

REBEL WORKER



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Paper of the Anarcho-Syndicalist Network 50c

It's Time to Melt Glady's N.S.W. Public Sector Wage Freeze with Direct Action to Secure Wages & Conditions Justice & Fight Privatisation!



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Rebel Worker is the bimonthly Paper of the A.S.N. for the propagation of anarcho-syndicalism in Australia.

Unless otherwise stated, signed Articles do not necessarily represent the position of the A.S.N. As a whole. Any contributions, criticisms, letters or

Comments are welcome.

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NSW HEALTH CHAOS

By A Rebel without a Cause

Since the start COVID, employees of NSW Health have been fighting an uphill battle. The government has slashed the 2.5% wage rise down to a meagre 1.5% and the staff have been left to deal with a global pandemic, while being under threat from management pressure with little support from the union that the members pay for.

In one particular hospital, the conditions and treatment of staff by the executives, has created a puppet theatre for workplace bullying and corruption, leaving many staff in fear for their jobs and insecure about their financial future. Alongside this, there has been a push by the executives towards replacing permanent staff with casual employees.

Back in the start of April 2020, a decision was made by the NSW Public Sector to allow a multi-billion dollar private company, a very well-known Australian icon, access to a variety of jobs across the sector to give to their staff, as a goodwill gesture, as they were now facing the threat, that the whole world has been facing, of being out of work for an indefinite amount of time. Great, nice gesture, honestly, good way to treat your workers Mr private

company, I mean it. Except for the fact that those workers, who are still able to receive the Job keeper payment and have been receiving it, on top of their pay by the way, have now effectively sidestepped the whole recruitment process of NSW Health employment, which is generally designed to be fair to all Australians. A big provider of work for those in lower income areas and those who have difficulty finding work in places due to lack of education and/or disabilities, for NSW Health to hand out jobs without going through the proper recruitment process (no interview, no reference check), to people who have come from a private company over other ordinary citizens, who may have been financially struggling all their lives, well before COVID, is an affront to equality, fairness, and the whole public system in general. By doing this they have also shot themselves in the foot for later down the track, as when this company starts back up again, all those workers will fly towards it, and leave the job that could have gone to someone with an upcoming family, who might of valued it more and could have provided years of service. But this is just the start

In a specific case a few of these workers have managed to find their way into positions of power in one such hospital. Yes- men who have no experience in hospital work given status above workers who have been there for over 30 years, by executives, who have only been there for a few years, and who, still to this day, have no idea how the hospital is run, and don't even care to learn to. Since obtaining these managerial positions, these Yes-men have bullied and intimidated the current staff, made various threats towards them,

attempted to not pay them and even dock their pay. Worse, they have been able to give the odd shifts to their crony mates from the company who just so happen to already have other jobs, leaving out any possibility for Overtime, for the workers who have dedicated their time.

When management has been told of this, it has all been brushed aside. Why?

Because it turns out, One, that they do it too and, Two, they simply can.

In one department the situation has deteriorated to such an extent that a number of staff, including a few long term staff, left to work elsewhere, citing bullying and intimidation as the main reason for leaving. In another department, a few workers decided to actually stand up and question the judgement and mistreatment by the crony in charge, an act that takes courage and intelligence, but alas no help given.

Managers and Executives, and Director Executives, and Assistant Manager Executives, and Supreme Overlord Supervisors, don't want the workers to know about their rights or even be aware of them. They want a private style company. Which is interesting, seeing as they just hired a number from a private company, and put them above the workers not from the private company (wink wink). Also more interesting, it's public healthcare, and no money actually comes out of their pocket, aside from taxes, to pay for the staff. This kind of attitude just showcases how abhorrent and greedy

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ASN APPEAL

The Anarcho-Syndicalist Network requires suitable cost effective permanent premises. A\$750,000 is urgently sought to buy premises for the proposed Rebel Worker-Anarcho-Syndicalist Network Media Centre. Please make out Cheques to Black Cat Media & send to P.O. Box 92 Broadway 2007 NSW.

