STATEMENT 4: PUBLIC INVESTMENT AND PRODUCTIVITY

A key element of the Government's fiscal strategy is investing in quality infrastructure to boost growth and productivity. Accordingly, the Government seeks to prioritise investment in capital projects that support productivity through improving access to markets, reducing congestion and improving safety, making it easier for businesses to prosper.

Improvements in the fiscal position mean that, from 2017–18, the Commonwealth will no longer need to borrow for recurrent spending. This is the first time this has happened since the Global Financial Crisis (GFC) and is one year earlier than expected in the 2017–18 Budget.

Domestic and international studies show clear benefits to the broader economy from public investment in infrastructure.

From 2017–18, Commonwealth borrowing is funding investments that add to the productive capacity of the economy. These investments include direct investment in physical and financial assets, as well as grants for the States and Territories to invest in capital assets.

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STATEMENT 4: PUBLIC INVESTMENT AND PRODUCTIVITY

INTRODUCTION

In the 2017–18 Budget, this Statement looked through an accounting lens to provide an analytical approach of how the Government funds its recurrent and capital spending.

In this Budget, this Statement focuses on the contribution of public investment to growth and productivity.

The Australian economy has entered its 27th consecutive year of growth and has largely completed the adjustment away from the investment phase of the mining boom towards broader-based sources of growth. A stronger economy, together with prudent fiscal management, is improving the budget. Over the longer term, economic growth is driven by improvements in productivity.

A key element of the Government's fiscal strategy is investing in quality infrastructure to boost growth and productivity. But the ability to invest in infrastructure, in the same way as recurrent government spending, is constrained by the Government's fiscal strategy, which requires strong fiscal discipline and stabilising and then reducing net debt over time.

One of the levers used to achieve this fiscal discipline is the Government's commitment to maintain a cap on the ratio of tax receipts to GDP. This tax 'speed limit' also supports long-run growth because an ever-increasing share of tax-to-GDP risks making the economy weaker by dragging on demand, reducing the incentives of firms to invest and reducing the benefits of effort for workers. The Personal Income Tax Plan and the Ten Year Enterprise Tax Plan both contribute to limiting the tax burden on the economy.

Accordingly, the Commonwealth seeks to prioritise resources towards investing in capital projects that support productivity through improving access to markets, reducing congestion, improving safety, making it easier for businesses to prosper and supporting communities to achieve growth and productivity benefits.

Improvements in the fiscal position mean that from this year, 2017–18, the Commonwealth will no longer need to borrow for recurrent spending. This is the first time this has happened since the Global Financial Crisis (GFC) and is one year earlier than expected in the 2017–18 Budget.

The remainder of this statement is set out in three sections. The first section provides estimates of the size of the Commonwealth's capital and recurrent spending and the extent to which different types of spending are financed by taking on government debt. The second section discusses the benefits of public investment and the third discusses the types of capital spending the Commonwealth uses to support quality infrastructure.

