

more people as it approached the UC Berkeley campus. After meandering through the redwoods of Strawberry Creek, the march left the campus and took Shattuck Avenue in Downtown Berkeley. Now the march numbered over 100 and returned to Telegraph.

From 11PM to 1AM, the streets of Berkeley were abuzz with rebellion. Hundreds of people from the bars got on the streets and watched the standoff, many of them joining the protest until it was finally broken up. The march last seven hours and made the news around the Bay Area. Surprisingly, the media talked more about Ferguson than they did about broken windows and spray paint. In any case, we hope to see more people at the upcoming anti-police marches. Come prepared, bring your friends, and remember that everything we do right now matters.

▶CONTINUED FROM PG.7

that the DAC will play a role in trying to contain, monitor, and police a struggle if it breaks out among Longshore workers?

JH: The ILWU International officers have broken from the legacy of the longshore workers proud record of waterfront solidarity and fighting government repression. The reactionary labor fakers running the union now have opposed defending longshore workers who've been attacked for questioning port security procedures. That happened in the port of Sacramento in 2008 when police under the guise of port security rules racially profiled and attacked two black longshoremen going to work in the port. DAC is now monitoring longshore workers through cameras, at work and even in their break rooms.

FW: There have been numerous port shutdowns in recent years. Most recently, BART strikers shut down a terminal at the Port of Oakland during their strike. In what ways would the DAC impact these acts of worker resistance?

JH: The DAC and other state security agencies and police could enforce laws presently being proposed by California Democrat Glazer to ban strikes of transit workers. This illegalization of strikes could include not only public transit workers like BART, MUNI and AC Transit workers but all port workers who are transportation workers as well. The only solution is for all transport workers- union and nonunion, public and private sector, black, white, Latino and Asian to unite in a common struggle to build a workers' party that will fight for our rights and capitalist government repression. The Metalworkers Union of South Africa is doing precisely that, calling for a workers party, leading their own strikes, supporting other workers strikes and opposing government oppression like the bloody government massacre of Marikana miners in 2012.

**SEPTEMBER 5TH
12 PM - OAKLAND
PARK AND IVY**

**MARCH TO THE
OAKLAND
MARRIOTT**

**SHUT DOWN
URBAN SHIELD**



Urban Shield is an annual weapons exposition and training seminar for local law enforcement. At this conference, Bay Area police departments and many others will come together to share strategies with foreign agencies, that have included the Israeli Defence Forces in the past, learn counter-insurgency tactics from private mercenaries, and learn how to better crush rebellion.

March with us on September 5th and help shut down this gathering of warmakers.

EASTWEST

AUGUST 2014

an anarchist newspaper

ALWAYS FREE

eastwest@riseup.net

**FROM
FERGUSON
TO OAKLAND**



As everyone now knows, Mike Brown was shot and killed in Ferguson, MO on August 9th, 2014. He was unarmed when he was shot six times. Since then, an uprising against the police has started in Ferguson, with every night bringing new clashes and more police repression. At the time of this writing, the Governor of Missouri had ordered the National Guard into the city after another night of looting, rioting, and shooting at the police. The residents of Ferguson have had enough of these police executions and are fighting to stop them. But here in Oakland, the police murder of an unarmed black man one week earlier has received little attention.

On August 3rd, 2014, a man named **Jacorey Calhoun** was driving a car through the Fairfax neighborhood in East Oakland. An OPD officer began following Jacorey and tried to pull him over. Jacorey sped away deep into East Oakland, coming to a stop along the derelict train tracks of 105th Avenue. He got out of the car and fled into the neighborhood, hiding in bushes and behind fences. More police arrived and a perimeter was set up, trapping Jacorey in their net.

Jacorey was unarmed when he was shot in the head that night by an Alameda County Sheriff's deputy. The law enforcement agencies are offering no explanation. There is currently no protest by the family or public outcry from friends or loved ones. There is only an attorney, speaking out on behalf of the family, asking simple questions to the local media, such as "was he an imminent danger, and if so what was it?"

These types of police sieges are commonplace, but yet they receive no media attention. It is now standard practice for the OPD and their affiliates to swarm an area as a paramilitary unit. Anyone trapped within their net is at risk of losing their life, especially if they run out of fear. Anyone caught within these perimeters is in lethal danger, and we cannot stress this enough.

