20 year borrow and build plan gives affordable transport, jobs and growth

Ian Spring - *Page 1 of Substantial revision, 6 September 2017* *

The world is awash with cheap money. And this is a specific proposal for an ongoing 20 year federal borrow and build program, based on the sale of very long term Commonwealth bonds equivalent to 1% of GDP each year, to completely update Australia's transport infrastructure. As explained in the next column, this program would also give us affordable commuter transport.

With a federal borrow and build program commuters and other transport users would see major changes within five years, transformational changes within ten years. And they would get efficient comprehensive transport networks covering essentially all the nation's needs by 2037. Interstate high-speed rail could follow.

The program would bring these huge benefits, and with GDP growth, would leave a surprisingly low level of infrastructure debt, only 11% of the then GDP in 2037. And for the 20 years add 150,000 new jobs, and increase in GDP of 2.7%, and a big drop in unemployment.

The unique advantage of full federal (public) funding is that tax feedbacks, first from construction, and later from the ongoing boost to the economy from the new works, would be an effective offset to bond interest costs - the major long-term cost of such projects.

With these tax feedbacks many more projects would be financially workable. And tolls and ticket prices on fully federally funded projects could be a fraction on those funded by totally unaffordable PPPs. Public funding could start with M4 WestConnex where tolls could be 75% lower than those currently proposed. This would be a huge relief for people in the West.

Affordable commuter transport will be a vital necessity in the new open competitive world of trade agreements, where low/no wage growth is inevitable, and high commuter costs are putting ever-growing pressures on lower income earners. Particularly those in the newer outer suburbs of Australia's major cities.

Many calls for action

Last year then Reserve Bank Governor Glenn Stevens strongly recommended a multi-year program of federal borrowing to fix Australia's deficient transport networks.

Glenn Stevens said that such a scheme, based on sale of long-term Commonwealth bonds, would benefit "millions of Australians in their daily lives". Stephens' successor Philip Lowe has supported this concept.

Many others have also advocated such major federal borrowing, including **Anthony Albanese**, Shadow Minister for Infrastructure, Transport, Cities and Regional Development, ex-Premier **Mike Baird** at COAG: Greens **Senator Di Natali**; the IMF; the G20; the **OECD**; **Ross Gittins** of the SMH; leading public figure and chairman of the ANZ bank **David Gonski**; respected businessman **Frank Lowy**; **Peter Crone** of Coles; **Cameron Clyne** formerly CEO of NAB; **Pauline Hanson** of One Nation, **Chris Richardson** of Deloitte Access Economics, and **Emeritus Professor Frank Stilwell**. And leading economists **Justin Fabio, Bill Evans** and **Saul Estlake** were reported (in The Australian in 2014) as saying Debt phobia was 'hobbling chance to borrow and build.'

***Extract from a speech by Reserve Bank Governor Glenn Stevens 10 June 2015.**

…infrastructure spending has a role to play in sustaining growth and also in generating confidence.

… And it is perfectly sensible forsome public debt to be used to fund infrastructure that will earn a return. That is not the same as borrowing to pay pensions or public servants.

Amenity would be improved for millions of ordinary citizens in their daily lives. We could unleash large potential benefits that at present are not available because of congestion in our transportation networks.

The impediments to this outcome are not financial. The funding would be available, with long term interest rates the lowest we have ever seen or are likely to.

The impediments are in our decision-making processes and, it seems, in our inability to find political agreement on how to proceed.

…we need to create a positive dynamic of confidence, innovation and investment.

* Please read the full 6 page outline at **www.borrowandbuild.com.au**

34—THE DAILY TELEGRAPH, www.dailytelegraph.com.au Thursday, March 22, 2007

LETTERS

Funding model means states' hands are tied

'Sixty years of under-investment has left us in our present mess'

Until World War II, NSW, along with the other states, had income-taxing powers and primary responsibility for infrastructure. Thus, when new infrastructure boosted the state economy and lifted taxes, there was an effective offset to borrowing costs. Hence the state's ability to build and fund huge projects.

Australia's problem with infrastructure began in 1942 when, as a wartime measure, the Curtin federal government temporarily took over all income-taxing powers. After the war, despite protests from the states, that became permanent.

