

# PRIVATISATION IS BAD FOR BUSINESS

The Maritime Union of Australia, along with other community and union groups has long opposed to the privatisation of public assets.

Privatisation of the port of Darwin would be a huge loss to the people of the Northern Territory through lost revenue and would see an increased cost in consumer goods through higher port fees.

**But don't just take our word for it:**

## Privatised ports costly for consumers, exec warns

12 NOV 2014, *The Australian*

DP World chief executive Paul Scurrah has warned that consumers would eventually pay higher prices for products if state governments took a "short-term money grab" by pushing for excessive sale prices in the privatisation of port assets.

## Privatisation: Reaction and Analysis

20 JUNE 2014, *Lloyd's List Daily Commercial News*

"Whenever we have privatised ports we find that price increases happen. When we look at our figures, we see that there are price rises of CPI [Consumer Price Index] plus. Whereas that's not the same with the government ports." - Shipping Australia Chairman Ken Fitzpatrick

## Take care with privatisation: Asciano's Mullen

10 NOV 2013, *Australian Financial Review*

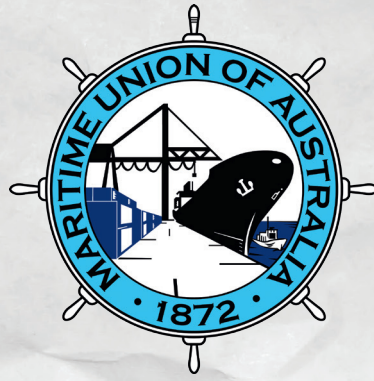
"We have seen ourselves, privatisation of some of these assets has led to the new owners being extremely focused on extracting maximum return they can, and we've seen some pretty massive increases from some of those

processes," he said.

"Ultimately we largely pass on so it doesn't affect us too badly as a company. But ultimately, the poor old exporter or importer is paying for that." - Asciano CEO John Mullen

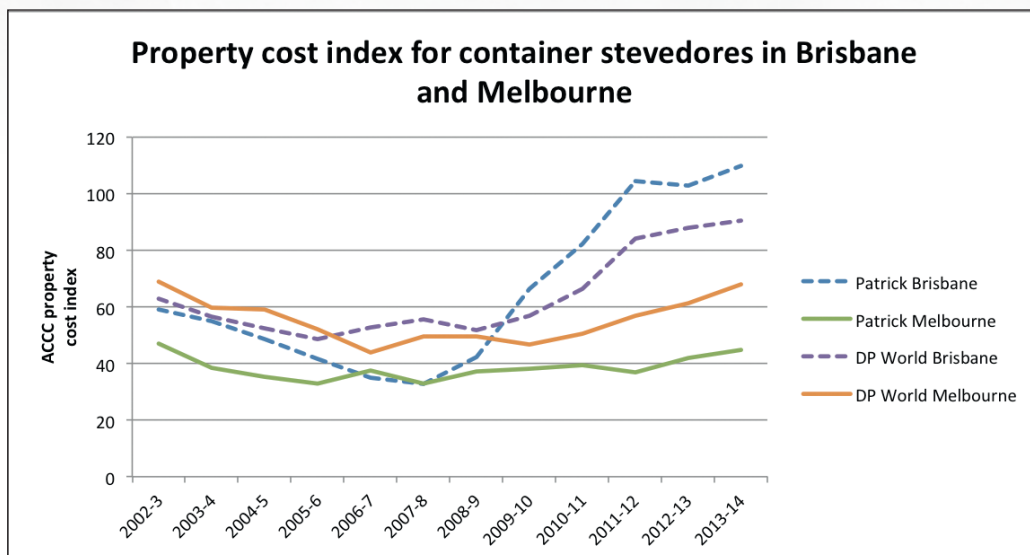


# SAY **NO!** TO THE PRIVATISATION OF THE PORT



# PORT OF BRISBANE: A CASE STUDY

Privatisation at other Australian ports has seen a blow-out in fees. This is exhibited in the graph below by the dramatic increase in lease cost at the Port of Brisbane, which was privatised in 2010, in comparison to the publicly owned port of Melbourne:



Ports also play a role in keeping remote communities supplied with essential goods. This is particularly the case in the Northern Territory as a number of communities are supplied from Darwin are only accessible by sea for the wet season of three or more months during the year. The MUA has undertaken

a detailed comparison of the finances of the Port of Brisbane from before the time it was privatised. Since privatisation there has been a negative impact on public services and amenities delivered by the port and there have been a significant number of job losses. The port's owners are also making

very high levels of profit at the behest of delivering these warranted services. Please keep Darwin ports in public hands!

**Authorised by Maritime Union of Australia Northern Territory Branch Secretary Thomas Mayor, Stokes Hill Wharf, Darwin NT 0800**