When the OPD was searching for Jacorey, they referred to him over their scanner as "male black." The cops were not looking for a human, they were looking for a description, and when "male black" was discovered, a sheriff shot him in the head. These police sieges have to end, and

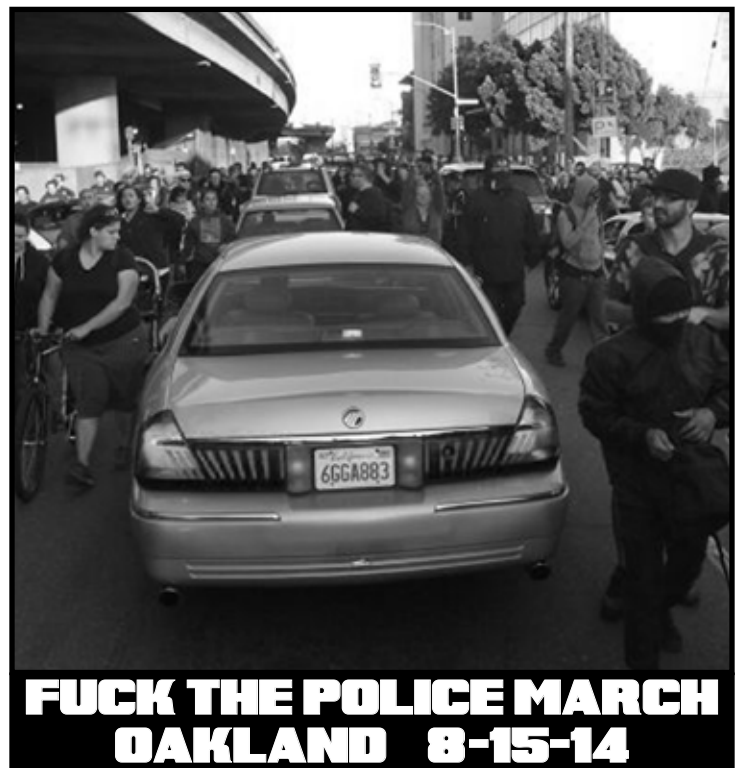
we are the only ones who can stop them. To this end, we offer these three simple steps to neutralizing a police siege, as described in our previous issue.

1: If the police succeed in establishing a perimeter in your neighborhood, get all of your friends and neighbors to surround that perimeter. Do not let anything enter and leave the scene, and create a scene of disorder at the margins of the occupation. If the police have to worry more about you than their target, you increase the chances of their target living. This step brings the most risk, but it is also the most important.

2: If you are caught within the perimeter or are near a police siege, film everything you can. If you are able to send live Tweets or internet updates of the situation, do so as much as possible. Call your friends and tell them to spread the words and images as far as possible. Encourage everyone you know to come to the siege and surround it.

3: From every direction, tell the police they must leave, regardless of the situation. Do not let them feel welcome. Be as loud as possible. If enough people want the police tanks and snipers out of their neighborhood, they will get them out. Hold your hands in the air, scream at the top of your lungs, and push them away with your bodies.

These steps are important in every city, from Ferguson to Oakland, and they can work if enough people participate. The police get away with murder only if people hide away in their houses, afraid and quiet, terrified of causing trouble. The time for letting these police executions happen is over. A new movement against the police is taking shape. Feel free to join in.



REPORT BACK FROM FTP MARCH

Around 400 people assembled at Oscar Grant Plaza on August 15th at 6 PM for a Fuck The Police march in solidarity with the people of Ferguson, MO. After listening to several speeches, the group proceeded down to the OPD headquarters where they met a line of riot police. After breaking through this police line, the crowd circled the headquarters and police officer's association before deciding to head to the Port of Oakland. At one point, an unmarked police car was surrounded and sustained several kicks from marchers.

But before the crowd could reach any of the Port gates, the police decided to attack the march in the middle of the warehouses of Jack London. In the scuffle, the police grabbed several marchers but were stopped when someone used a can of pepper spray to incapacitate the cops and free the captured protestors. Unfortunately, one marcher was arrested, but has since taken a plea and was released.