Then came the big mistake: primary responsibility for providing infrastructure was left with the states.

Stuck with this responsibility but without the necessary concomitant taxing powers, the states have floundered ever since; and 60 years of under-investment has left us in our present mess.

Private funding cannot fill the gap. It is an expensive model, and only works where there is an urgent need to fix a bottleneck in an existing high traffic area. Even then, further bottlenecks often need to be created to channel traffic to the private investment. The present system is not working. We must move to full federal funding for major transport infrastructure, urban and rural, road and rail.

Ian Spring, Chiswick

Ian Spring is a completely independent retired business manager who has been attempting to foster federal borrowing for transport infrastructure.

Ian Spring BEc (Hons)Syd
ispring@bigpond.net.au
Ph: 02 9712 5339
www.borrowandbuild.com.au

Shape of program

Australia's GDP is currently running at some $1,700 billion per annum, and Commonwealth net debt at around $300 billion is some 20% of GDP.

This debt is very small by world standards. This leaves huge scope for safe and sensible borrowing and spending to give us a fast track path to filling in our transport infrastructure gaps with affordable, modern, road rail and light- rail.

The specific proposal I am putting forward here is closely in line with Glenn Stevens' recommendation and the general thrust of the other recommendations.

It is based on my ball park estimate of the increased expenditure which would be necessary to get our transport infrastructure fully up to date in 20 years. It is greater than some estimates because I am seeking a realistic fix.

Long term program would involve the sale of sufficient 30 year bonds each year to 100% fund transport infrastructure spending of about 1% of each years' GDP through to 2036. This would amount to a borrowing of some $17 billion in the first year, a doubling of current expenditure.

The multiplier effect, the idea that an extra dollar spent flows down to further spending in the economy, has been quoted at between 1.5 and 3.0. In this case I have chosen a conservative multiplier figure of 2.5.

So $17 billion spent on transport infrastructure with multiplier effects would generate some $42 billion of extra annual spending across the community.

The extra spending would lift total taxation revenue, again with lags, by very roughly $10 million per annum, $8 billion to the Commonwealth in income tax, and, say, $2 billion to the states in GST revenue.

Broad economic benefits

So the program would

1. provide a huge ongoing stimulus to the economy as a whole,
2. bring tax feedbacks which would make a strong contribution to balancing budgets across the nation.
3. increase GDP by 2.7% for the whole 20 years of the program
4. generate 150,000 plus extra jobs, many of them full-time, for this period, thereby decreasing unemployment by 1.2%
5. thus be a real ongoing stimulus and a real program for jobs and growth
6. save us from gridlock in the big cities
7. enable us to maintain our immigration intake at about the current level

No political action yet

Unaccountably, neither of the major parties has acted on the strong recommendations from Glenn Stevens' and the other senior figures in the Australian financial establishment. And while the Greens did have a sensible borrowing proposal, they gave it little emphasis in their election campaign.

So no political action! Yet clearly every person in Australia would benefit from the new, comprehensive, affordable transport, urban and rural, that such a federal borrow and build program would bring.

There is deep discontent, indeed barely suppressed anger, in the suburbs about transport. So much so that the first of the major parties to make a convincing case to the public for a sensible federal borrow and build program would, if the other party did not follow promptly, likely win the next election by a mile.

