

Lyttelton Port Privatisation

Opinion by Marney Ainsworth

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Sustainable Ōtautahi Christchurch (SOC) has held a longstanding view opposing the privatisation of strategic infrastructure. Some members are supporting the campaign to reform Christchurch City Holdings Limited (CCHL). CCHL oversees, on behalf of the people of Christchurch, the Port, the Airport, Orion Lines Company, Enable, City Care and the waste management systems.

CCHL is governed by Christchurch City Council (CCC) which directs CCHL through annual Letters of Expectations. Recent letters to CCHL have been very clear: CCHL must retain public ownership of strategic assets. CCHL has also been told that CCC is not supportive of leasing out the port operations nor any other significant operations involving directly employed staff.

Despite this, CCHL has been entertaining an 'unsolicited' bid from DP World, the world's largest private port operator, owned and operated by the government of Dubai on behalf of the Dubai Royal Family. DP World, currently supported by 3 Canterbury Runanga, who have had concerns about the care of the harbour, is proposing to effectively privatise Lyttelton Port via a decades-long lease to operate the Port across its three sites.

DP World's environmental record is poor and their industrial relations are problematic - they prefer to automate jobs.

Over 10 years DP World has only paid 0.4% (\$31m) of their revenue (\$6-8b) in tax. At the same time, Australia's regulator has stated that market failure is likely as the price of container freight has increased dramatically. Further detail can be found at [this video](#), and see academic reports by [CICTAR](#) and [UNSW](#).

The time has come for the people - Communities, the Workforce and Mana Whenua - to have a voice, and to shape the strategic goals and aspirations of the organisations we own.

What can you do?

- Vote in the General Election
- Rally outside CCHL's office on Friday 31 July 8 am to 10 am when they consider the DP World proposal. See [Facebook Event here](#).