

Questions On Notice – Re: Airservices Australia Contract

1. What companies tendered for the Airservices Australia contract for rescue vehicles at Australian airports? Where are they located, how many people do they employ and how many have previously been successful in winning Commonwealth contracts?
2. How many companies tendered?
3. How many companies were short listed and which companies were short listed?
4. Did companies bid for the rescue vehicle contract as part of a consortia, and if so, please provide the details of the consortia including the partnering companies?
5. Did the Varley Group in Newcastle bid for the rescue vehicle contract?
6. What was the Varley Group's price quoted for the total contract?
7. Was the Varely Group competitive on price?
8. Was the Varely Group short listed?
9. Was the airport rescue vehicle contract awarded to an Austrian company?
10. Was the winning tender submitted by Rosenbauer International?
11. If Rosenbauer International was the successful company, on what grounds did they win the tender? What total price they quoted? What maintenance plans and costs were provided? Was maintenance covered in their tender price? What price did they quote for ongoing maintenance?
12. What chassis design was included in the tender documentation?
13. Do any Australian companies currently produce vehicles using that particular chassis design?
14. Did any Australian company that tendered for the airport rescue vehicle comply with the chassis design specifications?
15. What was the security deposit required in the tender documentation?
16. Was the security deposit set at 30% of project value?
17. On average, what is the security deposit usually specified in tenders put out by Airservices?
18. Is it the usual practice to set security deposits at 10% of project value?
19. Did the security deposit deter small to medium sized enterprises (SMEs) from tendering for the project? Did any SME raise concerns about the security deposit? How many SMEs tendered for the contract and if so, what are the names and addresses of the SMEs that tendered for the contract? Were any of these SMEs short listed by Airservices for the contract?
20. Did Airservices officials visit the Varely Group site or sites prior to the letting the contract?
21. Did Airservices officials visit the Varley Group site in Newcastle prior to the letting of the contract?
22. Did Airservices officials visit Austria in connection with this tender? Did they visit the Rosenbauer International site? If so, who paid for the visit, how many officials went, and what are the total costs (including accommodation, flights and other travel allowances). Did the officials prepare and report of their visit to Austria and if so, can you provide the report?
23. Will the Rosenbauer International airport rescue vehicle be fully imported? Will any Australian company contribute to its design or manufacture? Will they be manufactured overseas or in Australia?
24. Does Rosenbauer International have a maintenance facility in Australia and if so where is it, how many people does it employ and will the airport rescue vehicles be able to be maintained at that facility? If not, who will do the maintenance and through-life support of these rescue vehicles, what additional costs will be incurred, and were these maintenance costs included in the company's tender?
25. Has the Varely Group submitted a formal complaint about the airport rescue vehicle tender process? And if so, what process will Airservices follow in dealing with the complaint, and when will Airservices formally respond to the Varely Group?
26. Has Airservices quantified the cost of this tender going to the Austrian company including the 'lost opportunity' for Australian manufacturing – the number of jobs that will not be created in Newcastle, the loss of skills and capacity and the opportunity foregone of future exports to the Asia / pacific region?