RECURRENT SPENDING AND CAPITAL INVESTMENT

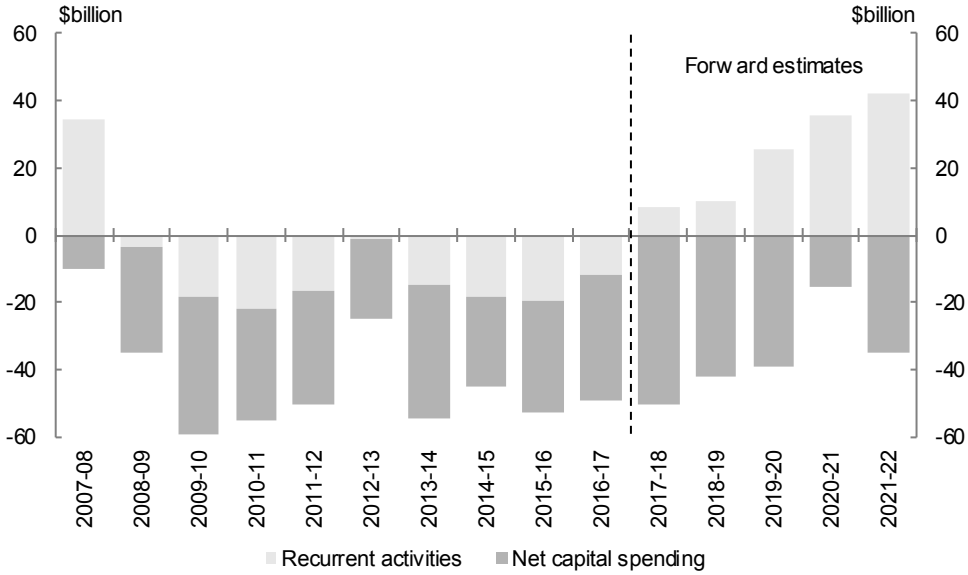
A distinction can be made between spending that is recurrent, or every day, in nature and capital spending (see Box 1). Recurrent spending which is not funded from current revenue is effectively funded by taking on more public debt — that is ultimately funded by higher taxes or lower spending in the future.

For the first time since the GFC, the Commonwealth is no longer borrowing to fund recurrent spending. At the time of last year's Budget, it was expected that new borrowing for recurrent spending would not be required from 2018–19.

As outlined in Chart 1, net cash flows from recurrent activities are expected to be $8.5 billion in 2017-18, an $11.4 billion improvement on the 2017-18 Budget. This outcome reflects ongoing spending restraint, as well as a stronger economy, which in turn has supported higher revenues.

While the net operating balance in 2017-18 is a deficit of $12.6 billion, this is an accrual measure that includes depreciation of existing assets as well as grants to State and Territory governments for capital investment. After taking these factors into account, on a cash basis recurrent spending is more than fully funded by receipts in 2017-18 and over the forward estimates.

Chart 1: Contributions of recurrent and capital spending to the Government's borrowing requirement



Note: Net capital spending includes spending to acquire physical assets, spending to acquire financial assets and capital grants to the States and Territories and other entities.

The lower level of net capital spending expected in 2020-21 reflects the scheduled repayment of the loan to NBN Co Limited of up to $19.5 billion (provided in the 2016-17 MYEFO). Gross capital spending in 2020-21 is broadly consistent with 2021-22.

Box 1: Dividing government spending into recurrent and capital components

Allocating the Government's spending into 'recurrent', or day-to-day spending, and 'capital' investments illustrates the Government's role in providing and supporting infrastructure which benefits productivity and economic growth.

Some important qualifications on this division should be noted.

First, spending (whether capital or recurrent) can be of high or low quality. All spending should be assessed for its quality. This requires a commitment to rigorous project assessment and program evaluation to determine which spending generates the strongest public benefits.

Second, while much of recurrent spending predominantly delivers benefits that are enjoyed immediately, some recurrent spending can generate longer-term economic benefits. For example, improving people's skills and health can mean they are able to participate more fully in the labour market. Such benefits, however, are often harder to measure. The measure of capital spending in this statement is a conservative measure, only capturing the investments which relate to financial and non-financial assets.

Third, not all capital spending can or should be funded through government debt. As the Government's fiscal strategy requires, the overall level of government debt needs to be sustainable. The Government's balance sheet does not have infinite capacity.

Finally, when thinking about whether recurrent spending is fully funded by revenue collections, it should be remembered that money is generally fungible. Except in limited circumstances, government revenue is not tied to specific recurrent or capital expenditure. All of the money flowing to the Commonwealth — from taxes or borrowing — funds the full suite of spending, including both capital and recurrent. In addition, some Commonwealth borrowing is for other purposes including liquidity and refinancing. Nonetheless, the analysis in this Statement proceeds on the basis that, where recurrent spending is fully covered by revenue collections, then the Commonwealth will be borrowing for the purpose of funding capital investment.