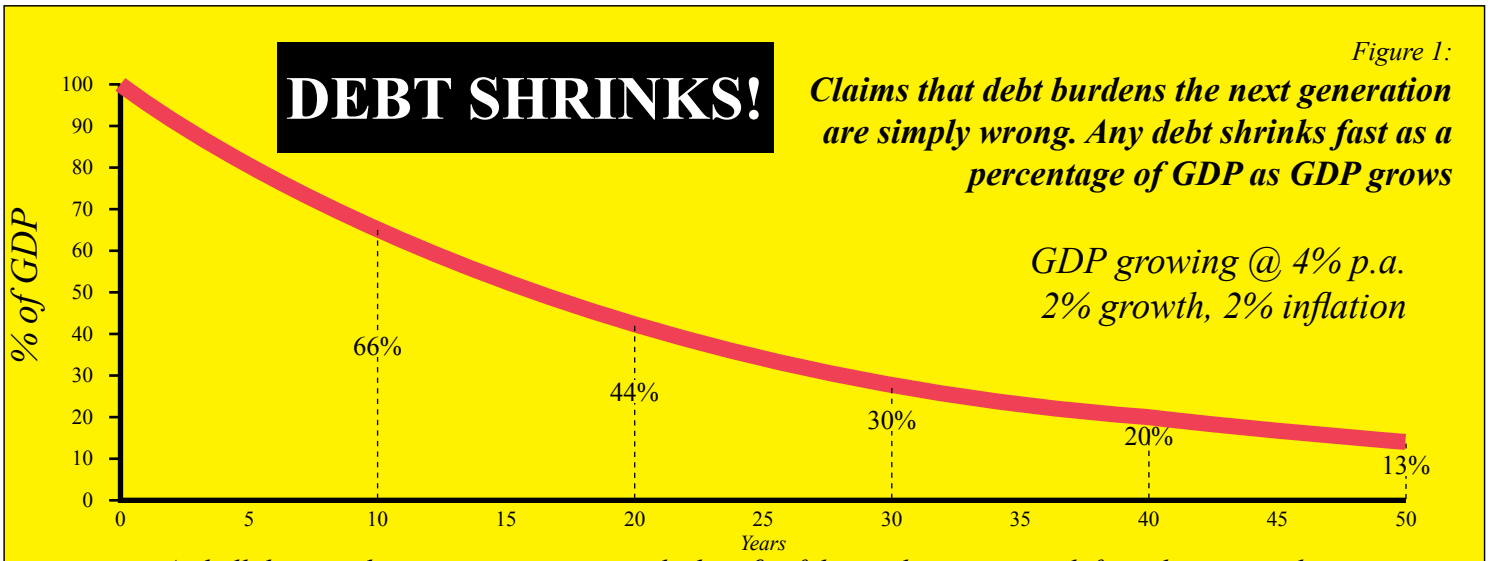
User affordability is key

While the present generation would benefit progressively through the 20 years, those with most to gain from the federal borrow and build program would be the next-generation, and the generations after that.

The off-budget transport infrastructure debt in 2037 would be 11% percent of GDP. The benefits are great but the debt is so small, because with GDP growth over time of 4% per annum, any given debt shrinks to half of the then GDP in under 20 years. And it continues to shrink thereafter. (See graph)

Individuals' working lives are limited so they must pay off debts before retirement. With governments the situation is entirely different. With low interest rates it would never be worthwhile for the federal government to risk putting the brakes on the economy by raising taxes to pay down these debts. The debts should just be allowed to shrink away.

Also, of particular relevance for a developed county like Australia, with our rapidly growing population due to immigration, debt not only shrinks fast as a proportion of GDP, but shrinks even faster per head of population as population grows.



Broad social benefits

In no particular order, the benefits of an accelerated infrastructure building program would be:

- more transport opportunities urban and rural, much sooner
- less time taken up getting to and from work
- cheaper tolls and ticket prices on new work
- less rat running through suburban streets
- less crowded better standard transport
- more comfortable public transport
- less traffic on suburban streets
- less inner metropolitan traffic congestion
- more direct and indirect jobs
- lower costs for businesses making them more internationally competitive
- young people more able to afford housing
- higher "disposable income after transport costs"
- a sharp increase in retail sales
- huge cost savings on transport
- big gains for building industries
- a wider choice of job opportunities
- cheaper travel for young people on lower incomes, or in part-time work
- improved family life, improved social life
- more possibilities for a second or third wage earner in the family

Present system is failing

The present PPP, public-private partnership, model for funding transport infrastructure is failing. The reason, put simply, is that commuter prices are too high with this model, and so far too few projects can be built that are affordable to users.

PPPs' high costs arise because they have to engage in full cost pricing. Pricing by PPPs must include both capital and operating costs, plus a provision for indexed dividends over time, and paying back debt, plus provisions for risk factors, and taxes on income, before dividends are declared. And all these costs have to be passed down in full onto the commuter. No wonder PPPs are so unaffordably expensive!

