PAS 13:2017
Code of Practice

Alan Rooke

Managing Director A-Safe DWC LLC

Raising Awareness, Setting Standards and Making the Workplace Safer

Protecting **PEOPLE, PROPERTY, PROFITS** and **PERFORMANCE**

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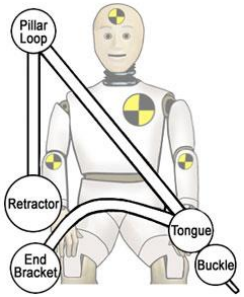
Agenda

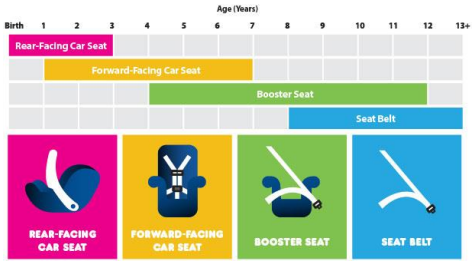
1. We know Standards work
2. Workplace Standards
3. Safety barriers in the workplace
4. PAS 13:2017
5. Safety barrier design
6. Ensuring your barrier is fit for purpose
7. Conclusion

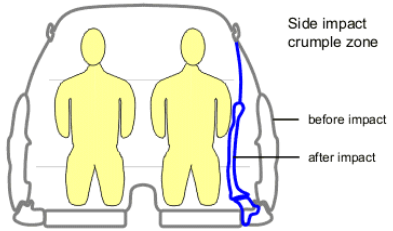
We Know Standards Work & Improve Safety

The evolution of safety standards



1. Auto Emergency Braking (AEB)
2. Forward Collision Warning
3. Higher Speed AEB
4. Low Speed Auto Emergency Braking
5. Pedestrian Auto Emergency Braking
6. Curtain Airbags
7. Electronic Stability Control
8. Driver Attention Detection
9. Active Braking Systems
10. Intelligent Speed Assist ISA
11. Active Cruise Control
12. Thorax Airbags With Head Protection
13. Warning - Driver Fatigue
14. Traction Control
15. Brake Assist System
16. Adjustable Steering Column
17. Blindspot Warning System
18. Daytime Running Lights
19. Drivers Knee Airbag
20. Front Airbags Driver
21. Front Airbags Passenger
22. Head Restraints All
23. Head up Display
24. Lane keeping Assist
25. Passenger Knee Airbag
26. Pre-crash Safety System
27. Reversing Camera
28. Seatbelt Pretensioner Driver
29. Seatbelt Pretensioner Passenger
30. Tyre Pressure Monitor





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We Need Safety Barrier Standards

Evacuation

Hazardous

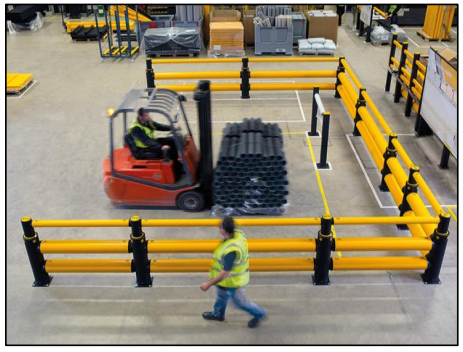
PPE

Fire

Guarding

Signage

Emergency Lighting



Safety Barriers

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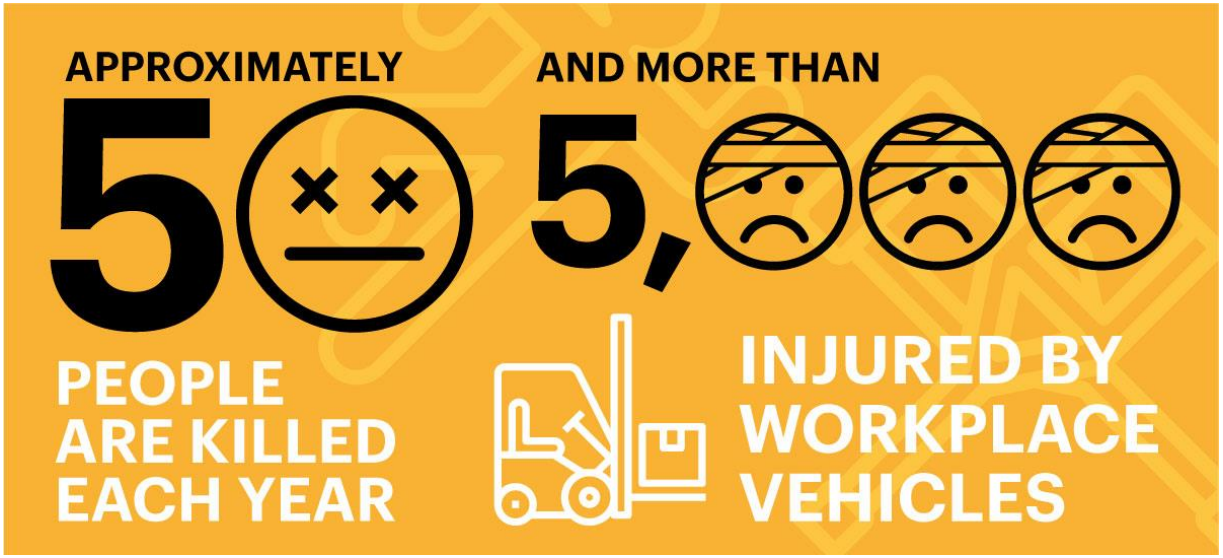
Why Do We Need Safety Barriers In The Workplace?



