



# QUEENSLAND BRANCH NEWS

NEWSLETTER of the QLD Branch of the MARITIME UNION of AUSTRALIA

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No.14. Thursday 10 September 2015

## One day more! Hutchison workers stand firm

THERE WERE MORE talks from 8 September in Sydney, with a videoconference involving Paddy Crumlin, Hutchison Ports global boss Mark Jack, and Sydney branch officials and delegates. Queensland was represented by two rank and file delegates.

Hutchison has been forced into these talks by union resistance. But it is dragging its feet, and may hope to spin things out as long as it can in the hope that the workers' will to resist injustice will fade.

A vain hope.

### Upholding our right to protest

ON 2 SEPTEMBER the privatised Port of Brisbane - landlord for the Hutchison Brisbane terminal and for the approach road - told the union that it must dismantle the community protest line maintained at the terminal entrance since 7 August.

The Port backed down after a meeting of the Hutchison workers and union delegates from other terminals, and a letter from MUA branch secretary, Bob Carnegie.

"We have an absolute and fundamental right in this country", wrote Bob, "to speak our minds freely and to demonstrate peacefully. We intend to defend that right, should we need to, with whatever means are at our disposal, including but not limited to the political, community and industrial protest which would occur should we be attempted to be moved off the tiny parcel of land leased to us, we thought in good faith, from the Port of Brisbane".

A similar attempt to dismantle the protest line in Sydney has also been defeated.

### Who will pay for the slump?

TRADE THROUGH CHINESE ports looks like rising only 2% this year, and the figure could be smaller. For a long time it rose steadily about 10% a year.

Container trade is sagging. Shares in Hanjin Shipping are down 80 per cent since 2010.

Singapore's Neptune Orient has not made a profit for four years.

Hapag-Lloyd and Hamburg Süd have both merged with South American lines. China's government has moved to combine Cosco and China Shipping.

There are still profits in the industry. Maersk Line has ordered another eleven huge ships which can carry 18,000 teu.

Increased pressure on seafarers and wharfies is likely, as profiteers seek to remain profitable. Workers have no interest in defending weaker capitalists against stronger. Our interest is to make capitalists pay the costs of their system's crises.

### When Rotterdam wharfies struck against Nazis deporting Jews

IN FEBRUARY 1941, Rotterdam wharfies struck against the Nazi occupation regime in the Netherlands deporting Jews.

On 17 February, a stoppage starting at the NSM shipyard and spreading to the wharves had forced the Nazi occupation regime to rescind deportation of Dutch workers to forced labour in Germany.

On the weekend of 22-23 February, German and Dutch Nazi forces rounded up 427 young Jews to deport them to Buchenwald and Mauthausen.

The next afternoon workers went onto the streets to protest, with wharfies in the lead. On 25 February, the whole city ground to a halt, with some 300,000 on strike. The strike wave lasted a few days before subsiding under repression. The Nazis arrested about 100 workers.

It could not stop the deportations of Jews, but it was a noble and brave act. In April-May 1943, half a million Dutch workers again struck against the Nazi occupation.

The underground Communist Party of the Netherlands played a big role in the strike movement, although the official CP line at the

time, until Hitler invaded the USSR in June 1941, was that of the 1939 Hitler-Stalin pact: to play down hostility to Hitler and blame the war on Britain's refusal to make peace on Hitler's terms.

On the wharves, the major influence was the Revolutionary Socialist Workers' Party, an anti-Stalinist party led by Henk Sneevliet, a long-time organiser in the Dutch labour movement and the Indonesian independence movement.

Sneevliet was shot by the Nazis in April 1942. His last words before the firing squad: "Friends, we are proud to be the first in the Netherlands to be condemned before a tribunal for the cause of the International and who must therefore die for this cause". By "the International", he meant the Fourth International led by Trotsky.

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**Join the community assemblies!  
Show solidarity!**

Brisbane: Curlew Street, Berth 11  
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