

→ Dave Cassart - per course.  
cc: Andrew Smith

(initial ad NO. 10/04 p. 10)  
Tuesday pls

29.10.04

HP

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Secretary  
Dept of Parliamentary Services

**LEDA**

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# FACSIMILE

<b>COMPANY:</b>	Department of Parliamentary Services	<b>FROM:</b>	David R. Matthews
<b>ATTN:</b>	Ms Hilary Penfold QC	<b>FAX NO:</b>	6277 5417
<b>DATE:</b>	29 October 2004	<b>NO. PAGES:</b>	2 (Incl. this page)

### RE: Parliament House Security Project

Dear Ms Penfold,

Thank you for your reply of the 25<sup>th</sup> October relating to various correspondence I had forwarded regarding this tender.

I appreciate and acknowledge from your response that the matter has been investigated and which is evident from the number of issues you covered.

While both myself and other Leda staff are disappointed at losing this project after the time and assistance we provided we have accepted the decision to appoint another tenderer.

We would however like to draw to your attention that we believe you may have well been provided with biased and incorrect information from Mr O'Hara of G.E Shaw in particular to items 3 to 7 off your fax.

- Item 1. We contend that Leda did provide a complying tender.
- Item 2. We also strongly contend that the Electro Mechanical Bollards we offered did match all the technical security related specifications.

Architectural and Security Bollards  
Pedestrian and Traffic Barriers  
"Securapark" Manual and Automatic Parking Space Protectors  
"Securabike" Bicycle Parking Products  
"Securaway" Crowd and Access Control Systems



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Item 3. The tender specifically states in cl 1.4.15 in the scope of works:

"Endorsement by the Commonwealth Security and Construction Equipment Committee". If any product offered is not endorsed the tenderer must provide calculations and test results showing that the product complies with the SCEC specification and requirements document entitled "Vehicle Barriers and Perimeter Systems for Ram Raid and Crash Protection Revision 1 dated April 2004". The tenderer must confirm that SCEC endorsement, to the April 2004 Requirements, has been requested and provide written confirmation that the endorsement process has commenced.

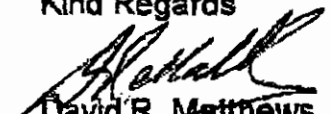
Item 4. In this regard we did supply copies of our correspondence with SCEC regarding endorsement of these Bollards as well as calculations and computer modelling indicating two products that met this criteria. Since then these claims have been vindicated with a successful crash test at Monash University where one of our Electro Mechanical Bollards Met the impact specifications. This was witnessed by representatives of the T4 section of ASIO.

Item 5. The SCEC specification "Vehicle Barriers and Perimeter Systems for Ram Raids and Crash Protection" dated the 1<sup>st</sup> of April requires that a vehicle must impact with two Bollards so the spacing of the Bollards is crucial. It is therefore adopted by all Bollard suppliers and the security industry that the impact resistance specifications of the Bollards is the combined resistance of two Bollards not one.

As I indicated earlier I believe the information provided to you in allowing you to make your response was biased and definitely inaccurate in an endeavour to support their decision. I do not expect your take this matter further however feel should you at least have both sides of the story.

Once again thank you for investigating our claim.

Kind Regards

  
David R. Matthews  
Managing Director