THE BENEFITS OF PUBLIC INVESTMENT IN INFRASTRUCTURE

The Government has a role to provide infrastructure where it leads to net benefits for businesses and communities and where there are barriers that prevent individuals or businesses from investing themselves. Public investment, well targeted and efficiently delivered, supports productivity.

Empirical analysis suggests that, on average, public investment spending, including infrastructure spending, has delivered economic benefits over time. Box 2 outlines the results from several empirical exercises exploring the productivity benefit from public investment in Australia and elsewhere. These historical studies find that increases in public investment raised the level of private sector productivity.

Box 2: Estimating the productivity gains from public investment in Australia

The impact of public investment[1] in infrastructure on an economy's private output[2] is estimated by a public investment multiplier.

Estimates of the multiplier vary widely across numerous studies, in part reflecting measurement issues. Due to data constraints, few studies have limited their scope to infrastructure. Most studies use a broad definition of public capital that includes not only infrastructure, but investment such as defence and intellectual property. Multiplier estimates also differ from the estimates that cost–benefit analysis would generate for individual projects.

In the economic literature, estimates of the multiplier vary from around 1.5 to about 4. The lower estimates[3] are typically generated in studies that use public investment data and focus on short- to medium-run effects.

The higher estimates are generated in studies that use data on the level of public sector capital to estimate the long-run elasticity of private output to public capital. For example, Bom and Ligthart[4] reviewed this academic literature to find an average cross-country elasticity of 0.12 per cent. Two studies which have used Australian data have reached consistent findings. Using data on government capital stocks from 1960 to 2001, the IMF[5] estimated an elasticity of 0.12 per cent. A Treasury update of a previous study by Otto and Voss[6] estimated an elasticity of 0.14 per cent[7].

These elasticity estimates suggest an average multiplier[8] of about 4 — meaning a $1 investment generates GDP increases that, over the 25-year life of the asset, add up to $4.

These are economy-wide results that include historical averages of depreciation, the cost of financing and the role of government provision.

Of course, in addition, public capital provides benefits beyond what is captured in GDP. Examples include courthouses and jails, which support the rule of law, or parks and social infrastructure, which improve community welfare and social cohesion.

1 In Australian studies, the public sector is limited to general government, meaning it does not include public trading enterprises.
2 Private output is measured as the private component of gross domestic product (GDP). This is calculated by subtracting the public components (public compensation of employees and public gross operating surplus) from total GDP.
3 Ramey, VA 2016, 'Macroeconomic Shocks and Their Propagation', in JB Taylor & M Woodford (eds), *Handbook of Macroeconomics*, Elsevier.
4 Bom, P & Ligthart, J 2014, 'What have we learned from three decades of research on the productivity of public capital?', *Journal of Economic Surveys*, vol. 28, no. 5, pp. 889–916.
5 Kamps, C 2006, 'New estimates of government net capital stocks for 22 OECD countries, 1960-2001', *IMF Staff Papers*, vol. 53, no.1, pp. 120–150.
6 Otto, G & Voss, G 1996, 'Public capital and private production in Australia', *Southern Economic Journal*, vol. 62, no. 3, pp. 723–738.
7 Treasury's elasticity estimate, which uses data from 1959 to 2017, is smaller than Otto and Voss's estimate of 0.17.
8 To convert an elasticity measure into a multiplier measure, the elasticity of private output to public capital is divided by the ratio of public investment to private output (3 per cent).

Well-functioning markets incentivise private agents to invest in the efficient provision of infrastructure services which reflect consumer preferences.

In some markets, however, there can be a less than optimal level of private investment. For example, projects with net positive social benefits may not be commercially viable for private firms because revenue streams do not match total benefits, or do not exist at all. Governments may be in a better position to realise the full value of a project from a whole-of-economy perspective that maximises net social benefits. In addition, private investment may not support the broader role of government in ensuring all Australians are able to access essential services.