N.S.W. RAILWAY NEWS

How Not to Negotiate an EBA

By Crimson Coconut

Despite public transport workers being praised for being “essential workers” who risked their lives during the pandemic, the NSW Government set out to punish them by effectively cutting their wages.

Like nurses, public servants and teachers, public transport workers kept services running despite threats to their health. The reward for effort from the Government came in the form of an attempted variation of an existing E.B.A. for NSW Trains and Sydney Trains staff. They were to be rewarded by reducing the current pay rise to a paltry 0.3% rise, backdated to July. This would have been the most basic of insults and pure bastardry against workers in the essential industries. In November 2020 the NSW Government promised to slash the nominal 2.5% pay rise to 1.5% for all public servants under the cover of saving \$1.5 billion over 3 years due to the pandemic. The NSW Treasurer, Dominic Perrottet, at the time, said that the wage freeze would create more jobs. This did not make sense as many transport workers were already working overtime just to keep up with the demands of the pandemic. Also extra part time staff had been hired to ensure that pandemic level cleaning and safety was adequate. At no stage of the process did either NSW Unions or any of the individual unions organise any fight back in workplaces against the cuts or the proposal. That is a failure of union organisation. Any decent union faced with what was effectively a cut to the living standards of NSW workers surely had to take the issues to the workplace and to the streets. It's not that hard, really. Instead the unions mounted a determined effort to lobby members of the Upper House of the NSW Government to not pass the bill that would lead to a wage cut. This strategy turns its back on the principle that there is “power in the workers”. Once again workers were sidelined in the struggle for power and the strength needed to defeat the bill once and for all. It's simply a lazy strategy where you ask favours from old friends in the parliamentary system.

Meeting with workers, working out a strategy together and showing some real leadership by taking them along for the ride would not only empower union members

for the struggles ahead, it would embolden them to the point where they could see the strength they possessed in solidarity. Instead they were isolated from a process that is poorly understood and was ineffective in the long run. Meanwhile the Premier, Gladys Berejiklian, made statements about everyone sacrificing for the good of the State and Nation. In saying that she was only talking about workers on the front lines making the sacrifices, just as businesses were getting massive tax cuts, wage subsidies and other handouts. The proposed wage cut however was

IRC. Workers and the unions were bypassed by this manoeuvre by the Government. This points to the limits of Trade Unionism when it is not activating those on the shop floor to fight for their own interests. Instead they took shortcuts using instruments which did not represent workers interests. I doubt whether the IRC would have made such bastard of a judgement on the 0.3% if a proper fightback had been organised from the start and mass rallies of workers including nurses, teachers, transport workers and other public servants had taken place



defeated in the NSW Upper House. Because of that the Government almost immediately appealed to the Industrial Relations Commission who overruled the elected representatives who were opposing the wage freeze. The IRC awarded a pay rise of just 0.3% to “stop workers going backwards.” Yes, the wage freeze was defeated in the upper house through lobbying. However in the long run workers and their unions came out of it weaker because they failed to mount an education campaign, a resistance campaign or any other workplace fightback. The Parliament is not where workers' interests or power resides. It was easy for the Berejiklian Government to bypass any semblance of democracy by an appeal for intervention by the State in the form of the

Early in 2021 NSW Trains and SydneyTrains notified us that they wished to vary the award due to the unconvincing arguments that the NSW Government had made earlier. While the rail unions supported the members outrage against the wage freeze of 0.3% they issued bulletins urging members to oppose the vote to vary the award which had been organised by rail management. A few weeks ago the variation to the award was voted down by a resounding 87% of public transport workers. However voting this ridiculous proposal down is only the beginning. What needs to happen next is the organisation of workers that are subject to the proposal into a democratic fighting unit. The campaign needs to be open, transparent and supportive. There already exists an agreed EBA with

pay rises. All attempts to vary the current award that leaves workers worse off must be resisted. Even if that means breaking or defying the rules that are imposed by the Fair Work Commission. There is nothing to be gained by the unions sitting down with Rail Management to negotiate the EBA if we are starting off from such a very low base. If they raise expectations about a pay rise which is slightly better than the current offer of 0.3% but less than that on offer from the original EBA it will still be a loss for us workers. Obviously by putting forward such a low offer (i.e. cutting wages) management is saying that anything above that base offer is a win. It is not. No negotiations should take place until there is at least an offer of a wage rise that was equal or better than that offered in the last EBA. That should be the starting point. There is no point in going backwards. To reinforce our negotiating position we should be putting forward a log of claims of our own that we want to set as a starting point. There are plenty of issues that could be put forward which would better our lives. However these claims should come from workers themselves rather than from the union hierarchy alone..

