics	10
7 VSB performance	10
7.1 Impact performance	10
7.2 Vehicle speed	11
7.3 Impact angle	12
7.4 Vehicle penetration distance and major debris distance/coordinates	12
7.5 Operational performance	12
8 Procurement strategy	16
8.1 General	16
8.2 Availability and maintenance of the VSB	16
8.3 Quality	16
8.4 Cost	16
8.5 Commissioning and handover	17
9 Deployment and removal	17
9.1 Highway/local authority approval	17
9.2 Logistics of deployment	17
9.3 Installation	17
9.4 Lifting and placement	18
9.5 Removal considerations	18
10 Types of VSB	18
10.1 General	18
10.2 Passive VSBs	18
10.3 Active VSBs	18
10.4 Examples of passive VSBs	19
10.5 Examples of active VSBs	21
11 Active VSBs	24
11.1 General	24
11.2 Categories of active VSBs	25
11.3 Layout of active VSBs at VACPs	27
11.4 Safety issues	30

11.5	Training.....	32
11.6	Maintenance, service and inspection.....	32
11.7	Control system.....	33
12	Operational requirements	33
12.1	General.....	33
12.2	Level 2 OR proforma	36
Annex A (informative) Level 2 operational requirement (OR) proforma.....		37
Annex B (informative) Design method		51
Annex C (informative) Modifications to the VSB		54
Bibliography		55

Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

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For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT) see the following URL: Foreword - Supplementary information

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IWA 14 consists of the following parts, under the general title *Vehicle security barriers*:

- *Part 1: Performance requirement, vehicle impact test method and performance rating*
- *Part 2: Application*

Introduction

0.1 Workshop contributors

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0.2 Relationship with other publications

The following documents have been used to inform the development of this part of IWA 14:

- ASTM F 2656
- CWA 16221
- PAS 69
- PAS 68

Vehicle security barriers —

Part 2: Application

1 Scope

This part of IWA 14 provides guidance for the selection, installation and use of vehicle security barriers (VSBs) and describes the process of producing operational requirements (ORs).

It also gives guidance on a design method for assessing the performance of a VSB.

2 Introduction to hostile vehicle mitigation

2.1 General

2.1.1 Vehicle-borne threats can range from the use of a vehicle for vandalism to determined attacks by adversaries (e.g. criminals and terrorists). The mobility and payload capacity of a vehicle can offer a tactical means to deliver a large explosive device and/or carry adversaries with attack tools. Hostile vehicles can be parked, manoeuvred or rammed in to or out of a site. Entry to, or exit from, a site can also involve surreptitious tampering with VSBs or their control apparatus, or the targeted placement of small explosive charges to breach the integrity of a barrier structure. Clear definition of the threat and the potential attack scenarios should be considered when deciding which methods of attack to defend against and consequently the most appropriate countermeasures.

2.1.2 The mitigation of all forms of vehicle-borne threat can be difficult while satisfying other business needs. The following should be considered as a minimum:

- a) security:
 - 1) the level of residual risk is deemed acceptable by the organization;
 - 2) attack method to be mitigated;
 - 3) countermeasures;
 - 4) response to increased threat conditions;
 - 5) enforceable stand-off distance;
- b) business needs:
 - 1) lifetime cost (training, manning levels, service, maintenance and replacement);
 - 2) traffic management;
 - 3) appearance;
 - 4) internal and external stakeholder requirements;