Infrastructure projects can take many years to generate positive benefits and as such often do not generate the cash flows needed in the short term to exceed hurdle rates of return required for commercial viability. Private investors may also be unable to effectively mitigate project risks, especially for greenfield investments, including construction, financing and regulatory risks. Governments have a longer investment horizon and a broader suite of risk management tools that can suit long-lived complex infrastructure projects.

Any public infrastructure investment, like other government spending, needs to be well targeted. This can be difficult in some markets where there is an absence of direct price signals to guide investment decisions. For example, when considering where to build a road, the absence of direct payment by road users can deter private sector investment. However, governments may have access to a broader range of information to inform their decisions.

Governments have various methods of ensuring infrastructure is provided, other than directly building the infrastructure themselves. They can provide the funding for private construction, operation and maintenance. In addition, governments can use regulation to create more effective markets or to ensure benefits are shared across the community.

The removal of competition barriers and other structural reforms to markets — such as in banking, transport, water, energy and telecommunications — have, over time, strengthened the incentives for private sector investments in Australia. In the case of non-urban water, tradable property rights have been created which have incentivised private investment in water infrastructure. This additional water infrastructure has subsequently supported improvements in the use of water and the expansion of higher value-added and more efficient agricultural production. This is an example of where regulation has supported an improvement in productivity through capital deepening and improved innovation.

In energy, the proposed National Energy Guarantee will provide a policy framework which incentivises private investment to deliver reliable, affordable and sustainable electricity generation.

The Government is creating a Consumer Data Right that ensures consumers have the ability to direct that their data be shared with trusted service providers of their choice. The creation of this right, along with appropriate consumer protections and a regulatory framework, will support business investment. It will also enable the better use of existing infrastructure through the better collection and use of data.

As technology shifts the demand and supply of goods and services in the economy, the way infrastructure is built and operated will also change. Governments will need to be responsive to these shifts, as will the private sector. For example, technology may shift the focus of attention away from building new infrastructure to more effectively using existing infrastructure. Supply and demand changes in global supply chains can also affect the location of infrastructure along the supply chain.

When the public sector invests, infrastructure spending should be focused on improving productivity. Infrastructure can help businesses change the way they combine inputs and open up new markets. For example, transport infrastructure that reduces the travel time between the harvest and markets can open up new export opportunities, such as seafood exports. This could lead to other new types of products for our international markets.

Infrastructure can also improve productivity through agglomeration and network benefits. For instance, effective transportation networks bring multiple workers and businesses into more frequent contact, providing more job opportunities and more sharing of ideas. Greater connections can promote competition and greater specialisation by both firms and workers, supporting innovation and a more dynamic economy.

The existence of network externalities can give rise to a need for coordination, which in some cases may be a function best supported by governments. The Government's focus on city deals, which align the planning, investment and governance of all levels of government, is an example of where coordination is useful.

Infrastructure should predominantly be focused on improving the supply side of the economy, rather than on influencing demand. There are risks if infrastructure spending is not well timed and targeted or is pursued when the economy is closer to full employment. These risks include public infrastructure either crowding out private sector activity or escalating project costs. Such risks suggest that it is better for infrastructure to be delivered against a longer-term plan than being assessed against shorter-term considerations.

While there is evidence to support governments having a role to provide infrastructure where it leads to net benefits for the whole community, the ability for any government to fund investment in infrastructure is not unlimited. The next section explores the different approaches governments can use to support infrastructure, and the Commonwealth Government's recent efforts to broaden the range of approaches to financing infrastructure.

THE COMMONWEALTH'S CAPITAL SPENDING

Table 1 provides a breakdown of recurrent and capital spending over the forward estimates. The Commonwealth's capital spending will total around $46.2 billion (around 10.5 per cent of total spending) in 2018–19, slightly higher than the Commonwealth's average capital spend over the past 10 years (9.9 per cent of total spending). This is roughly consistent with the 2017–18 Budget which predicted Commonwealth capital spending of around 10.4 per cent of GDP.