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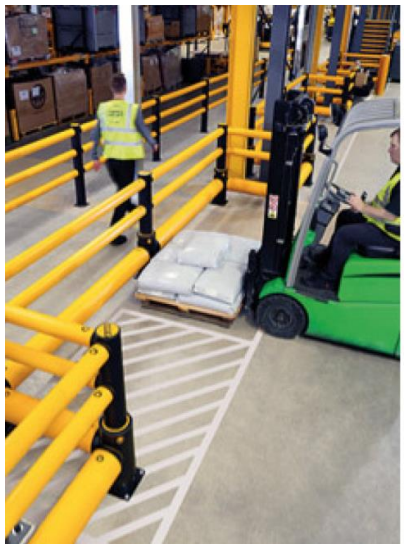
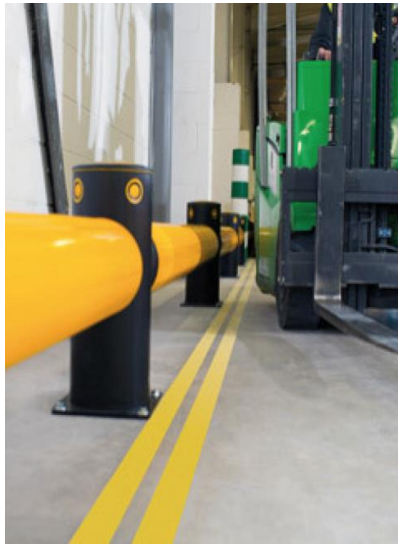
What do Safety Barriers In The Workplace do?



Protect **People**

- HSE Compliant
- Reduce Risk
- Reduce Incidents

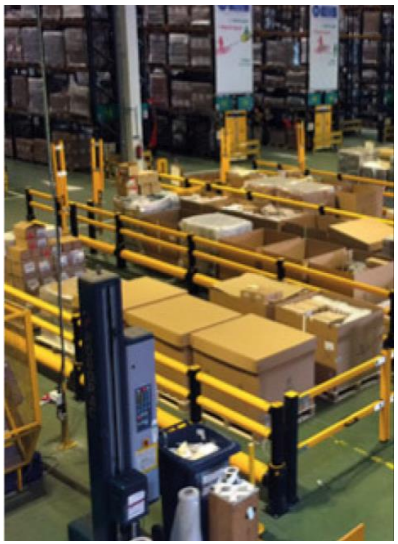


Protect **Property**

- Reduce Damage
- Reduce Repairs
- Protect Investment

Protect **Profit**

- Low Maintenance
- Reduced Floor Damage



Protect **Performance**

- Organise Flow
- Improve Layout

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PAS 13:2017 – Finally a Standard for Safety Barriers!

The industry has been crying out for a standard for workplace safety barriers for many years

There has been ‘No’ Standard until March 2017

Created by an independent group of companies and organisations to raise awareness & best practice in the use of safety barriers within the workplace

A-Safe Proud Sponsors of PAS 13:2017 and developed in conjunction with the following companies