With such a high cost structure new PPPs currently being built are basically unaffordable, especially to young people, old people, and low income earners. And, of course, increasing numbers of PPPs are failing financially. No mystery there.

Continued reliance on these basically unaffordable PPPs would mean a further deterioration in our cities, and in the nation's future international competitiveness. Continuing on with PPPs would also, by extension, damage our future job situation and standards of living.

Good borrowing is good

A review of the debt positions of respective countries around the world as the shown on the table below makes it clear that the 'debt and deficit disaster" rhetoric may have been right about deficit, but it certainly was a gross overstatement about Australia's debt position.

The reality is that Australia has gone from an extraordinarily favourable boom period where politicians spoiled us with excessive tax reductions and middle-class welfare, to a much more challenging period where some of these excesses have to be wound back.

We will have to adjust to these new circumstances over time by some combination of lifting revenue and cutting expenditure.

The borrow and build program would certainly help with lifting revenue and, so the earlier we begin borrowing the better.

Economic inequality

Excerpts from SMH article 17 November 2016.

101 places compared Income gap

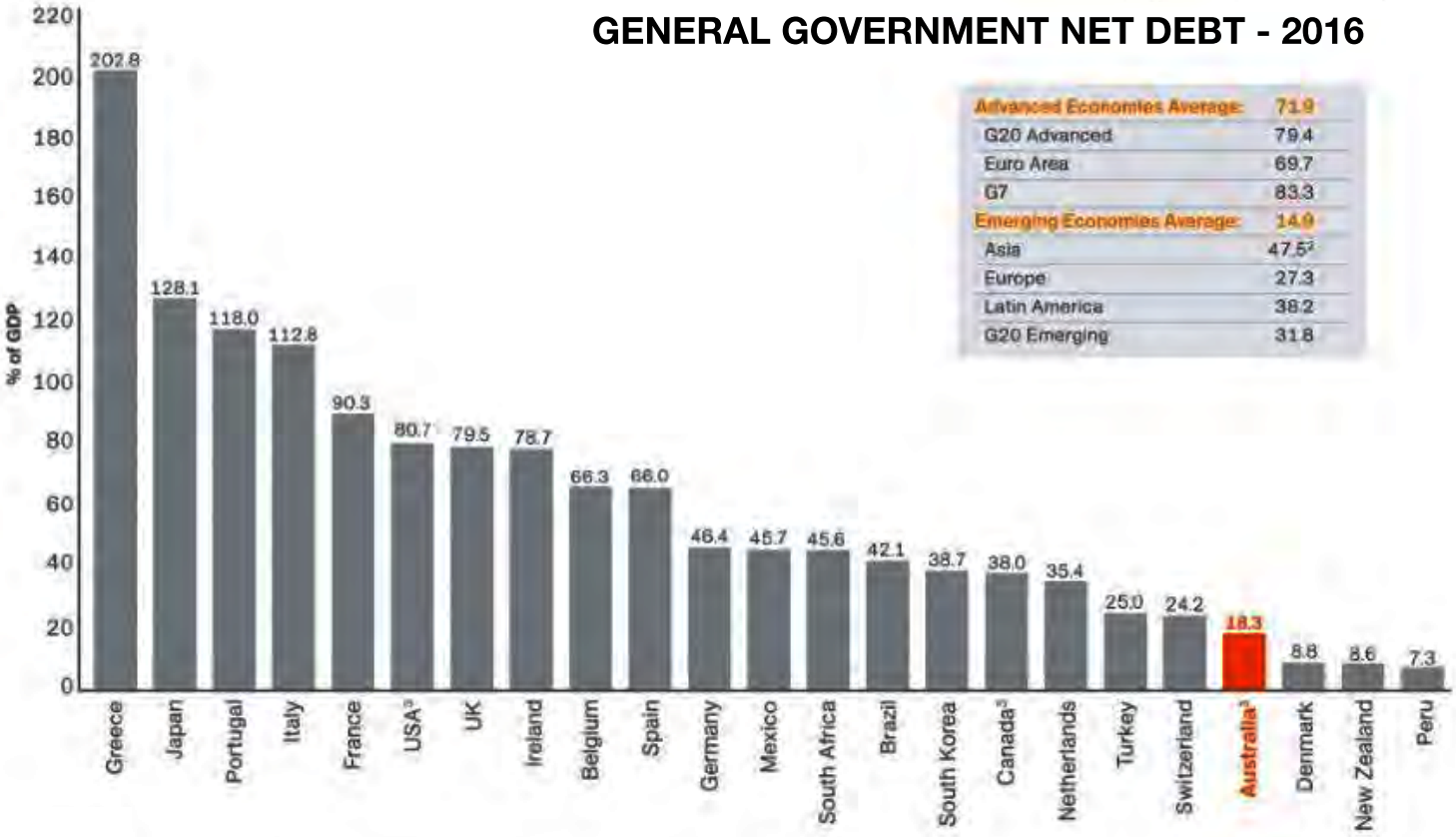
Sydney bigger and wealthier but grows ever more divided

