CPNI recommend that a barrier deployed for the purposes of countering terrorism to protect assets against vehicle-borne threats should be a ‘Rated Vehicle Security Barrier’ that has undergone formal vehicle impact testing.

**The testing should:**
- be conducted to a recognised vehicle impact test standard
- be performed at an independent test house
- achieve a performance rating in accordance with the chosen standard

Barrier selection should be based on a security Operational Requirement\(^1\) and a detailed specification\(^2\).

**CPNI recommend:**
- specifiers familiarise themselves with the vehicle impact test standards for vehicle security barriers;
- assessing the barrier’s vulnerability to threat vehicle scenarios relevant to your site, the Operational Requirement and the specification;
- projects use suitably qualified and experienced security consultants\(^3\), who specialise and can demonstrate competency in the discipline of hostile vehicle mitigation; and
- reviews are conducted during the barrier specification, construction and installation stages to ensure compliance with the Operational Requirement, specification, detailed design and vehicle impact test standard to which it was tested.

The allocation of a performance rating does not imply a barrier will perform as tested in all sites or applications; and against all threat vehicle scenarios (vehicle class, impact speed, impact angle and multiple impacts).

A barrier might have more than one performance rating (to the same standard or different ones) if:
- several tests to different standards have been conducted on the barrier; or
- a single impact test has been commissioned and conducted in accordance with stringent test criteria across different specified standards (such as vehicle class/mass/dimensions, impact speed, ground conditions).

Further advice on hostile vehicle mitigation: [cpni.gov.uk/hostile-vehicle-mitigation](http://cpni.gov.uk/hostile-vehicle-mitigation) and IWA 14-2\(^4\).  

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\(^1\) [Operational Requirements](https://www.cpni.gov.uk/operational-requirements) (CPNI)  
\(^3\) [Procuring the services of a specialist security consultant when undertaking a project in the built environment](https://www.cpni.gov.uk/procuring-the-services-of-a-specialist-security-consultant-when-undertaking-a-project-in-the-built-environment) (CPNI, V3, May 2019)  

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When assessing barriers, clients should seek assurance through their design and procurement process by asking:

- has the barrier been impact tested?
- which barrier (make, model and designation) was tested?
- what configuration was the barrier tested? (i.e. length, height, width, anchoring/fixings, ground conditions etc.)
- where the vehicle impacted the barrier? (e.g. middle or end of barrier)
- what vehicle impact test standard was it tested to? 
  Recognised standards are: IWA 14-1, PAS 68, ASTM F2656, CWA 16221, PAS 170-18 & CPNI C-VAW.
- what performance rating was allocated? (e.g. classification code: IWA 14-1:2013 V/7200[N3C]/80/90:9.0)
- which test house conducted the testing?
- is the test house accredited to ISO 17025?
- is the test house accredited for the impact test standard the barrier has been tested to?
- for a copy of the test report from the test house to ensure independence (authorised by the manufacturer).
- to review the test house’s footage and photography of the respective impact test.
- is the barrier listed in the CPNI Catalogue of Impact Tested Vehicle Security Barriers?
- if the vehicle impact performance of the barrier meets the Operational Requirement and specification.

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2. BSI - PAS 68 - Impact test specifications for vehicle security barrier systems
4. BSI - CWA 16221:2010 - Vehicle security barriers. Performance requirements, test methods and guidance on application (withdrawn)
5. BSI - PAS 170-1 - Vehicle security barriers. Low speed impact testing. Trolley impact test method for bollards
6. ISO - IEC 17025 - General requirements for the competence of testing and calibration laboratories (June 2019)
7. List of UKAS accredited test houses in the UK providing vehicle and track testing (June 2019)
8. Alternatives from the test house may be a test certificate or test summary document.