Undeterred, the march returned to downtown where fireworks were shot into the air as the crowd held the intersection at 14th and Broadway. Soon, the march scared off a police line guarding the entrance to Telegraph and went North towards Berkeley. The KONO development office below Jerry Brown's condo had three of its windows smashed out as the march passed. The customers at the Commonwealth pub were heckled and yelled at for being gentrifiers as the march got closer to the Temescal District, one of the epicenters of gentrification in Oakland.

Once the march entered this "up-and-coming" district, the proprietors of the news businesses were visibly afraid. A Bank of the West and an upscale craft store were smashed in the middle of Temescal, the first time a march targeted the area. But the march was not done after this incident and continued onward into Berkeley. Numerous people left graffiti along the whole route, some of it imploring people to "KILL COPS." When the march neared the end of Telegraph, the offices for LiveScan had their windows smashed out. LiveScan provides fingerprint databases for the FBI and DOJ and is well hated by many working people.

The BPD were not enthusiastic about this group entering the commercial drag of Telegraph. They set up multiple blockades to stop the small crowd, now numbering around 50. But the group was able to weave around the police lines by sneaking through People's Park, picking up

LONGSHORE TRUCKERS - I.C.E. - AND THE DOMAIN AWARENESS CENTER AN INTERVIEW WITH JACK HEYMAN

Reprinted from www.fireworksbayarea.com

Wanting to know more about the state of various workers struggles at the Port of Oakland, we sat down with Jack Heyman, long time militant and (retired) member of ILWU Local 10 here in the bay area. We also wanted to have a conversation with Jack regarding the Domain Awareness Center, (DAC), which is coming to the Port and how it could possibly repress various workers' struggles. While we do not agree with Jack on everything politically, we greatly respect his commitment to struggle and knowledge of labor battles, past and present, in the Bay Area.

FW: Port workers in the Bay Area have a long and militant history. Can you give our readers a brief introduction into that history to give us a bit of context?

JH: Since the seminal 1934 Maritime Strike in which longshoremen and seamen shutdown Pacific Coast ports to win the union hiring hall, the coastwide contract, recognition of their coastwide union and a 6-hour day in the midst of the Great Depression, port workers have been in the vanguard of class struggle in this, the most powerful of capitalist countries. Historically, the influence of Wobblies in the Northwest and communists in the Bay Area have played a role in militant actions of maritime workers and their unions.

FW: What do you see as the main impact of the Domain Awareness Center being placed at the port upon the organizing efforts of port workers, independent truck drivers, and others?

JH: The DAC is a product of the national security legislation that mushroomed after 9/11. Port workers have been shackled with government regulations that force them carry a Transport Workers Identification Card or TWIC card. Under the guise of fighting terrorism, the U.S. gov-



ernment has cast a broad definition of "terrorism" mainly directed against workers, racial minorities and immigrant workers which encompasses just about all workers in the port. Strikes by port workers which stop the flow of cargo in global trade could be considered "terrorist acts." Furthermore, port demonstrations against wars like the U.S. imperialist wars in Iraq and Afghanistan, [calling for justice in the case of Oscar Grant], or the 2010 protests against Israeli attacks on a humanitarian aid flotilla to Gaza or the present Zionist slaughter there could also be deemed illegal acts supporting "terrorism." In the present situation many port truckers who are immigrant workers could be targeted by the DAC and lose their jobs and even deported. Thousands of port workers have already lost their jobs under the TWIC provision of the Maritime Transportation Security Act of 2002. Some were deported.

FW: At the recent Port of Oakland Trucker work stop-

page strikes we saw Department of Homeland Security vehicles as well as ICE police in large numbers monitoring the protests. What kind of security state build-ups have you already been seeing on the ports? How does the threat of ICE raids or deportations impact working class struggles at the ports?

JH: Any protest by port workers could be deemed a "security threat." Government police of the DHS and ICE are there for one reason, to intimidate and control port workers. Unfortunately, some union bureaucrats have bought into the "national security" scam and have even supported port police attacks on picketing port truckers. Some union members have crossed picket lines of the truckers who are trying to organize. These fundamental betrayals of workers solidarity should be condemned in the strongest terms.