Matt Wade

A team of academics at the University of Sydney's Urban Lab compared 101 Australian cities and towns with populations of more than 10,000 people to test how the size of urban areas influences the accumulation and distribution of income. They found that major cities drive economic growth as their populations increase.

The study by Dr Sarkar, Peter Phibbs, Roderick Simpson and Sachin Wasnik is titled *The scaling of income distribution in Australia: Possible relationships between urban allometry, city size, and economic inequality.*

GENERAL GOVERNMENT NET DEBT - 2016



Advanced Economies Average:	71.9
G20 Advanced	79.4
Euro Area	69.7
G7	83.3
Emerging Economies Average:	14.9
Asia	47.5[2]
Europe	27.3
Latin America	38.2
G20 Emerging	31.8

(Table sourced directly from Austrade.gov.au website)

The M4 WestConnex problem

Planning for M4 WestConnex has seen a big increase in scope, and so cost. The proposal now is for fairly high initial tolls, and for these to grow at a minimum of 4% per annum for 44 years. A 48% minimum rise every 10 years!

Those travelling from the outer north-west to the airport on WestConnex upon its completion in 2023 would pay more than $20 each way, $280 per week.

This is a completely unrealistic idea when in the West, the area to be serviced by M4 WestConnex, lower and middle income wages are stagnant, or falling in so many cases, and wages nationally have been falling for six years.

It is also clear from the world situation, and expert opinion, that this unhappy trend in wages, or something similar, is likely to become the new normal, and continue, maybe for decades. With its currently proposed huge growth in toll prices M4 WestConnex, would soon become simply unaffordable for millions of lower and middle income earners in the West. They would be priced out of using this expressway, and its social usefulness would be gravely diminished.

Within a few years we would see a disaster of rat running and impenetrable congestion along the routes around the expressway, affecting a further million or so people. This time in the Inner West.

This two generation rolling disaster would come back to bite the political parties in the present State government who introduced this unrealistic pricing model.

The M4 WestConnex solution

But the good news is that this high priced toll structure can be avoided.

The prospects for the success of this new expressway would be entirely different if the federal government were to borrow cheaply long-term and purchase the various stages of M4 WestConnex as they were completed. It could then be arranged for the State Government to manage its ongoing operation.

If the new expressway were funded and managed in this way the resulting tax feedbacks would offset federal borrowing costs as described earlier, and tolls could be a quarter of those currently planned.

This would lead to strong productivity gains from much higher ultilisation of the road, and social gains as annual toll increases could be set nearer to the level of wage growth in the catchment area.

Such a funding arrangement would be a much more practical and affordable solution. And, being in sympathy with the new normal for lower wage increases, would have major benefits in preserving both jobs and living standards in the West.

Dr Sarkar said higher income earners are much more likely to be found in a big city and have the advantage of being able to afford the best services and infrastructure offered by big cities.

"This creates a problem whereby lower income earners living in the big cities are spending more income on housing and travel, whereas the wealthier spend much less income for the same goods and services," she said. "This intensifies the gap between the rich and poor in our cities and between cities."

Economic inequality has emerged as a key political challenge in both advanced and emerging economies, especially since the 2008 global financial crisis.

Dr Sarkar said patterns of income distribution were crucial to the future of major cities such as Sydney.