Here is an example of some of the issues that could make up a log of claims:

- * Stopping people stepping up in grades when staff at that grade are available.
- * Transitioning part time staff, who request it, to full time work.
- * Provide adequate PPE during pandemics

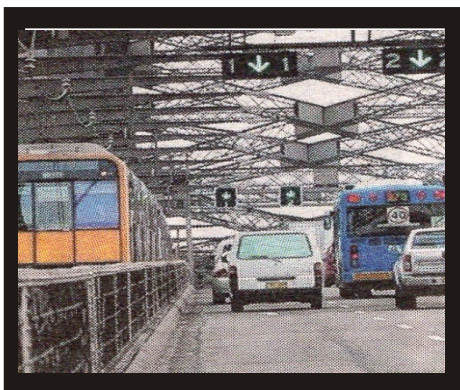
with special training to prevent infection.

* Insist on halting privatisation providing security of employment.

* No cuts to existing wages and conditions.

* A real wage rise based on rising living costs.

There are many other issues that you, the



reader, could put forward. Other things that are needed to combat these cuts include better coordination between the various unions affected by the 0.3% cut. Joint rallies of members from the various unions, including those at shop floor level. In all cases whenever a rally is called, workers on the job need to be called out, despite the legal consequences. At the shop floor and workplace level, democratic local committees should be set up to discuss the next moves, to relay concerns and opinions to the various union leaderships and to build solidarity. Workers

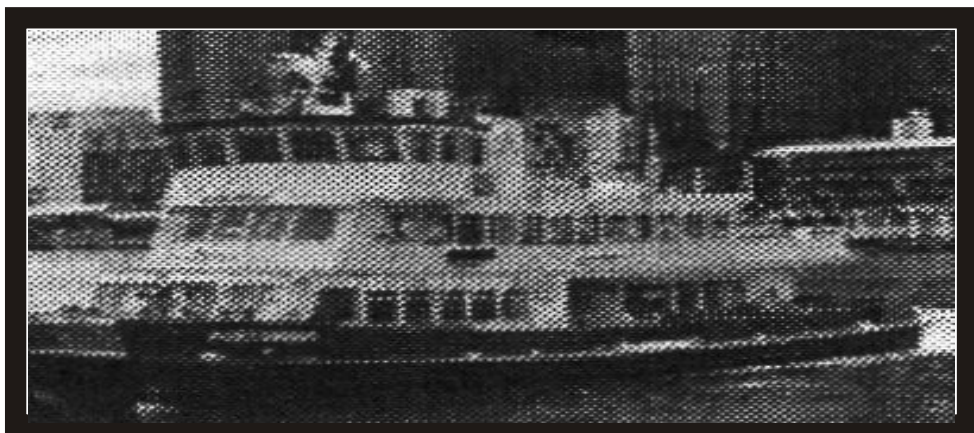
in each workplace best know what the local issues are. If no one is listening, pressure should be applied. In the past EBA's have been rather undemocratic affairs with union members at shop floor level mystified by the process and only learning about what is to be served up when the vote is to take place. There is power in the union, however the only real power resides in the collective action of workers, not the bureaucrats in head office. Appeals by the bureaucrats in the union head office calling on political favours really does not advance the union movement or the lives of workers. Real power exists when we the workers have some control over the processes and actions affecting our lives. The attacks on wages and conditions can be expected to continue. Ready yourself and your work colleagues by preparing to work together and accepting nothing less than you need. Now is the right time to launch a campaign. As businesses reopen after the pandemic induced shut downs and people return to work it will be critical to any recovery that industrial disputation is kept under wraps. That gives us a huge advantage at this time because the bosses just want things to run smoothly after the disruptions to business. You know what to do.