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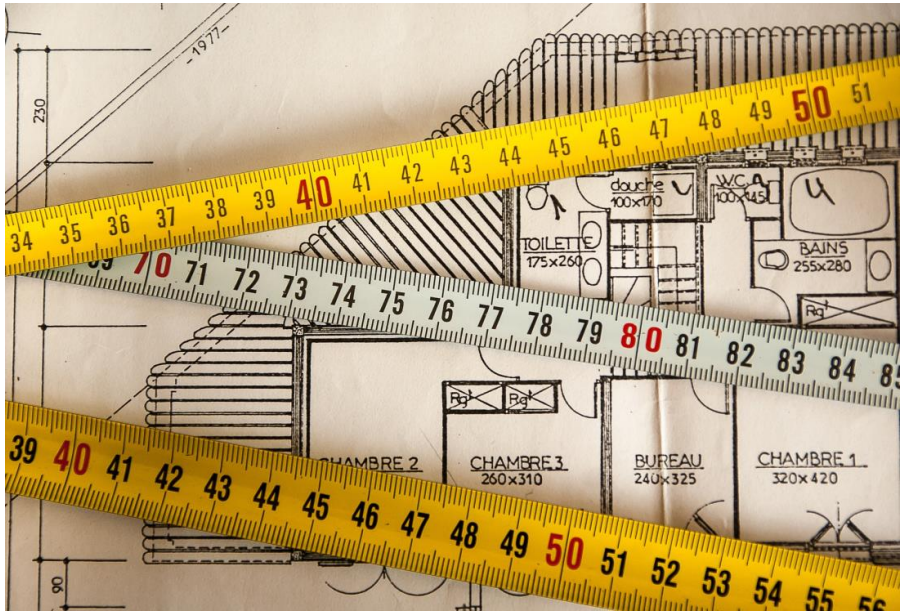
What is PAS 13:2017

PAS 13:2017 Provides a Code of Practice for safety barriers within the workplace environment for:-

- **Architects**
- **Health & Safety Managers**
- **Facility & Operation Managers**



PAS 13:2017 provides guidance for

- When to use a Safety Barrier
- Where to use a Safety Barrier
- Best Practice for Safety Barrier Design
- How to test and performance rate a Safety Barrier

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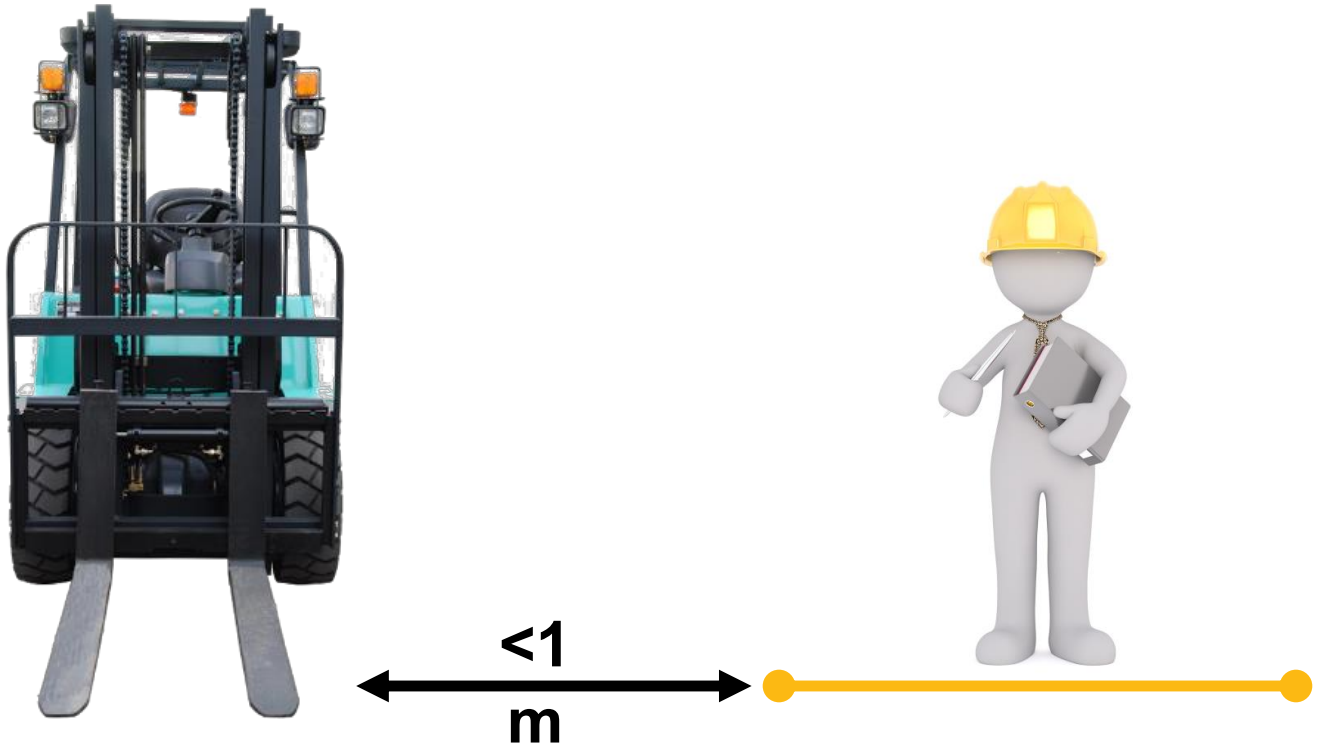
You need a barrier if..

