

中英社評

李卓人又利用碼頭工潮「撈本錢」



▲法院就勞工事件發出禁制令，過去比較少見。正如法官指出，碼頭工潮發生至今已持續近一周，對本港貨運業已造成一定的影響。

高等法院昨晚接納香港國際貨櫃碼頭公司申請，就葵涌六號貨櫃碼頭的工潮發出「中期禁制令」，禁止任何未經公司同意的人士進入碼頭範圍停留。

法院就勞工事件發出禁制令，過去比較少見。正如法官李瀚良所指出，碼頭工潮發生至今已持續近一周，對本港貨運業已造成一定的影響；另一方面，連日在「工黨」立法會議員李卓人的帶頭唆使下，一批與事件無關的青年學生、宗教團體、外傭工會等進入碼頭「聲援」，局面十分混亂及危險。

目前，事件的關鍵是工潮行動將往何處去，特別是李卓人在事件中扮演的角色，到底是工潮的調停者、工人的同情者，還是「工棍」一名，不惜犧牲工人權益，務求將事件鬧大，為自己撈取政治本錢？而從李卓人過去歷次所謂的「領導」工運及在此次碼頭事件中的言行來看，其同情工人是假、渾水摸魚是真，「工運政客」真面目已暴露無遺，相關各方對此必須提高警惕，勿讓事件政治化，而罷工工人就更要清醒頭腦、擦亮眼睛，千萬不能被利用為搞亂社會的工具。

事實是，從工人反映的情況和提出的訴求看來，工作辛苦、工時長，而且多年未有加薪，都是真實的事實；他們之中不少從事這一行業已十多年，本港貨運業有今日的繁榮有他們的一份血汗和功勞，不容抹殺。碼頭公司強調業務已經外判，工人薪酬待遇由外判商負責，這一說法是不負責任的，公司有責任責成外判商給予工人合理的待遇，連日有外判商已答應工人加薪復工，說明工人要求並非過分，外判商有能力可以辦到。

希望未來數天，碼頭勞資雙方通過商談解決事件。本港貨運中心地位來之不易，眼前正面對來自新加坡及內地多個港口的劇烈競爭，勞資雙方更需要拿出同舟共濟的精神，互諒互讓，共同維護本港貨櫃運輸業效率高、班期準、航線多的優勢，否則，唇亡齒寒，勞資雙方的利益都會受損，決非智者所為。

而另一方面更令人側目的是，李卓人本來對貨運業工人的權益和艱辛不聞不問，其本人也承認是第一次踏足六號碼頭才了解到工人的休息室設備是如此簡陋，但一知道碼頭發生工潮，他便「如獲至寶」，第一時間撲上去「搶味」，把「領導權」搶到手，而且使出其一貫伎倆，拋出大量「煽情」口號，把矛頭指向「長實」李嘉誠，煽動「仇商」、「仇富」情緒，把自己打扮成正義的化身。其人近日的言行表現令人回想起，數年前建業「紮鐵」工人要求加薪，工聯會屬下工會領導工人據理力爭，李卓人見事情得到市民廣泛關注，便跳出來搶「摘桃子」，不惜「赤膊上陣」，在大太陽底下脫光上身和工人一起抬着幾十斤重的鐵枝到中環遊行，只是行了一小段便已氣喘如牛、「收工」去了。今次碼頭工人罷工，又是這名工運政客「粉墨登場」的時刻了。

昨日，在高院發出「禁制令」後，李卓人表示「失望」之餘，揚言要組織工人「衝出碼頭」，去到禮賓府和中環「長江中心」示威、圍堵，還聲言要把工潮事件升級為「社會運動」，其司馬昭之心已昭然若揭。六號碼頭工人以適當行動爭取加薪等合理權益，會得到市民同情，但被李卓人帶去衝擊政府、圍堵「長實」、搞亂香港，絕不會得到市民的支持。工人必須加強團結，勿上「工棍」的當。

Lee Cheuk-yan tries to take advantage of dock workers' strike

The High Court last night granted an **interlocutory** injunction, sought by Hong Kong International Terminals, barring any individual from entering the Kwai Chung Container Terminal 6 without permission of the company.