The higher level of net capital spending in 2017–18 (around 13.1 per cent of total spending) reflects the Commonwealth's purchase of the full equity value of Snowy Hydro from NSW and Victoria. An important consideration in finalising the deal with NSW and Victoria was that the proceeds received by those states would be recycled into productive infrastructure. Both states agreed to this.

Table 1: Recurrent and capital spending as a proportion of total spending[(c)]

	Recurrent spending ($b)			Capital spending ($b)					Per cent of total spending	
	Operating payments	Recurrent grants	Total	Direct capital investment (a)	Capital grants	Financial asset investment (b)	Total	Total ($b)	Recurrent	Capital
2007-08	164.6	50.0	214.6	7.3	7.6	-5.1	9.9	224.4	95.6	4.4
2008-09	195.8	55.1	250.9	9.7	13.9	7.9	31.6	282.5	88.8	11.2
2009-10	195.2	60.4	255.6	11.2	25.5	4.3	41.0	296.6	86.2	13.8
2010-11	210.6	64.4	275.1	10.0	16.1	7.0	33.0	308.1	89.3	10.7
2011-12	224.8	72.2	297.0	10.5	17.5	5.9	33.9	330.9	89.8	10.2
2012-13	231.5	68.4	299.9	8.0	11.2	4.8	24.0	323.9	92.6	7.4
2013-14	247.8	73.3	321.1	9.6	24.6	9.4	43.7	364.8	88.0	12.0
2014-15	256.2	79.5	335.7	11.4	10.6	12.6	34.6	370.3	90.7	9.3
2015-16	267.0	78.0	345.0	10.5	10.1	17.0	37.5	382.5	90.2	9.8
2016-17	272.3	83.5	355.8	11.1	12.6	17.1	40.8	396.6	89.7	10.3
2017-18(e)	281.3	86.5	367.7	14.1	14.0	27.5	55.6	423.4	86.9	13.1
2018-19(e)	**300.8**	**91.1**	**391.8**	**14.0**	**11.5**	**20.7**	**46.2**	**438.0**	**89.5**	**10.5**
2019-20(e)	311.4	91.6	403.0	14.5	10.2	18.4	43.1	446.1	90.3	9.7
2020-21(p)	322.4	93.5	415.9	15.9	9.2	14.5	39.6	455.5	91.3	8.7
2021-22(p)	337.0	97.2	434.2	17.2	8.6	14.4	40.3	474.5	91.5	8.5

(a) Non-financial asset purchases and net acquisition of assets under finance leases.
(b) Investments in financial assets for policy purposes. This data is shown on a gross basis where available after 2012-13. Prior to 2012-13 data is only available on net basis.
(c) General Revenue Assistance is excluded from this analysis.
(e) Estimates.
(p) Projections.
Note: Recurrent payments include pension and income support payments, payments to government employees, payments for goods and services, grants and subsidies not made for capital purposes and specific purpose payments to States for recurrent purposes. Capital payments include the purchase of land and buildings, software and other facilities, grants and subsidies made for capital purposes and specific purpose payments to States for capital purposes.

Direct investment in non-financial assets

The most direct form of investment by the Commonwealth is its own spending to acquire physical assets which are owned by the Commonwealth and are recorded on the Commonwealth's balance sheet. This spending is recorded in the cash flow statement as 'investments in non-financial assets'. Spending in this category will be around $14.0 billion (or around 3.2 per cent of total government spending) in 2018–19.

This is broadly consistent with the $13.8 billion (3.2 per cent of total spending) estimate for this spending at the 2017–18 Budget. A large proportion of the Commonwealth's direct investment in non-financial assets relates to military equipment, but also includes direct spending by the Commonwealth on acquiring infrastructure, buildings, equipment and software.

Grants for capital purposes

Focusing only on the Commonwealth's direct capital spending understates its overall contribution to capital spending. The Commonwealth also makes grants to other parties specifically for investment in capital projects. These are largely grants to State and Territory governments, mostly for road and rail projects, but also to local governments. The assets are recorded on State and Territory (and local government) balance sheets and the grants appear as current expenses in the Commonwealth's cash flow and operating statements, even though they are earmarked for capital spending. This is because State and Territory and local governments have full ownership of most of the assets, despite the Commonwealth providing grant funding to build them.