Motorised vehicles are in operation

You need a barrier if..

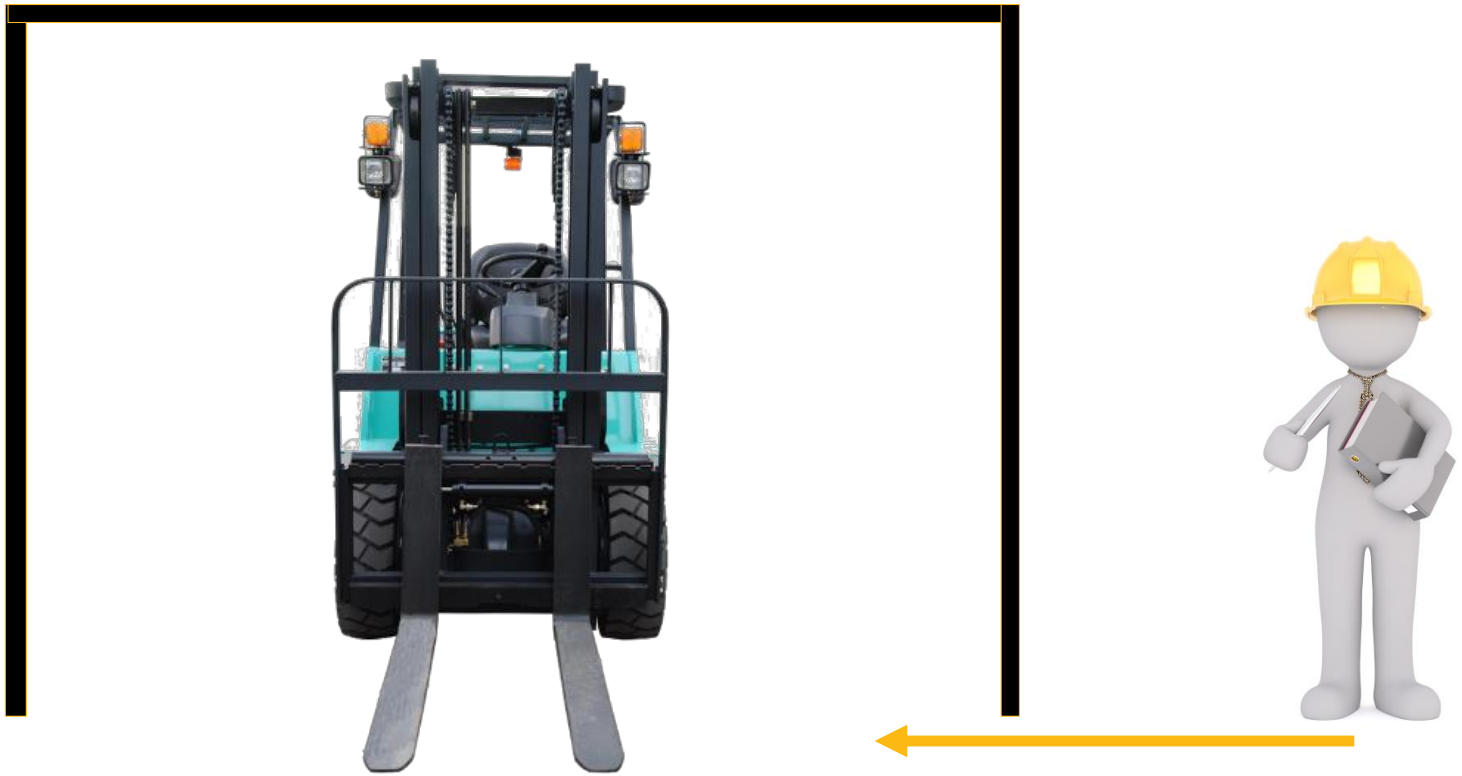
There are no raised kerbs

You need a barrier if..



The vehicle route is closer than 1m to the pedestrian zone

You need a barrier if..