In the past, it was rare for the High Court to grant an injunction in a labour dispute. As Judge Patrick Hon-Leung Li pointed out, the week-long strike has already caused certain effect on Hong Kong's shipping industry. On the other hand, led and instigated by Labour Party lawmaker Lee Cheuk-yan, a number of young students, members of religious groups and foreign domestic helpers' unions have also rushed into the terminal to show their "support" of the strike. The situation there has become quite chaotic and dangerous.

Right now, the crux of the matter is in which direction the ongoing strike will be led. In particular, what a role Lee Cheuk-yan plays in the incident, a mediator, sympathizer of workers, or simply a "labour-movement **charlatan**" who just want to grab political capital **at the expense of workers' interests** by escalating the incident? In view of Lee Cheuk-yan's words and deeds in previous so-called "labour movements" led by him and in the ongoing dock workers' strike, his sympathy toward workers is phoney and his real intention is to **fish in troubled waters**. He has thoroughly shown his true colours as a "politician" in labour movements. All parties concerned must heighten their guard against any attempt to politicise the current industrial action. Workers in strike especially must keep their minds cool and their eyes peeled, making sure that under no circumstances should their action be made use of as an instrument to cause social instability.

As a matter of fact, as seen from workers' complaints and appeals, it is a real fact that they work long hours doing hard labour but without any pay raise in many years. Many of them have been working in the industry for more than a decade, so undeniably they have made their contribution with their sweat and blood to the prosperity of Hong Kong's shipping industry. The terminal operator stresses that they have outsourced the business and therefore it is the outsourced contractors who should be responsible for the workers' wages and welfare. Such saying is irresponsible. Some of the outsourced contractors have already promised to increase workers' wages so that they could go back to work. This is evident that workers' demand is not excessive, which can be met by outsourced contractors.

It is hoped that in coming days, both sides of capital and labour could settle the dispute through negotiations. Hong Kong's status as a shipping hub is hard earned. Hong Kong is facing fierce competition from Singapore and other Mainland ports. Both capital and labour should show mutual understanding and mutual accommodation based on the spirit of sailing **in the same boat**, so as to jointly safeguard Hong Kong's container shipping industry's advantage of high efficiency and punctuality with a great number of routes. Otherwise, the interests of both capital and labour will be damaged—as one's fall will also endanger other. That is absolutely not a wise choice.

On the other hand, what is disgusting is that, upon learning the strike by dock workers, Lee Cheuk-yan appeared as if he had discovered a precious treasure, rushing instantly to grab "the microphone" and take over the "leadership", although he had hitherto paid no attention to the interests and hardships of shipping workers—even he himself admitted this was the first time for him to step on Container Terminal 6 and see how shabbily furnished the resting-room for workers was. Using his usual tactics of manipulation, he called out a lot of "sensational" slogans, pointing a finger at Li Ka-shing to inflame "anti-business" and "anti-the-rich" sentiments while posing himself as the incarnation of justice. Such words and deeds remind people of Lee Cheuk-yan's performance during a strike by structural iron and steel workers in construction industry several years ago. Led by a subsidiary trade union of the Hong Kong Federation of Trade Unions (FTU), the structural iron

and steel workers had launched a strike demanding for pay raises. Seeing that the strike arouse wide attention in society, Lee Cheuk-yan had come forward to claim the "fruits". He had spared no pains to "go into battle bare-breasted", taking off his shirt and carrying heavy steel bars with workers to march to the Central under the sun. But just after walking a short distance, he had begun to huff and puff and withdrew himself from the procession. Now with the dock workers' strike, it is time again for this labour-movement politician to make himself up and go on the stage.