Grant spending for capital purposes will be around $11.5 billion (or around 2.6 per cent of total government spending) in 2018–19. This is broadly consistent with the $11.5 billion (2.6 per cent of total spending) estimate for this spending at the 2017-18 Budget. A large component represents tied funding which goes to the States and Territories for capital purposes (such as projects through the National Partnership Agreement on Land Transport Infrastructure Projects). In 2018–19, this represented around 76 per cent of total grants for capital purposes.

Investments in financial assets for policy purposes

The Commonwealth also supports capital investment through spending to directly acquire financial assets. Investments can take the form of a loan or equity contribution to a third party, which creates a financial asset on the Commonwealth's balance sheet. Concessional loans to students, trade support loans and drought and rural assistance loans also form part of this category.

Spending in this category will be around $20.7 billion (or around 4.7 per cent of total spending) in 2018–19. This is broadly consistent with the $19.8 billion (4.6 per cent of total spending) estimate for this spending at the 2017–18 Budget. Investments in financial assets will represent nearly half of the Commonwealth's total capital spending in 2018–19. The level of spending in 2018–19 will decrease compared to the level in 2017–18 which has been inflated by the purchase of Snowy Hydro occurring in this year.

Increasingly, the Commonwealth is using more innovative methods, including debt, equity and other partnerships, to deliver infrastructure services. Box 3 provides more information on new approaches to the Commonwealth's support for infrastructure.

Box 3: Methods of supporting productive infrastructure

Traditionally, the Commonwealth has supported new infrastructure indirectly by providing grants to the States and Territories, which have then built, or contracted the private sector to build the infrastructure. Such grants can be simple to administer, transparent and manage project risks for the Commonwealth.

More recently, the Commonwealth has started to use a wider range of methods to support infrastructure, seeking to take a more active role in managing its significant investments in infrastructure and partnering with State and Territory governments and the private sector to deliver infrastructure. Different support mechanisms provide different degrees of flexibility and exposure to financial and non-financial risks.

- **Equity** investments provide the Commonwealth with direct control over a project, as well as greater project and financing risk. Equity is most appropriate when there are policy reasons for having more control, there is sufficient return and the government is better placed to manage the project risks. Equity investments also have the benefit of providing a direct financial return for the taxpayer.
- **Concessional loans** can be provided at reduced interest rates, longer tenors and/or other terms that are more favourable than those found commercially, reducing the cost of relying on private sector financing and improving the viability of a project. Concessional loans may be useful for projects with high construction risks and a need for long-term patient funding, such as greenfield infrastructure developments. Loans in combination with private sector management can create additional commercial discipline.
- **Guarantees** can be provided to insure private project proponents or financiers against specific risks such as default on debts or patronage levels. These guarantees can reduce uncertainty for private sector investors, encouraging them to support the project and leverage their expertise. However, guarantees are difficult to accurately price and, if called, can have a material negative fiscal impact on the Budget.

To assist the Commonwealth in considering an even wider range of methods to support infrastructure, the Infrastructure and Project Financing Agency has been established. It provides specialised advice to identify, develop and assess funding and innovative financing options for investment in major infrastructure projects. Some examples of newer funding options are value capture and public–private partnerships.

The Government will use equity and debt financing for a number of major infrastructure projects, including a combination of equity and a commercial loan to complete the rollout of the National Broadband Network; an equity investment to deliver Western Sydney Airport; and both an equity investment and grant funding to

Australian Rail Track Corporation (ARTC) to deliver the Melbourne to Brisbane Inland Rail project.

Recent examples of other innovative support for infrastructure include the Asset Recycling Initiative (which commenced in May 2014 and concludes on 30 June 2019), taking direct ownership (for example, Snowy Hydro) and providing concessional loans (for example, WestConnex).

Box 4 provides further information on the Government's investments in infrastructure.