"To create cities where the best is accessible and affordable to only a few is not only unjust, but raises serious questions about the resilience and stability of our cities in a rapidly urbanising world," she said.

Australia is one of the world's most urbanised countries. About 60 per cent of the population lives in the five biggest and richest capital cities – Sydney, Melbourne, Perth, Adelaide and Brisbane. This makes the findings of the study especially challenging for policy-makers, Dr Sarkar said.

Borrowing safe and sensible

It is absolutely clear from the international comparison that Australia has huge scope for sensible borrowing which would help the economy by opening up the prospect of good road and rail for all the people of this country, both urban and rural.

It is also clear that this borrowing should start as soon as possible.

Also, in the near future, consideration must be given to changing the treatment of long- term capital expenditure in Australia's national and state governments' accounts.

At present budgets show long term spending in the same way as recurrent expenditure on salaries and pensions et cetera. This means that they give a distorted picture.

Treating long-term capital expenditure as the same as spending on current needs makes budgets look so much more overspent than they really are; and this discourages long-term investment.

In addition, a more realistic way of presenting our accounts would go a long way towards making most of our current apparent "deficits", and the anxieties and hype associated with them, disappear.

Practicality not ideology

Our whole approach to funding transport infrastructure is not working. It needs thoughtful review. To get improvement we must temper the worst of the shibboleths and excessively doctrinaire anti-government ideas relating to proposals for government involvement in the economy.

I believe there is far too much immoderate right-wing groupthink around.

Looking at the big picture, surely the emerging buildup of informed opinion, and the outspoken recommendations of major figures in the Australian financial establishment urging Federal borrowing, cannot be disregarded any longer. These recommendations must at least be looked at. So too should the strong comments on the inherent consumer unaffordability of PPPs.

Outdated thinking

Much of our current thinking on long-term investment in transport infrastructure is not sound. A lot of this thinking, "fears of big government", and the insistence that "private is always better than government" irrespective of the numbers, is not evidence based.

Then there is the wholly ideological obsession to privatise anything and everything, as though this had some inherent merit independent of the numbers involved. This too must be replaced by a much more pragmatic, hard-headed approach.

As an example, it makes no sense to sell off valuable income earning public assets on the basis of the ideology often expressed as "I can't see what the government is doing in the xxxxxxx business", if the result is that users are forced to pay higher for-profit private prices spiralling upward for generations thereafter.

Also, the idea that debt burdens the next generation is provably wrong! (see graph)

If such debt means federal government debt, with associated tax feedbacks, which enable the provision of desperately needed infrastructure at cheaper prices to the community, while the debt is shrinking very quickly as percentage of GDP, there would certainly be no 'burden" involved. There would in fact be a huge social and economic bonus. Good debt is good.

Dogma is no substitute for careful analysis as a way of weighing policy options to solve real problems. Thoughtful prescription is what is needed. Politicians have so far ignored the growing flood of advice to borrow for transport infrastructure. They must forget about dogma and become more businesslike, and respond in a practical way to the borrow and build opportunity.

Where did these dogma based ideas come from?

The drive for many current politicians market-only, anti-government, theories came in very considerable measure from the idiosyncratic right wing guru Milton Friedman. An economist much admired at the time by Thatcher and Reagan.

A few Friedman quotes, among many

NSW 20 Year needs

Projects necessary to cope with current deficiencies, and with the rapid population growth expected over the next 20 years, and to give New South Wales a world competitive road, rail and light-rail network by 2037. Mostly guesstimates to promote discussion:

All in 2017 dollars	$billions
WestConnex	17
WestConnex associated works	5
Beyond M7 ring roadlink	7
Three new Western Sydney N-S expressways	10
Complete the Pacific Highway	8
Non-urban roads and bridges (early priority)	8
Parramatta Epping rail link	5
Three new N-S rail links in West Sydney (not Metro)	10
New Parramatta-Sydney-Bagderys Creek express train link (not Metro)	10
Chatswood-Mosman-Manly-Brookvale-northern beaches rail link (not Metro)	10
Cross Harbour rail tunnel	12
Light rail for major NSW cities	4
Light rail for complete Parramatta radial system	12
Melbourne-Brisbane inland freight rail link (upgradable)	10
Other regional highways	8
Improvement metropolitan roads, city and country	10
Plus other, say	20
TOTAL	**166**

Similar lists could be prepared for other States.