Entrance points should be controlled with safety barriers to prevent pedestrians walking into the path of vehicles

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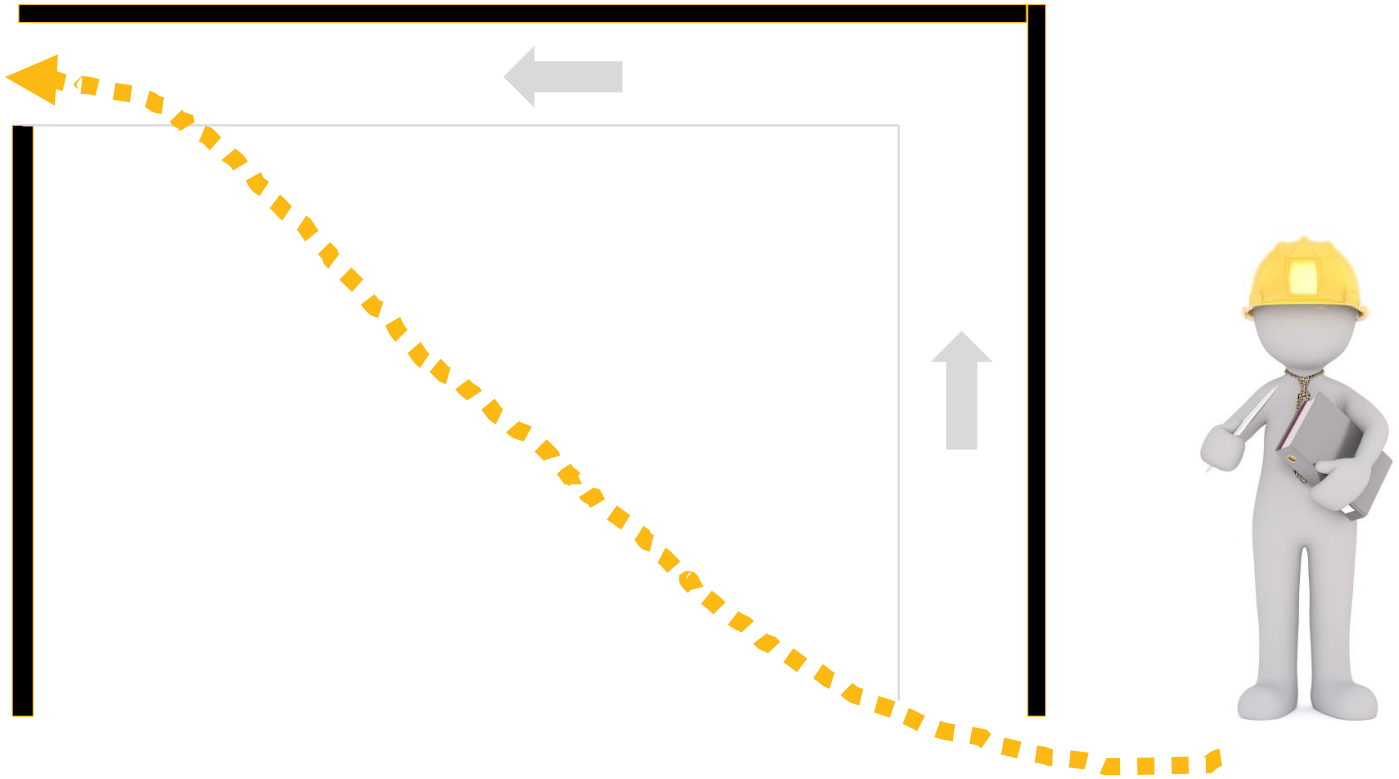
You need a barrier if..



Safety barriers should be used to stop pedestrians taking shortcuts & ensuring they follow the designated walkway