FW: The ILWU has a contract coming up soon. Do you think

▶ CHAOS AT CITY HALL AS WEST OAKLAND SPECIFIC PLAN PASSES ◀

The West Oakland Specific Plan (WOSP), a development scheme dreamed up by the City Council and local capitalists, went through its final council vote on July 29th, 2014. But as the City Council got ready to pass their new scheme, a young man entered City Hall with an entirely different agenda. About forty minutes into the council meeting, Dante Cano hopped over the table he was meant to stand behind and stood in the center of the City Council's table. He began clapping his hands together and repeatedly told the council that they had to stop the WOSP.



Noel Gallo, the current strongman of the council, was the first to jump out of his seat when Dante began his brief speech. Apparently tough guy Gallo is afraid

of Dante. When several good citizens began to move towards the center of the room, Dante ran and jumped on the long City Council desk, right beside aspiring mayor Libby Schaaf. Before he could get away, Dante was pulled down and escorted out of the City Hall.



9.2.14
Subject: Plan Amendments For Jack London Square And West Oakland

Despite the humor and good spirit of his actions, Dante was detained by the OPD and eventually arrested that night. While the city Council passed the WOSP, Dante was being driven south to Santa Rita jail. In less than a week he was charged for disrupting the meeting and sentenced to 28 days. He will be out by the time this article goes to print, so if you see him, say what's up.

Although there were reports that it was postponed, the city's website claims the WOSP is going to go into effect on August 29th, setting the stage for the complete destruction of what remains of West Oakland. During the final



council meeting, West Oakland Councilwoman Lynette McElhaney assured the audience that the WOSP would actually prevent unrestricted development and the type of gentrification taking place in San Francisco. But there is little in the WOSP documents that shows anything else besides commercial development and market-rate housing designed for yuppies.

The gentrification of West Oakland is a step by step process. While the politicians may have given it the green light, the developers still have to physically build their new luxury housing. We encourage all of our readers to sabotage any and all manifestations of gentrification they see in West Oakland as it appears. We will never be able to stop this capitalist occupation from inside City Hall. We can only do it in the streets.

ISRAELI CARGO SHIP BLOCKED FOR TWO DAYS IN SOLIDARITY WITH GAZA

The Israeli Defense Forces (IDF) have killed over 2,000 Palestinians since the beginning of the newest war in Gaza. What started off as the kidnapping of three Israeli hitchhikers turned into a weeks long siege of the enclosed land. When the dead bodies of the hitchhikers were found, a racist mob inside Israel burnt a young Palestinian man to death in revenge. Ever since then, the IDF has begun pounding Gaza into submission, hoping to finally break them down.

To drive the equivalent length of Gaza, a Bay Area resident would only have to drive from Hayward to Berkeley. In this small space, the IDF has been leveling homes, bombing schools, and destroying the only power plant. For the past several weeks, the Palestinians of Gaza have lived in terror of falling missiles and exploding walls.

In solidarity with their struggle against the IDF, different groups in the Bay Area decided to blockade an Israeli owned ship from the Port of Oakland. A cargo ship, operated by ZIM Integrated Shipping Services Ltd, brings different commodities from Israel to the US market every week and it was decided that this boat should be the target. After a tedious and oftentimes infuriating dispute on Facebook, the final date for the blockade was set for August 16th.

To the delight of everyone involved, it was learned that the ZIM ship would not be arriving in the early morning of August 16th, as is most commonly the case. With more than enough sleep, a crowd of nearly 3000 met at the West Oakland BART station at 3 PM. Speakers dressed the crowd through a sound system and when enough people were assembled, the giant group began heading to Berth 57.

The march was slow and powerful, walking confidently towards its target. The OPD did not try to stop

this group, nor did any Zionist counter-protestors attempt to heckle the march. When the crowd got to the gate of the berth, all they had to do was stand there for forty minutes in order for the ILWU to deem their presence a safety concern. The union pulled all of its workers from the dock, canceling the evening shift. With this easy victory, the crowd returned to West Oakland with a sense of accomplishment.

But in the middle of the night, the ZIM ship suddenly began moving towards the Bay Area and by the morning it had had docked at the Port of Oakland. Unwilling to let ZIM get away with this predictable trick, a group of 400 assembled within an hour to blockade the gates of the port on August 17th. In less than two hours, this smaller group had caused the ILWU to once again cancel their evening shift, leaving the ZIM ship stuck there with its cargo.



