

CURRAMBINE TO CLARKSON RAIL LINE EXTENSION, EARTHWORKS

811. Mr JOHNSON to the Minister for Planning and Infrastructure:

I refer the minister -

Several members interjected.

The SPEAKER: Order! We are now getting to the stage where the question is being interjected on. Members will allow the member who has the call to ask the question.

Mr JOHNSON: Thank you, Mr Speaker. I refer the minister to an article in the *Wanneroo Times* circulated between 5 and 11 March 2002 relating to earthworks authorised by the minister on the Currambine to Clarkson rail line extension.

- (1) Has there been a change in the Government's supply and tender policy that requires all contracts over \$1 million to go to a full and open tender process?
- (2) If not, how was a \$4 million road project awarded without going to tender and on what basis was a claim made in the above article that a \$2 million saving would be made?
- (3) Did the minister seek approval from the State Supply Commission to waive tender requirements, especially in the light of the Auditor General's previous criticism of such arrangements?

Ms MacTIERNAN replied:

- (1)-(3) I am sorry that I am not able to fully answer the question. I understand from the Perth urban rail development team that it took the matter to its probity auditor. The team advised me that its probity auditor signed off on the particular arrangement. I have sought further confirmation from the team. I will be happy to report back to the member once I have the information.

Mr Johnson: Surely you would have done that.

Ms MacTIERNAN: As I have said, the advice I have received from the Perth urban rail development team is that it had cleared the matter with its probity auditor before it proceeded with the matter. We are now getting formal advice from the probity auditor relating to that matter.