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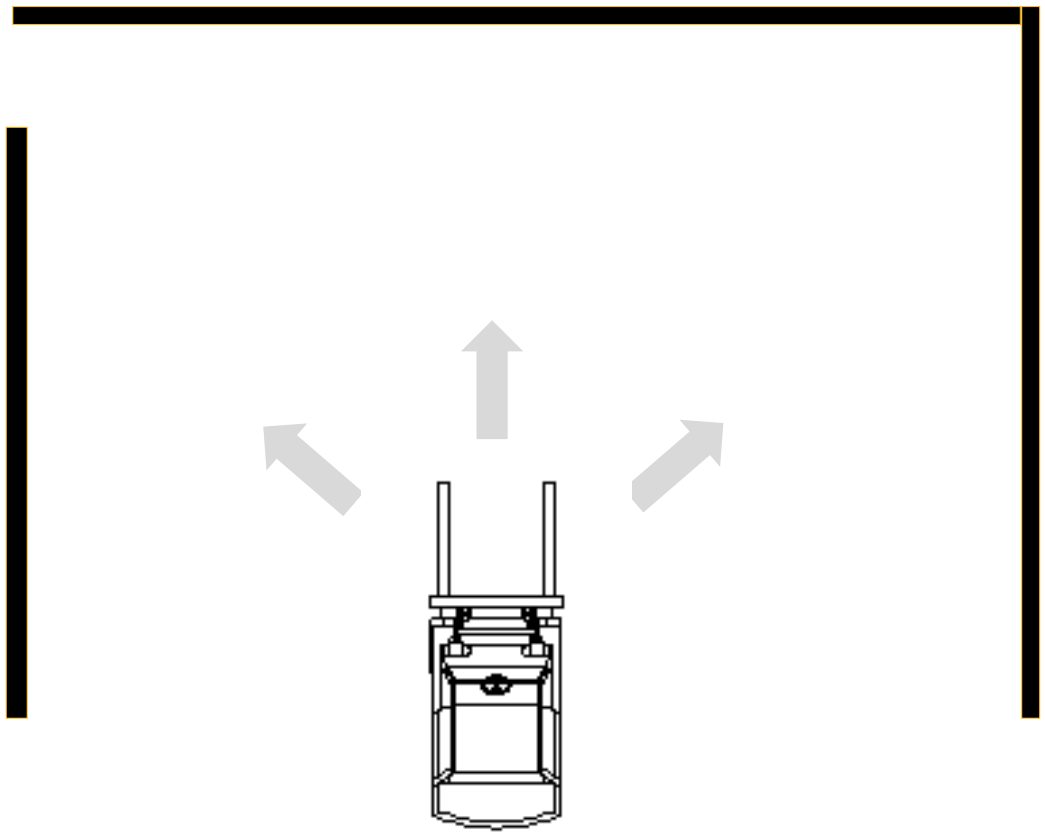
You need a barrier if..



Safety barriers should be used to define traffic routes

You need a barrier if..

Safety barriers should be used to protect critical structures and equipment

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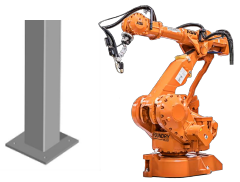
1+2 Pedestrian routes and work zones

X 2

3 Vehicle routes

4 Pedestrian crossing points

5 Critical structures and equipment



6+7 Vehicle parking and unloading zones

+

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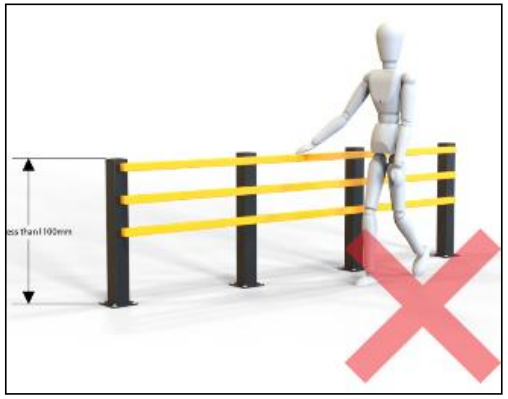
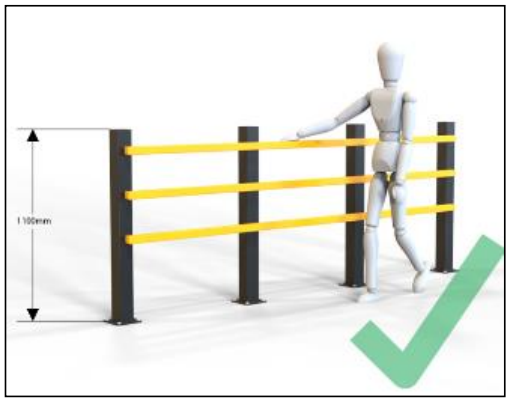
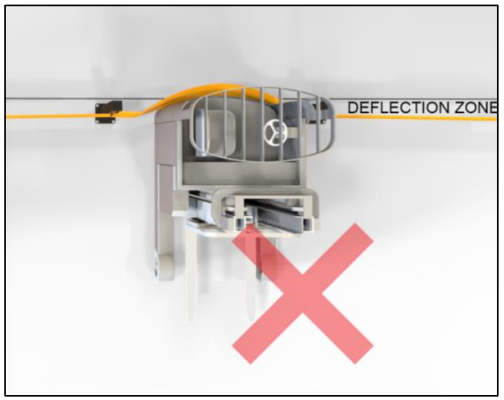
Safety Barrier Design - Pedestrian Routes