NO WAGE CUTS! Dare to Struggle, Dare to Win.

SYDNEY FERRIES NEWS

Rebel Worker: What are the latest developments in the Ferries?

Ferry Worker: The most important news involves the replacement of the iconic Freshwater Class Ferries with smaller and faster Emerald Class built in Indonesia. Despite the Freshwater Class ferries having a further 20 years working life. The hidden agenda of the NSW Govt., and TransDev the new operator, is the reduction of Ferry crew staffing levels from 8 on the Freshwater Class to 3 on the Emerald Class. As the new boats are smaller, passengers are likely to be crammed in like sardines without adequate seating. Typically the officials of the Maritime Section of the CFMEU have dampened down any push for industrial action to save our jobs. They say passengers won't support industrial action and want faster ferries. Only tourists are likely to support our action. With the COVID-19 outbreak there has been a major decline in overseas tourists.



Latest news is that a delay has occurred in the introduction of the new ferries until next year due to safety issues. Five of the six Emerald Class ferries have been found to have corrosion and evidence of seawater entering the hulls of three of the boats. The union officials are claiming a victory as the Govt. and the new operator have agreed

to retain two of the Freshwater Class, but just for weekend jaunts for tourists. The remaining two will be sunk for divers. The public on-line petition to retain the Freshwater Class Ferries has reached over 20,000 signatures!

SYDNEY BUSES NEWS

Leichhardt Depot News

RW: What is the latest at the depot?

Leichhardt Busie: In December last year heaps more ex-STA drivers were displaced from their rosters. They were replaced with the new cheaper drivers who are often TWU members. In the case of the early AM's, the bosses pay ex-STA drivers of the RTBU EBA (enterprise agreement) extra for the period 4am to 7am. So they will be putting the new cheaper drivers on this roster, so the bosses save more money. In the case of some ex-STA drivers who have been displaced from their previous rosters, they have faced massive wage cuts as much as between \$30,000 to \$40,000 per year.

Another new attack by the bosses on the ex-STA drivers is the installation of an IPOD like device in the driver's cabin for so-called safety reasons. This device causes glare and can be quite distracting when on the routes. However if you touch it in transit, the bosses have you called up over it. It's all about another measure to drive the ex-STA drivers off the job and replace them with the cheaper new drivers.

An important reason for this intensified efficiency drive by the Transit Systems bosses is the merger a while back between Transit Systems and SeaLink. Associated with this merger would be increased pressure on management by shareholders for increased profits and dividends. The privatisation of the STA should never have been allowed to go ahead.

Waverley Depot News

RW: What are the latest developments with privatisation of the STA?

Waverley Busie: Latest news is that the timetable for privatisation is shaping up as the following: Ryde and Willoughby to be sold off at the end of the year. With Waverley, Pt. Botany, Randwick and the Eastern Suburbs Light Rail to follow as a package at the beginning of 2022. While the remaining Northern depots will be sold off at the end of 2022. There remains a continuing shortage of drivers. Only a few new drivers are coming on the job. You see them around on the road as they don't wear the uniform. There is plenty of overtime. The intention of the STA bosses is to help out the profit-making of the new operator. When they takeover they can save money by putting on the cheaper new drivers. On the long weekend in June this year a new

weekend roster is being introduced and bus services from the depot are being more aligned with helping link up with the Light Rail. The depot remains a very mean and lean place. Morale of drivers has greatly declined. There is a sense of despair amongst many. It's a great shame to see how a once proud organisation and supplier of bus services has deteriorated.

RW: What are your impressions of the continuing rivalry between the RTBU and TWU since the privatisation of Region 6?

WB: Many of us are angry about the TWU trying to muscle in and divide us in the interests of the bosses. It's weakening RTBU members on the job and

discovered Staples was forced off the job and took a severance payment of \$800,000 plus. This decision is unbelievable. No other country or organisation in the world would try a stunt like this. It just goes to show we have a Donald Trump clone as Transport Minister. It illustrates how chaotic and out of control the Berejiklian Govt. has become. Its showing signs of desperation.

RW: What are your impressions of the Berejiklian Govt's vast expansion of tollways and expressways?