Box 4: The Government's investment in transport infrastructure

The Government is investing $75 billion from 2018–19 to 2027-28 in transport infrastructure across Australia, using a combination of grant funding and financing, such as equity and debt financing.

The Budget includes $24.5 billion in spending on new major projects and initiatives that will benefit every State and Territory.

The Government is providing $3.5 billion to establish the Roads of Strategic Importance initiative to support the upgrade of key regional road corridors in Australia. The Government is establishing a $1 billion Urban Congestion Fund to address urban congestion in major urban areas and a $250 million Major Project Business Case Fund to contribute to the development of business cases for future high priority land transport infrastructure investments.

The Government is providing an additional $3.3 billion for continuing upgrades of the Bruce Highway in Queensland, an additional $1.4 billion for North–South Corridor projects in South Australia, a further $1.1 billion towards METRONET in Western Australia, $461 million towards the Bridgewater Bridge replacement in Tasmania, $280 million for upgrades of the Central Arnhem Road and the Buntine Highway in the Northern Territory and $100 million towards Monaro Highway upgrades in the Australian Capital Territory. The Government is also committing up to $5 billion for Melbourne Airport Rail Link and the Australian and New South Wales Governments will be equal partners in funding the first stage of the North South Rail Link in Western Sydney.

The Government is also utilising other financial options to deliver infrastructure — such as equity and debt financing. This approach is enabling more projects to get built and delivered.

Box 4: The Government's investment in transport infrastructure (continued)

The Government is delivering the Melbourne to Brisbane Inland Rail project by providing $9.3 billion in equity and grant funding to the Australian Rail Track Corporation (ARTC). The ARTC will also enter into a public-private partnership for the most complex sections of Inland Rail. Preparatory work on Inland Rail is underway and construction is due to start this year.

To deliver Western Sydney Airport the Government has established a new Commonwealth-owned company, WSA Co. The Government is making an equity investment of up to $5.3 billion in WSA Co. Western Sydney Airport construction is due to commence this year. Operations are expected to commence by 2026.

Not all projects are conducive to debt or equity financing. For example, for some social infrastructure, governments do not directly charge for infrastructure services and therefore the Government will continue to provide direct funding support.

Regardless of which government support mechanisms are used, it is important that investments are prioritised and selected based on policy objectives, such as their capacity to enhance productivity, unlock economic growth potential or provide broader community benefits. No financing arrangement will compensate for poorly selected or planned investments. The actual risks associated with specific transactions will depend on their individual characteristics, and full risk assessments should be undertaken on a proposal-by-proposal basis.

Infrastructure Australia plays a key role in identifying national priorities for infrastructure. It is an independent government agency that provides advice to all levels of government on infrastructure issues, including assessing cost–benefit analysis on major proposals and publishing its views on priority projects.

CONCLUSION

For the first time since the Global Financial Crisis, the Commonwealth is funding its ongoing recurrent spending through recurrent revenue rather than through additional borrowing. Commonwealth borrowing is funding investments that add to the productive capacity of the economy. These investments include direct investment in physical and financial assets, as well as grants for the States and Territories to invest in capital assets.

This Budget provides $24.5 billion funding for new major transport projects and initiatives that will benefit every State and Territory. These new major projects add to the more than 500 major projects the Government has funded across Australia since 2013.

Consistent with the fiscal strategy's commitment to budget discipline, the financial capacity of the Commonwealth to fund infrastructure is not unlimited. In addition, if a

well-functioning market sector is to operate across the economy, it is important to ensure that private sector infrastructure provision is not crowded out.

Where the Commonwealth is involved, it will work in consultation with State and Territories and local governments on the development of projects, including having Infrastructure Australia assess business cases for nationally significant infrastructure. The Government will also continue to explore the design of funding and financing options with advice from the Infrastructure and Project Financing Agency.

The Government will continue to invest in quality national projects that boost productivity through improving access to international markets, reducing congestion, improving safety and making it easier for businesses to prosper.