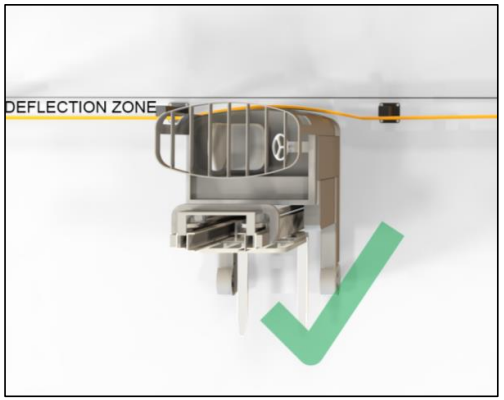


- Pedestrian Handrail can create a fulcrum
- Set too low, creates more hazards



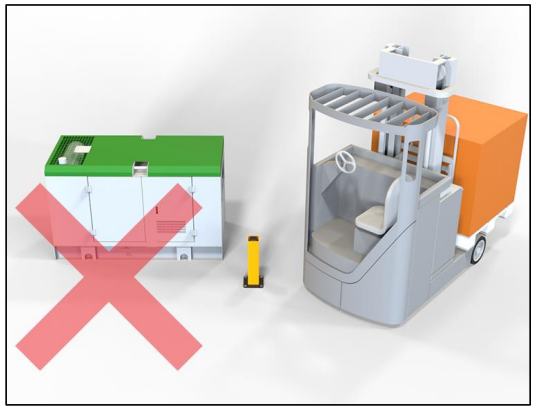
- Should be minimum 1100mm High
- Should support the weight of 2 adults leaning on it





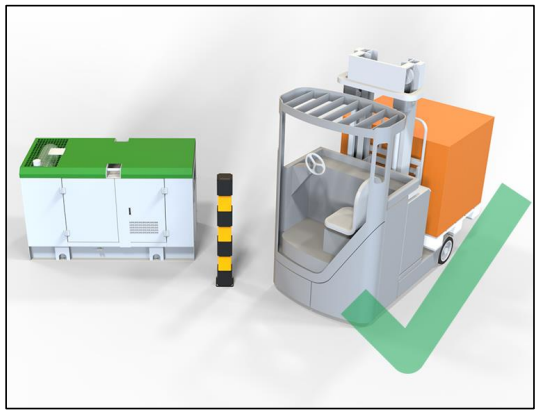
- Create a ‘Safe Pedestrian Zone’
- Allow for deflection - all barriers deflect on impact
- Do not create a hazard by setting barriers to close to walkway
- Distance should be relative to impact & deflection
- Minimum width 600mm

Safety Barrier Design - Vehicle Routes



- Bollard too short
- Bollard will not be in drivers line of sight

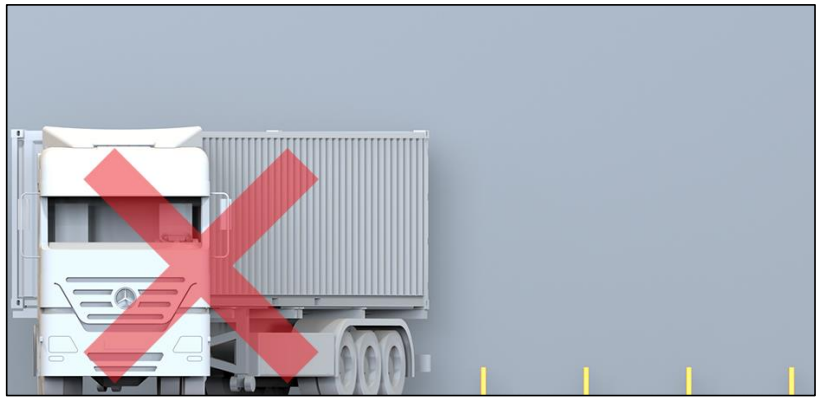
- Barrier set to low & renders barrier ineffective creating a topple effect



- Bollard height increased
- Bollard now visible to driver
- Deterrent
- Alternate Yellow/Black as a warning

- Correct Height providing effective protection

Safety Barrier Design - Vehicle Routes



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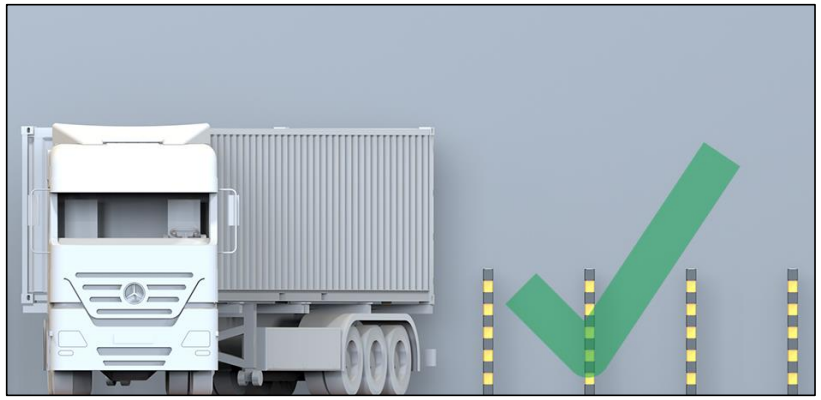

