



Minute

Contact officer: David Cossart

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Tel. no.: 3592

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Secretary

Bollards for Parliament House security projects

1 I refer to the facsimile you received from Mr David R Matthews of Leda Security Products P/L on Friday 29 October 2004. The issues he has raised are addressed as follows.

Tender

2 The approved specification identified in the Selection Criteria (paragraph 1.5 sub paragraphs 14 and 15 on page 3):

- (a) "Evidence that the bollards offered can stop a vehicle weighing 5 tonnes travelling at 40 km per hour."; and
- (b) "Endorsement by the Commonwealth Security and Construction Committee" (SCEC) or "must provide calculations and test results showing that the product complies with the SCEC specification...".

3 The specification further requires under Impact Loading (paragraph 3.3 on page 7) that "bollard(s) must be able to withstand a vehicle impact having a kinetic energy rating of.....308kJ".

4 The Leda tender did not provide evidence that the offered bollard(s) can stop a vehicle weighing 5 tonnes travelling at 40 km per hour.

5 The tender did not provide SCEC endorsement and there were no test results provided. Furthermore the calculations provided (Leda tender Addendum F page 1) were for a 150mm bollard to stop a 2.5 tonne vehicle travelling at 40 km per hour with an impact rating of kinetic energy of 154kJ. Further calculations were provided (Leda tender Addendum F page 7) for a 200mm bollard to stop a 2.5 tonne vehicle at 40 km per hour with an impact rating of kinetic energy 347kJ.

6 It is my opinion that the tender received from Leda did not comply with the specification.

SCEC endorsement

7 Leda did provide a copy of a letter from SCEC (Leda tender Addendum G) advising that their application for endorsement had been received and that SCEC understood that crash testing will occur in early October 2004. Verbal advice

from ASIO (T4) and confirmed in an e-mail from our security consultant, is that the crash test occurred on 28 October 2004 using a 150mm bollard and that it stopped a 2.5 tonne vehicle travelling at 42 km per hour. The data from this test has not yet been provided to ASIO (T4) for evaluation and confirmation.

8 It should be noted that at the time tenders closed on 17 September 2004, this crash test had not occurred and is therefore not included in the tender evaluation. In addition, our requirement is to stop a 5 tonne vehicle, not a 2.5 tonne vehicle.

Two bollards

9 It is agreed that the SCEC specification requires that bollards be spaced to ensure that a vehicle impacts with two bollards.

10 Leda state in their facsimile "that the impact resistance specifications of the Bollards is the combined resistance of two bollards not one". It is agreed that the energy will be shared between two bollards, however the crash impact energy will not necessarily be distributed equally between the two bollards. As an example, Oztime (the successful tenderer) provided information which indicated that 90% of the impact in a test they had carried out was taken on one bollard.

11 Therefore it is not simply a matter of combining the kinetic energy of two bollards as a vehicle may impact the bollards at an angle or slightly off centre. Having one bollard able to stop a 2.5 tonne vehicle does not necessarily equate to having two bollards stopping a 5 tonne vehicle.

Biased information

12 The Tender Evaluation Committee (TEC) put together by our construction manager GE Shaw (ACT) P/L consisted of:

- (a) Chair – Kevin O'Hara BE, MAIPM from GE Shaw;
- (b) Member – Kevin Foster BAppSc, MA, CPEng, MIEAust, SCEC endorsed security consultant, Member American Society for Industrial Security from Connell Mott MacDonald; and
- (c) Member – Tim Brown DipArch, FRAIA from GMB Architects.

13 The tender evaluation process has been reviewed by the following Works Management staff:

- (a) Project Director – David Cossart GradCertHRD, DipEng, AdvDipPM, AssocDipBus, MPD, OMIEAust, MIVMA, MAIPM; and
- (b) Senior Project Officer – Richard Blakely-Kidd AssocDipEng, Reg PM, OMIEAust, MAIPM.

14 ASIO (T4) advised in their e-mail to me on 21 October 2004 that the PDT bollard (being provided by Oztime) has been tested to the US standard with all performance criteria being met. At that stage, the Leda bollard had not been tested or evaluated. ASIO (T4) "recommends the use of tested products over any other product whose capabilities have not yet been confirmed". Although a

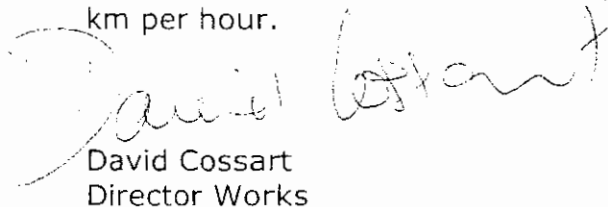
crash test has now been held (6 weeks after tenders closed), the results have yet to be provided to ASIO (T4) for evaluation and confirmation.

15 The TEC was well qualified and experienced to undertake the evaluation of tenders for the provision and installation of security bollards and their recommendation was confirmed by ASIO (T4).

16 In my opinion there is no evidence of bias by any member of the TEC.

Conclusion

17 In my opinion there is no evidence that either product proposed by Leda has SCEC endorsement or that they can stop a 5 tonne vehicle travelling at 40 km per hour.



David Cossart
Director Works

Cc Assistant Secretary Building Management