

PAS 29000:2021

Commercially operated vehicles – Framework for mitigating security risks from malicious use – Specification



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Foreword

This PAS was sponsored by the Department for Transport (DfT) and the Centre for the Protection of National Infrastructure (CPNI). Its development was facilitated by BSI Standards Limited and it was published under licence from The British Standards Institution. It came into effect on 31 May 2021.

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- Hire Association Europe (HAE)
- Institute of Couriers (IOC)
- Logistics UK
- National Crime Agency (NCA)
- Road Haulage Association (RHA)
- Society of Motor Manufacturers and Traders (SMMT)
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Commentary, explanation and general informative material is presented in smaller italic type, and does not constitute a normative element.

Where words have alternative spellings, the preferred spelling of the Shorter Oxford English Dictionary is used (e.g. "organization" rather than "organisation").

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Introduction

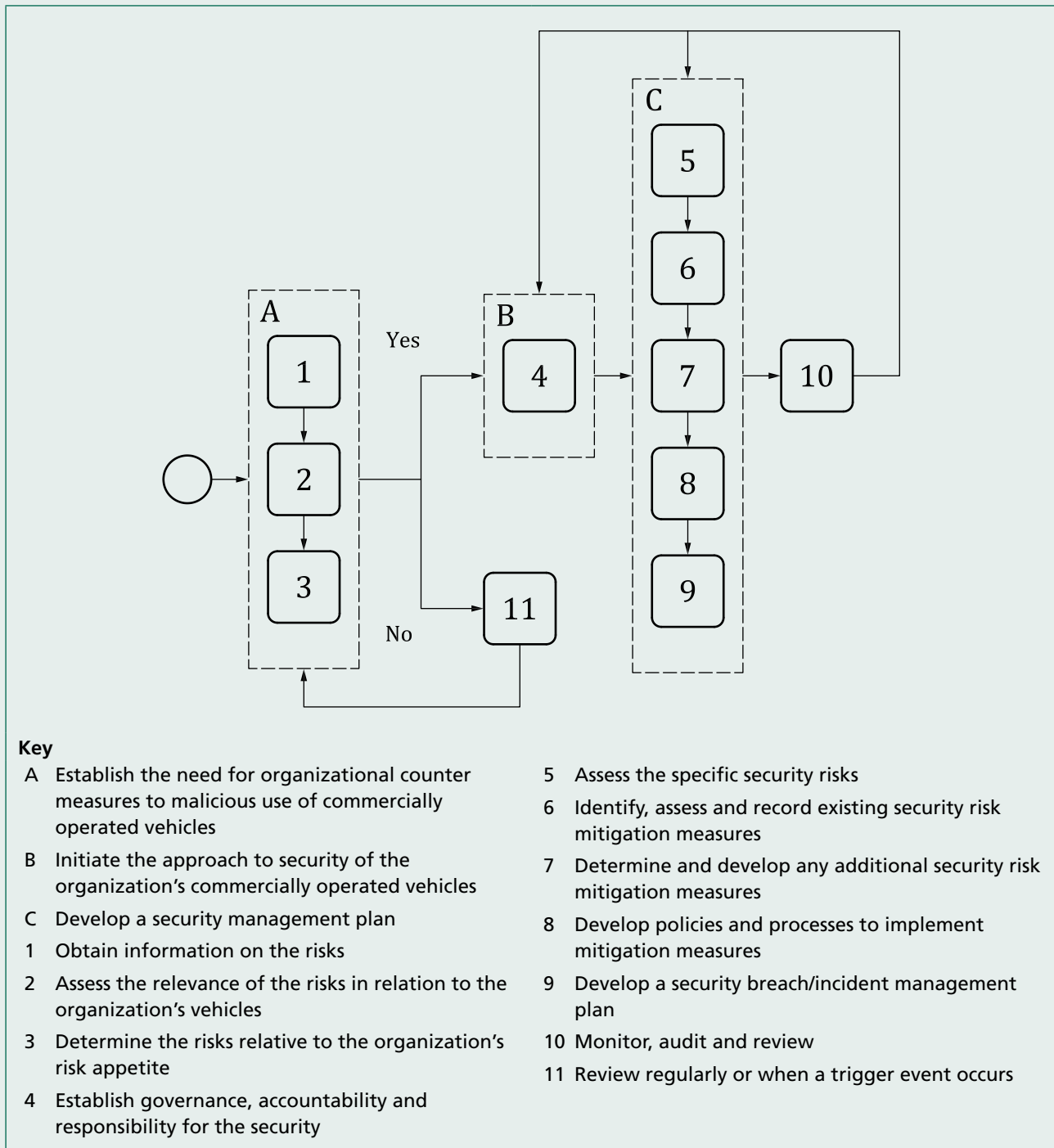
Events around the world have increased the awareness of the use of vehicles as a means to cause damage, to injure and kill. Vehicles have been used as a delivery mechanism for large explosive devices, known as a vehicle-borne improvised explosive device (VBIED) attack. Vehicles have also been used by themselves to breach a perimeter, ram and damage infrastructure, or as a weapon to injure and kill people, referred to as a “vehicle as a weapon” (VAW) attack. In other cases, vehicles have been used as a means to facilitate another action through deception or duress or in a combination of the actions described.

However, commercially operated vehicles are also used in other forms of serious and organized crime including drug operations and vehicle and cargo theft as well as undesirable actions such as anti-social behaviour. While these types of events do not generally receive the same level of attention as vehicles used in terrorist incidents do, they are more prevalent.

Both types of use can, directly or indirectly, cost society. It also has an impact on the organization that operates any vehicle used in an attempted or successful action, potentially causing damage to the organization itself, its function, assets, personnel and reputation.

This PAS sets out a process (see Figure 1) for the implementation of measures by organizations that are operators of commercial vehicles, whether these vehicles are owned by the organization, leased or hired from others, that aims to thwart both types of use. The approach described can be tailored to all organizations, whether large or small, and to ensure that the measures adopted by an organization are appropriate and proportionate to the security risks that arise from a threat actor obtaining and using one or more of its vehicles.

Figure 1 – Overview of the approach set out in this PAS



1 Scope

This PAS specifies requirements for the process of identifying, implementing and maintaining security measures to reduce the risk of commercially operated vehicles being used in acts of terrorism and other forms of serious and organized crime, including drug operations and vehicle and cargo theft as well as undesirable actions such as anti-social behaviour.

It covers personnel security and physical security of sites and vehicles as well as security management planning and processes.

The PAS is intended for operators of:

- light and heavy goods vehicles;
- public service vehicles (PSVs); and
- mobile plant,

whether they are leased, hired or owned by the operator or driver.

This PAS does not apply to organizations whose sole business relates to the hiring out of commercial vehicles, for example, members of the Rental Vehicle Security Scheme.

NOTE *Further information on the Rental Vehicle Security Scheme can be found on the Department for Transport website [1].*

This PAS is intended for use in the UK but, where appropriate, can be used in Europe or anywhere else in the world.

2 Normative references

There are no normative references in this PAS.