Yesterday, after the High Court handed down the injunction, Lee Cheuk-yan expressed his "disappointment" and claimed he would organise workers to "charge from the dock" to besiege the House of Government and Cheung Kong Center in Central. He also proclaimed to escalate the workers' strike into a "social movement". His evil intent is obvious to everyone. Workers of Terminal 6 taking appropriate actions to fight for their reasonable interests such as increase of wages will have citizens' sympathy. However, if they are led by Lee Cheuk-yan to besiege the government and Cheung Kong Centre, people absolutely won't support them. Workers must strengthen their solidarity and not be fooled by the "labour-movement charlatan".

02 April 2013

Words and Usage

**Interlocutory** (adj.) –(Law) *Intermediate; not final or definitive.*

*This usually refers to court orders which are temporary. (在訴訟過程中間的，臨時的)*

*Examples: 1.This interlocutory decree is only a temporary setback; the case has not been settled. 2.Injunctions may also be interlocutory.*

**Charlatan** (noun) – A person who falsely pretends to know or be something in order to deceive people. (騙子，濫竽充數者)

*Examples: 1.There are lots of phonies and charlatans in the financial newsletter business. 2.Some people thought he was a great leader, but others saw him as just a charlatan.*

**At the expense of sb/sth** (idiom) – To the harm of someone or something. (以……為代價，以……為犧牲)

*Examples: 1.Should people pursue their own happiness at the expense of others? 2.He took a job in a better place at the expense of a larger income.*

**Fish in troubled waters** (idiom) –Someone who fishes in troubled waters tries to take advantage of a shaky or unstable situation. (渾水摸魚，趁火打劫)

*Examples: 1.Be aware of those who fish in troubled waters. 2.The extremists were fishing in troubled waters during the political uncertainty in the country.*

**In the same boat** (idiom) – If people are in the same boat, they are in the same situation or predicament. (在同一條船上，同舟共濟)

*Examples: 1.We are in the same boat; we must help each other. 2.Suddenly Tom was in the same boat as any other worker who had lost a job.*

時事點睛

港口是香港的主要天然資源。自1841年開埠，港口一直是本港繁榮和經濟發展的要素，處理的貨運量約佔全港總貨運吞吐量的89%。

香港擁有優良的港口設施和高效的作業流程，港口管理先進。香港的貨物裝卸作業素以高效見稱，貨櫃船在港內的周轉時間平均約為10小時。其港口設備可同時容納上百艘船舶靠泊和進行裝卸作業。香港不僅擁有集裝箱碼頭，而且還擁有石油、煤炭、水泥等專用碼頭。在港口設施上，特區政府的角色是負責制訂長遠的策略規劃，及提供所需的基建配套，所以除浮泡、碇泊處和避風塘外，其他港口設施均由私營公司投資、擁有和經營，這種運作形式在全球主要國際港口當中並不多見。

在香港15個港區中維多利亞港區最大。維港自古就是主要航道，宋朝已有軍隊留守，保護當時的鹽商和鹽的海上販運。不過香港在1840年以前只是一個5000人的小漁村，有關維港的文字紀錄很少。

清朝時期，英國人看中了維多利亞港有成為東亞地區大港口的優良潛力，為發展其遠東海上貿易事業，不惜發動鴉片戰爭。1861年4月，以當時的女王維多利亞命名港島與九龍半島間的海港。在1900年出版的《大英百科全書》中有這樣的描述：「香港或維多利亞港常給人一個生氣勃勃的印象，在一日之內曾經有多達240響禮炮鳴放，首府維多利亞，人口超過166,000，其中6,000是歐洲或美國人。鴉片仍然是香港這小鎮的經濟命脈，因為香港沒有製造業。」

維港早期為重要商港，現已蛻變為一個世界一流的貨櫃港，後隨葵涌及青衣貨櫃碼頭的興建，香港海運才逐漸離開維港中心地帶，轉以旅遊和交通為主。

一萬多年前，維港附近地域是大陸山脈的延伸部分，後由於山體斷裂下沉與海水入侵，香港島與陸地（現九龍半島）分離，形成現在的維多利亞港灣。港區海底無泥沙淤積，港區水域遼闊，可同時容納50艘萬噸級的大型遠洋輪船；港區平均水深12米，遠洋巨輪可全天候進出口；