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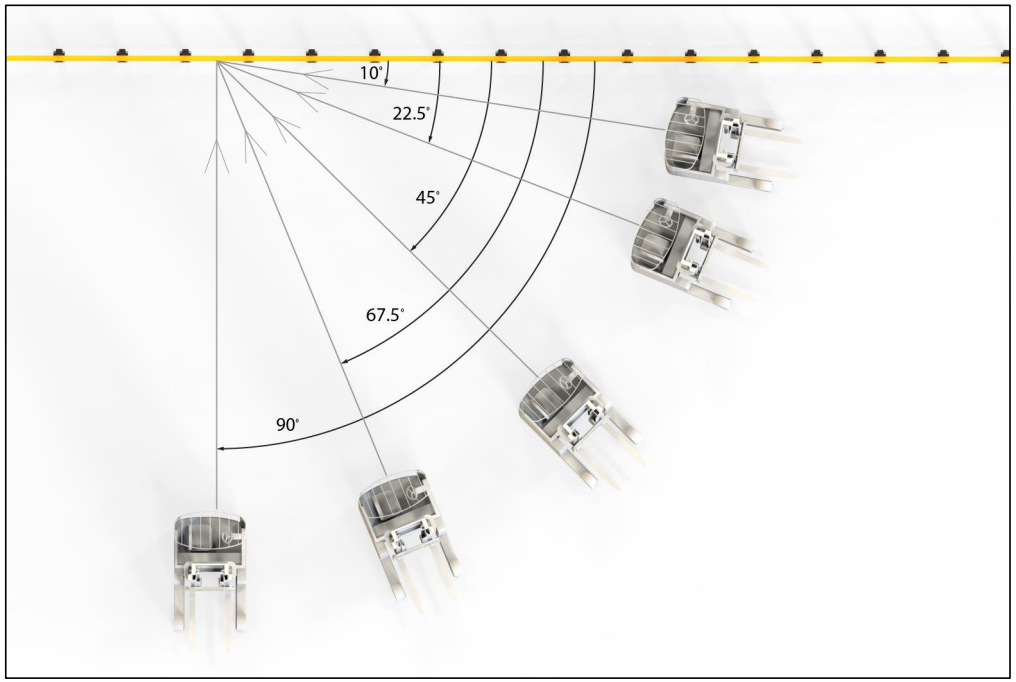
- Bollard now visible to driver
- Deterrent
- Alternate Yellow/Black as a warning

Understand the safety barrier you need.
Right product for the right application.

1. Know your vehicle speed & mass
2. Observe and get to know the likely angle of impacts that may occur and likely impact zones
   > Base your barrier selection on the likely angles of impact
   > The larger the angle the higher the potential impact energy
3. Ensure the barrier height is correct
4. Design in control measures
5. Check the barrier rating
6. Ensure the barriers are tested & certified



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What PAS 13:2017 offers

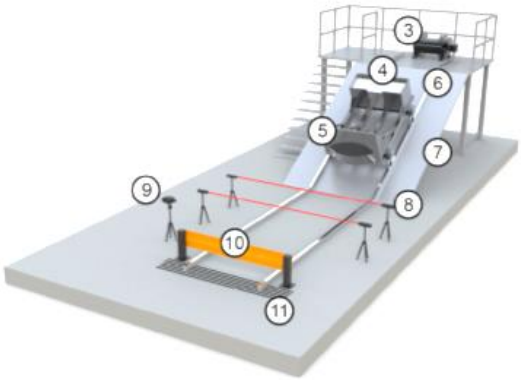
PRODUCT COMPLIANCE

There are 3 elements to product compliance:

I. **Manufactured to a quality control system**

II. **Tested to a performance rating using controlled dynamic test methods**

III. **Testing is independently certified**



Sled & Ramp

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PAS 13: 2017 – Making the Workplace Safer

- PAS 13 raises standards in the workplace.
- PAS 13 helps users choose a safety barrier ‘fit for purpose’.
- PAS 13 enables users to compare different barriers on a ‘like for like’ basis.
- PAS 13 can progress to EN or ISO.

The correct safety barrier will save Lives,

Property, Profits and Performance!

Thank You & Any Questions

Alan Rooke

www.asafe.com