The NSW State government is acting vigourously to improve transport, but due to the limitations of the present funding system, they simply do not have the capacity to fix the problem fast enough.

Never forget

Finance 101 says that current expenditure should be met from current revenue, and long term capital needs should be met by borrowing. We are not following this basic principle and the country is suffering badly from that failure.

Table 1: Extra funds available for spending in individual states (2017 $billions).

	NSW	VIC	QLD	WA	SA	TAS	ACT	NT	TOTAL
% of population	32	25	20	10	7	2	2	1	
First year 2017-2018	5.5	4.3	3.5	1.7	1.2	0.3	0.3	0.1	17
Five years to 2021	28	22	19	9	6	1.7	1.7	0.9	87
Ten years to 2026	57	44	36	18	12	3.6	3.6	1.8	178
Fifteen years to 2031	88	69	55	28	19	5.5	5.5	2.7	275
Twenty years to 2036	121	95	76	38	26	8	8	4	379

Note: Figures have been rounded

hundreds from him, will suffice.

"If you put the federal government in charge of the Sahara Desert, in five years there'd be a shortage of sand."

"I'm in favour of legalising drugs. According to my value system, if people want to kill themselves, they have every right to do so."

"The government solution to a problem is usually as bad as the problem."

This reflects the flavour and fashion of much of the economic theory of that time. A time when many of our current politicians learnt their economics. This was the economic theory for which Milton Friedman was given the Nobel Prize! We are surely more sensible now.

Further on dogma, the idea that "any reduction in taxation is always good policy" is not sensible, and does no credit to the people offering this sort of exaggerated talk. Government is serious business, it deserves better than this.

Also, "Fear of big government" always sounds to me to be a bit overblown. Good policy will come from plans based on careful objective review of options and opportunities. It should never be based on ideological blanket taboos against government action. Or on dogma favouring drifting and "waiting for the market".

NSW 20 year needs

The expectation from the 1% ongoing Federal borrow and build program of $121 billion for New South Wales would not quite meet the total of the states' needs, and some projects may have to be deferred into the following period.

Most of the projects necessary to renew this system are fairly obvious but a few need special mention.

The Parramatta – Epping - Chatswood rail link is an absolute necessity. Clearly these major cities must relate directly to each other, and must be connected directly.

The construction of new Western Sydney north-south road links can only be achieved by very substantial underground work which, while absolutely necessary, will be expensive.

These new full sized north-south suburban rail lines, essentially all underground, must be constructed to establish a grid pattern with the current largely east-west Sydney centred radial system.

The Parramatta light rail system must be constructed as one project. 15-20 years of continual disruption in and around Parramatta would cost very much more, and be a real noise and dust brake on progress.

If we are serious, a first class rail transport system to Badgerys Creek must be available from day one of the new airport. Incremental improvement is too slow and disruptive for this modern fast paced world. Having regard to the issues of passengers' luggage, the distances involved, and the need to maintain compatibility with the present system, a tube train would not be at all a satisfactory in this role.

Spending a considerable part of the $166 billion in 2016 dollars will relieve State responsibilities, with an obvious need to adjust budgets and rework Federal/State funding arrangements.

History can teach us

The past has a lot to teach us about funding transport infrastructure.

Sydney in 1939 had heavy rail servicing most of the then metropolitan area (with the notable exception of the Northern Beaches), working with 200km of light rail/trams and ferries, with supplementary bus routes. Overall this was a very strong system, and although there were gaps here and there, the linkage between the states infrastructure spending responsibility and taxation feedbacks was doing its job.

Even though incomes were very low at that time this linkage had made cheap, convenient public transport a practical proposition for essentially everyone in the then Sydney metropolitan area.

As today, the 1930s were a period of record low interest rates, and the states had the good sense to take advantage of this opportunity and borrow and build.

This direct experience should cause us to take a fresh look at the opportunities offering to us in the present super-low interest environment.

