



AIRPORT SPECIAL
TAKING OFF AROUND THE WORLD

insight

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A-Safe solution for airport safety

Safety barrier manufacturer A-Safe is urging Airport Operators to re-evaluate its health and safety standards in light of comments made by the Chair of the HSE, Judith Hackett at the recent Airport Operator Conference.

In her key note speech she said: "Sadly, even in new airport design we see little evidence of consideration being given to the health and safety of third party workers, design of roadways and pedestrian segregation."

Currently, the law states that road and pedestrian walkways should be demarcated, but this can be interpreted widely from physical barrier systems to a simple line painted on the warehouse floor. HSE figures show that across 30 major airports in the UK, there are more than 1,500 injuries reported each year (more than three a day), 400 of which are incidents involving cargo handling. The HSE reports that the number of incidents reported across airports has been increasing since 2005.

A-Safe is already revolutionising safety standards across some of the UK's leading airports with the installation of its Atlas airport barrier which has been designed specifically for the airport-industry. The Atlas barrier has been used in numerous applications from pedestrian and vehicle segregation to protection of piers and masts on the airport apron.



INTER AIRPORT EUROPE

A-Safe will be exhibiting at the Inter Airport Europe Trade Show in Munich 6-9 October 2009.

Please come and visit our Stand No. 856 in Hall B5.

Welcome to our Airport Special edition of our Insight newsletter.



A-Safe is a UK-based company that specialises in providing safety barrier systems and protection and safety products across all types of warehousing, manufacturing and logistical industries.

It's a family-owned and run firm with Managing Director, David Smith, sons James and Luke Smith who run the firm and Julie Smith and Audrey Habergham who run the

accounts department. In addition the company employs 30 people at its self-contained manufacturing, warehousing and office facility in Halifax, West Yorkshire.

A-Safe was formed six years ago and is affiliated to plastic extrusion company A-Fax which has 25 years experience in the industry.

In six years, A-Safe has built a substantial and varied client base using the wide range of safety systems that A-Safe has developed. In particular A-Safe has developed a series of safety barrier systems designed to address health and safety problems specific to the airport-industry, as outlined in this newsletter.

We hope you enjoy this special edition. Please feel free to contact the team at A-Safe for more information on any aspect featured in this newsletter.

**James & Luke Smith Directors,
A-Safe (UK) Ltd**



ATLAS
AIRPORT BARRIERS

A-Safe Barriers - Taking Off Around the World

Plastic extrusion barrier manufacturers, A-Safe are revolutionising safety standards across the UK's leading airports with the installation of its Atlas airport barriers at Gatwick, Heathrow, London City and Dublin airports.



A-Safe has developed an application specifically for the airport industry based on the success achieved in the building and warehousing industries using its polymer-based barriers which offer enhanced flexibility and durability over and above ordinary steel barriers. The highly visible yellow Atlas barrier systems are designed with an in-built memory to ensure that any impact from a tug truck or other vehicle is deflected and the barrier springs automatically back to its original shape.

The barriers, therefore, offer large-scale cost savings in maintenance, repairs and replacements, whilst offering comprehensive strength and safety elements, exceeding the BAA loading standards by 6-9 times. Director at A-Safe, James Smith explained: "Maximum safety is, of course, vital at every airport, but this must be balanced with effective cost savings, especially in today's economic climate. A-Safe's Atlas airport barriers have been designed to offer both these benefits and much more besides. "We are now working closely with key airport operators to bring the benefits of A-Safe to these airports in replacing existing safety systems as well as working on new build projects."

A-Safe began working within the airport industry when approached by BAA to evaluate its safety systems at Gatwick airport. Its main priority was to improve

the protection of its baggage handling equipment from impacts from its baggage towing vehicles. BAA were looking to replace the previous steel system which incurred high annual maintenance and repair costs to both the barrier system and the resultant damage to tow trucks. A-Safe were challenged to create a bespoke system which fitted the environment it was required for and as a result, the Atlas barrier was created specifically for the airport industry, offering protection through pedestrian segregation barriers, bollards, and door and machinery protectors.

"Over 3 years comparing A-Safe Atlas Barrier to Double Rail Box Beam Steel Barrier with Heavy Duty "I" beam posts there is over £35,000 saving on maintenance such as floor repairs, painting and replacement parts on an average 100m barrier."



Following a highly successful trial, A-Safe Atlasbarriers were quickly installed across Gatwick's North and South terminal baggage handling areas.

In addition A-Safe has also installed protection barriers for its external areas including charging units, piers, floodlights and masts, and general buildings. The success achieved at Gatwick has allowed A-Safe to further roll out the Atlas barrier proposition to other airports including Heathrow, where it is trialling a roadway segregation, as well as in initial talks with Air Canada's Terminal 3 operational bay. Significantly A-Safe is also involved in the

planning and design on the re-build of Terminal 3 planned for next year, and has its Atlas applications on the drawing stage. A-Safe Atlas barriers are currently in use at Gatwick Temporary Baggage hall facility located at stand 11. A-Safe are installing 50-60m of barrier at this temporary facility whilst they rebuild the north terminal baggage hall. This will be done in the next couple of months. A-Safe is also specified on the New North Terminal Baggage Hall facility due for completion 2010 for approx 250m of barrier.

A-Safe is also trialling a new hexagon Atlas barrier design around a flood light mast. Once approved, there are 100's of masts to protect across the airport.

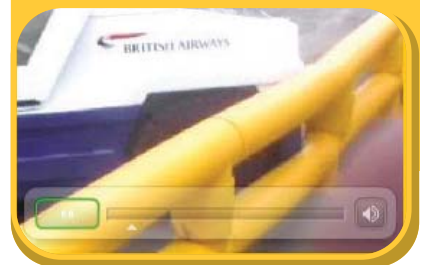
At Heathrow, A-Safe are already specified on the Western Interface project for approx 200m of barrier, due for completion in 12-18 months, and they are in negotiations for Heathrow Terminal 4 baggage hall for all their column protection with trials of the Atlas barrier commencing shortly.

London City and Dublin Airport have also started to implement A-Safe barriers across its operations.



ATLAS AIRPORT BARRIERS

The highly visible yellow Atlas barrier systems are designed with an in-built memory
Watch our video and see for yourself!



at www.asafe.co.uk



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For more information, visit www.asafe.co.uk to see the video of the A-Safe systems in practice.