After being blocked for 4 days straight, the ship proceeded to go out to sea, only to turn around in the ocean and return at a different terminal. Some cargo was unloaded but it is unclear how much, as the ZIM ship sits in the Bay. Regardless, various groups and communities in the Bay Area were able to come together and deal an economic blow to Israel after their genocidal assault against Gaza.

With the riots now taking place in Ferguson, millions of people can see the connections between the repression in Gaza and the repression in the Missouri. On both streets, the occupiers are using the same armored vehicles, the same tear gas, and the same weapons. The oppressed of the world have more in common each day, and our connections are only growing stronger. We must fight together to destroy the racist and genocidal forces aligned against us, and in the coming weeks we will have more opportunities to act together. Let us make the most of it.

REFINING • CHEVRON MODERNIZATION POISON • THREATENS CITY OF RICHMOND



In mid-July, flames went up again at the Chevron refinery, located in Richmond. While the cause of the fire is unclear, Chevron was quick to calm fears through their friends in the media and claimed that the fire was never a danger to anyone. But there is much to fear. In 2012, a major fire broke out at the same plant, causing over 15,000 Bay Area residents to go to the hospital as smoke filled the air. In the wake of the fire, ongoing protests at the plant, and even the Richmond Mayor coming out against Chevron and making trips down to Central American to create connections with indigenous groups fighting oil companies – Chevron launched an entirely new campaign.

Like US soldiers who drop propaganda on communities they in turn occupy and bomb, Chevron launched its own Richmond “community” news site, the Richmond Standard. Its stated goal would be winning the hearts and minds of the very community that Chevron had sent to the hospital en masse just months before.

Content is produced by one main editor, (Mike Aldax, formerly with the San Francisco Examiner), who made it clear that anti-Chevron voices would not be tolerated, “If someone wants to oppose Chevron, this is not the place for that.” Chevron also launched the ‘Richmond Proud’ ad campaign, which featured huge billboards through the city that showed the smiling faces of locals and refinery workers that boasted how great Richmond was. “Richmond,” we were told, was “more about parks and less about pavement.” Being that pavement is created out of oil, the irony was not lost. Soon after, Chevron began promoting “Refinery Modernization,” through even more billboards and bus stop signs extolling the virtues and benefits of such ‘improvements.’ According to Chevron, such upgrades would make people safer, create jobs, and would be better for the environment. Community members in Richmond claim that nothing could be further from the truth.