港口四面環山，強風被山勢所阻，另因九龍半島向南伸入海中，削弱風浪，使港區相對平靜；香港氣候暖和，港口終年不結冰，總之自然條件得天獨厚。同時香港既在珠三角入口，又位於經濟增長驕人的亞太周邊的中心，以珠三角及整個華南地區為其重要的腹地，佔盡地利；香港是自由港，有80多條海運航線，通往世界120多個國家和地區近1000個港口，每年進出港旅客超過1000萬人次。

維港兩岸的碼頭不斷增加、減少、拆除、興建，是香港經濟發展和社會變遷的一面鏡子。港英政府早年便已開始進行填海工程，以致海港区



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香港國際航運中心發展SWOT分析匯總表

優勢（Strengths）	弱點（Weakness）	機遇（Opportunities）	威脅（Threats）
天然良港（港闊水深、風平浪靜、終年不凍）、自由港制度、航運軟硬體條件優越	地理資源條件束縛、THC（碼頭操作費用）過高、物流和航運人才短缺	中央與香港政府對香港航運的重視、CEPA協定為香港帶來了機遇、兩岸三通促進香港航運服務轉型	亞洲區域周邊港口的競爭加劇、珠三角口群集裝箱運輸市場競爭日益加劇、航運及物流相關產業向內地遷移

積不斷縮小。1998年，因多個環保團體反對，逼使政府先後需要暫緩及重新檢討啓德及添馬艦對出的填海工程。今天的維多利亞港在多次填海造地後面積已大幅減少，但交通卻越來越繁忙，海浪因而比往日大。

近年來，中國華南地區集裝箱碼頭發展迅速，香港的集裝箱運輸面臨新的發展機遇和挑戰。為維持香港世界航運中心的地位，可以從以下幾方面入手：拓寬經濟腹地，加強與鄰近港口合作，加快發展高增值業務，發展高產值物流區，促進港口中轉物流發展，加快港口物流信息平台建設等。

時事英語

「鞋子」與外交

中英文都有以「鞋」喻事喻理的諺語。最近，中美兩國元首在各自的外訪演講中都引用「鞋」的諺語來闡述自己的外交理念。

習近平當選中國國家主席後首次外訪的國家是俄羅斯（Russia），象徵中俄進一步加強兩國戰略性夥伴關係（strategic partnership）。3月23日，習近平在莫斯科國際關係學院發表演講時強調，中國反對干涉別國內政，維護國際公平正義。「鞋子不合腳，自己穿了才知道。」這一諺語較簡練的英譯是：Only the wearer knows if the shoe fits (his foot)。他借此表明，「一個國家的發展道路合不合適，只有這個國家的人民才最有發言權。」這實際上也是在宣示：中國堅持自己的政治制度和發展道路，決不全面盤照搬（indiscriminately imitate）任何外國的經驗。

而在此兩天前，訪問以色列的美國總統奧巴馬（Barack Obama）在一次演講中也引用了一個「鞋」的英文諺語。他對以色列大學生說：「Put yourself in their shoes—look at the world through their eyes.」此話的中文直譯是：「把你們的腳放進他們（指巴勒斯坦孩子）的鞋子裡——通過他們的眼睛看這個世界。」Put yourself in somebody's shoes這一英文諺語的意思是「設身處地」、從對方的角度來看問題。奧巴馬訪以旨在調解以巴矛盾，扮演了和事老（fence-straddler）的角色，因此他希望以色列人在巴勒斯坦建國問題上有所妥協。但是，奧巴馬的「鞋論」作為外交理念不切實際（impracticable）。國與國的關係是利益關係，各國的外交首要為本國利益服務，要一個國家「設身處地」替他國着想，似乎有點異想天開（To ask for the moon）。奧巴馬的「鞋論」也顯言不由衷（insincere），美國在國際上何曾「設身處地」替別國想過？

習近平的「鞋論」形象地闡述了中國的外交理念；奧巴馬的「鞋論」則是在自欺欺人（deceive oneself and others）。  
亦然