A serious, sustained federal borrowing program to re-establishment the linkage between borrowing and an effective building program is the only way Australia can go back to having the comprehensive, affordable national transport coverage we must have to be competitive as a nation in the 21st century.

Sensible borrowing will also give us the new successful projects we need to cope effectively with our present population, and the huge population surge rushing at us over the next 20 years and thereafter.

Without full, or near full, federal funding and its cheap commuter prices, we will continue to fall further and further behind the transport efficiencies of our international competitors

This would severely threaten our national viability in the 21st century world of freer trade, with its consequent strong pressures towards wage equalisation across borders.

Possible Stage II

So far I have written about funding by additional spending of 1% of GDP on transport infrastructure. But this could just be Stage 1.

A possible Stage 2 could be a shift of all current long-term state and federal transport spending from its 'current taxation' basis on to a federal funding basis, funded by long-term borrowing at super attractive current low interest rates.

While this would not give us the extra GDP, and extra tax revenue benefits of Stage I, putting a further approx. 1% of GDP onto a long-term borrow and build by sale of long-term bonds funding basis would have many advantages.

First, it would improve both state and federal budgets. Second, it would relieve the states of the unconscionable burden of trying to borrow to fund long-term capital needs without the benefit of tax feedbacks to support this borrowing. Third, it would also avoid our having to fall back on unaffordable PPPs.

Further, borrowing is in conformity with Finance 101, as outlined above. In principle no taxation, however generated, should be spent on income producing long-term capital needs.

Put in its simplest terms, the advantage of bonds is that while the borrowed sum is fixed the bond interest payable shrinks with inflation and the benefits of the new infrastructure grow with inflation.

Trying to pay for long-term capital needs from taxation is just plain dumb. Our grandparents were much smarter than we have been. They did a much better job pre-war by borrowing and spending on transport infrastructure. Who tries to buy their house, or even tries to fund major improvements to their house (farm), out of current income? Why are we trying to do this?

Travel quality

More generously available federal funding will give us the opportunity to build 21st century comfort, and maybe productive work time, into our transport networks.

The choice of a narrow 90% standing tube train model for the north-west, while perhaps cheaper, or perhaps not, is a retrograde step. Its compressed scale derives ultimately from historical 19th-century horse-drawn vehicles (electrics were introduced in 1890).

In my view small cross-section tube trains not sit well (pun intended) with Australia's position as one of the highest income nations of the 21st century. And 90% standing certainly does not fit well with the idea of an ever-increasing retirement age.

Ask them why they haven't done anything

There are many individuals and groups in Australia having special responsibilities to represent their constituencies in relation to public policy.

Yet none of these is promoting the consistent long-term federal borrowing program to renew transport infrastructure which then Reserve Bank Governor Glenn Stevens said would **improve the amenity of millions of ordinary citizens in their daily lives.**

Industry representative groups, and federal and state members have such a responsibility. **Ask them why they haven't done anything.**

Similarly, trade unions, trade associations, business groups, progress associations, councils, and all their councillors, and all the political parties, plus the independents, newspapers, and magazines all have such responsibilities to their constituencies. **Ask them why they haven't done anything.**

The purpose of this paper is to put some numbers around the federal borrow and build opportunity to make **a solid case which readers can put to those they are paying one way or another to represent them.** Readers, please ask them to play their proper role(s) and actually do something.

In other words - tell them to **"Just get on with it!"** Sorry, but sometimes the air force training shows.

Unbelievably, Donald Trump shows the way

Australia has so many parallels with the United States. One example, both our countries have run down and seriously deficient transport infrastructure. And now we see there is to be the Trump stimulus.

The proposal is for massive new spending on the renewal of the United States' appalling transport networks.

While most of the rest of Trump's political ideas are troubling, at least his idea of new spending on transport infrastructure, and thus the generation of stimulus for national renewal and efficiency improvement, is clearly good policy. It seems that in this he has hit a strong chord with lower and middle income earners in America.

Australian politicians take note!

We need jobs and growth. When will we get the Turnbull transport borrow and build stimulus, or the Shorten transport borrow and build stimulus? Or, hopefully, when will we get both parties supporting this obviously first class policy opportunity?

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E: hello@morganprinting.com.au

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