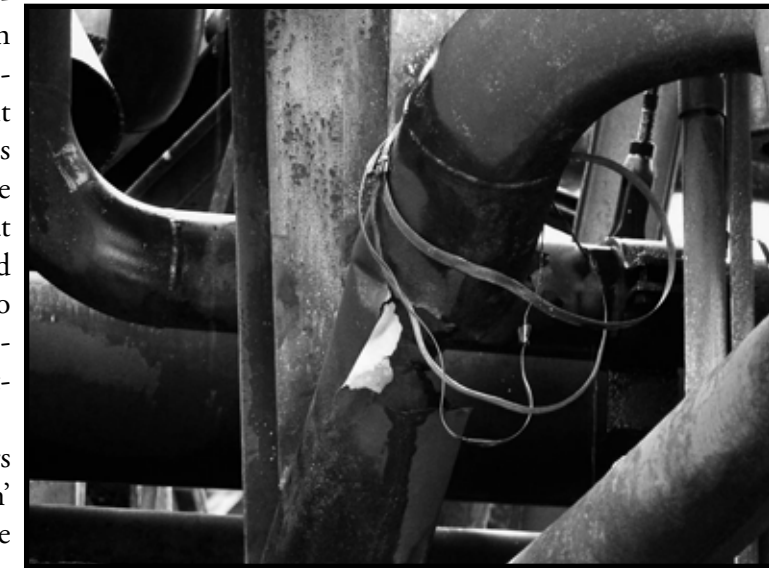


The Ohlone people were the first inhabitants of the Richmond area and were decimated by disease and genocide and driven off their land by invaders. The city was incorporated in 1905, and the Ku Klux Klan was active in this early period of the city. During World War II, many African-American and Latino workers came to Richmond to work in the war industries. After the war, many people were employed in unionized manufacturing jobs such as in Steel Mills; plants that later closed down as production continued to shift overseas to cut costs. Today, Richmond is a city of over 100,000, most of whom are people of color and many living below the poverty line. During the boom years, as is now, the city remained largely segregated along lines of race and class. Within just three miles of the refinery itself, seventeen thousand people reside, many within housing projects. As jobs have vanished and many businesses have been shuttered, problems of drugs and crime have continued to grow. Built in 1901, the Richmond Refinery was originally operated by Standard Oil and owned by John D. Rockefeller, and continues to pump out hundreds of thousands of barrels of oil a day.

Despite claims that ‘refinery modernization’ will clean the air and be safer, many people claim that in actuality, the new modernization will lead to increased levels of pollution, poorer air quality, and more safety concerns. According to an article in the East Bay Express, a major aspect of the project is expansion “of the refinery’s hydrogen production unit and [will] allow Chevron to refine higher-sulfur crude oil and “gas oil” (a petroleum product also used as raw material).” And it was sulfur which corroded pipes in 2012 that led to the explosion that sent thousands to the hospital. According to the Express: “The city’s environmental impact report (EIR) shows that refining higher-sulfur raw materials will also increase air pollution in a community that’s already among the most polluted in California

— and that producing more hydrogen will increase greenhouse gas emissions.” As one resident recently stated, “A whole lot of toxic air contaminants are increasing as a result of this project even while they’re claiming the project will make it cleaner.” Also, while Chevron wants to ‘modernize’ areas of the facility which will increase production, other parts of the plant will not be upgraded. “Chevron plans to replace deteriorated old equipment only in the crude unit, which is just one of many parts of the refinery in which old, worn-out equipment is at risk of corrosion from higher-sulfur raw materials, making the equipment a “ticking time bomb.” It is no surprise that we continue to see outbreaks of fires at the plant, putting Richmond residents in danger – not to mention that continued production of fossil fuels threaten life on the planet.

But as Chevron gears up to push ‘modernization’ forward, other companies are hoping to complete projects that would process oil from fracking. As the Express wrote: “Controversy currently focuses on two East Bay projects: a planned transportation hub that would bring crude oil by rail and ship to a terminal in Pittsburg by a company known as WesPac, and a propane recovery and storage proposal at the Phillips 66 refinery in Rodeo. Spokespeople for both companies contend that local residents’ and environmentalists’ concerns about their projects are overblown.” Furthermore, “At the Pittsburg crude oil transportation hub, WesPac plans to construct new rail and shipping facilities to bring in an average of 10,000 barrels of crude oil a day. WesPac, which develops infrastructure for the oil industry, plans to build the facility in the now-empty fuel tanks formerly used by PG&E, in a residential neighborhood close to downtown.” Oil companies assure the public not only on these projects’ safety, but also claim that instead of using fracked oil



from the tar sands (a project facing large resistance from various indigenous, anarchist, and environmental groups across North America), they instead will use fracked oil from North Dakota. However, this oil will be transported by Bakken, the same company that uses what has become to be known as “bomb trains,” due to their habit of exploding on the train tracks, leading to deaths and injuries.

Refineries like Chevron are counting on fracked oil for their continuation as a company. As other oil supplies dry up, they must rely on massive energy projects such as the tar sands and Bakken fracked oil. This entire process puts us all at risk. From the extraction of fracked oil which pollutes watersheds and drinking water, to the burning of the oil itself which is causing global warming. This process also has played out in the current drought, as California runs out of water and many watersheds have already been polluted. The entire system of industrial production has to be dismantled

if humanity is going to survive.

It is no surprise that the Richmond refinery is located where it is – in a poor neighborhoods of color. Historically, polluting energy projects have always sought to do their dirty work in the communities of people that historically lack access to political power. But while people in Richmond have been the victims of Chevron’s pollution for years, the plant itself depends on energy being brought into the plant via rail lines and other forms of transportation. These are flows of energy and capital that can be blocked and shut down. We desire not a “better” more “modernized” refinery, but an end to industrial capitalism and its hold over all our lives. We can’t count on politics to solve our problems for us, we have to get organized now and take action before it’s too late.