WB: I recently took a drive along the M8 and M5 for a short trip and had the unpleasant discovery of being billed \$36 nearly \$40 for the short trip. Using the



undermining grass roots cooperation in the struggle against the bosses. Considerable amounts of RTBU funds and personnel are being wasted in countering the TWU inroads in the STA and Region 6 of Transit Systems.

RW: What are your impressions of the latest antics of Transport Minister Constance?

WB: His latest stunt was an order he issued to his Department to chop down all vegetation 40 metres each side along state highways using the excuse of a bush fire safety measure. It would result in the loss of millions of trees and cause great damage to ecological systems and native animals. Fortunately a senior bureaucrat, Rod Staples in his Department refused to pass on the order. When his mutiny was

tollways may just save you 8 to 12 minutes of a trip on normal roads. Truckies are now being compelled to use the tollways in their trips into the City and are being charged \$100 each way. Amounting to close to \$6,000 per annum. There seems to be a conflict of interest in regard to these toll ways/express ways, with the Government favouring its business mates with contracts.

RW: What are your thoughts on the scandal plagued housing and construction industry in the NSW under the Liberal Government?

WB: A recent TV program revealed an enormous scandal. It involved new housing developments in the far Western Suburbs in the Penrith area. Due to close housing and lack of trees/green spaces, by

2030 these developments will be uninhabitable with rising temperatures associated with global warming. While the NSW Govt. remains very slack in regard to the repair of faults in housing to be sold. Allowing much leeway for the cover-up of much shoddy and faulty work. In contrast to other states such as Qld which has much stricter inspection of housing for sale.

Burwood Depot News

RW: What have been the ramifications of new route changes for the depot?

Burwood Driver: One of the most significant changes was the introduction of the 461X and 461N to replace the 461. For the 461X and other routes a new stop has been introduced at Eddy Avenue to link up with the Light Rail stop there. Its causing considerable traffic congestion

affecting our running times. In the evening when drivers are coming out of the city you have only 3-4-5 passengers in the evenings. Prior to the changes drivers often had 30 or so passengers. Maybe one reason for the drop in passengers is the fear some have of contracting the COVID-19 virus if they use public transport. There is a great anger building up amongst particularly elderly passengers over the limited stops of the operation of the new routes. You often see passengers trying to flag us down on the prior 461 route, but we are unable to stop for them now. In the Burwood area there are moves a foot amongst passengers to launch a petition to the NSW Govt. to stop the limited stops operation. A similar problem exists with the X438 Abbotsford run. The elimination of the Parramatta Road and Norton Street Stop on outward journeys is very inconvenient!

RW: What are other changes?

BD: There was going to be major changes with the work of the BOT's (Driver Instructors). However I have noticed no changes. They are just doing their normal work. However now they are not based at one depot. They are working between different depots.

RW: What is the latest with the union and the privatisation of the STA?

BD: The RTBU officials are now talking about starting negotiations shortly with Transit Systems for a new EBA (Enterprise Agreement) for all drivers in Region 6 not just ex-STA drivers. Its rumoured that at Ryde depot, Transit Systems has been conducting orientation courses for drivers prior to its privatisation. There is currently little mingling of drivers from different depots and we are receiving little information from management and the union officials. See Page 12

VICTORIAN RAILWAY NEWS

In this issue of RW, Drivers, Conductors and other V/Line employees will discuss issues of corruption, lagging in of fellow employees and other issues at V/Line. As in previous issues of RW names have been changed.

RW: What is the current situation at V/Line?

Moose: The Chief Executive of V/Line was sacked over a cleaning contract. As of January 2021, no new Chief Executive has been appointed. In the interim an acting Chief Executive has been appointed.

Rastus: A new cleaning contractor has been appointed. He took over almost the next day. The cleaning should be brought back in house.

Roscoe: V/Line won't do that. The train maintenance should also be taken back by V/Line.

Forsyth: The previous Chief Executive brought some of his mates over from Metro Trains and placed them into managerial positions. V/Line employees were wondering whether this was to be a prelude to privatisation.

Penelope: It wouldn't surprise us if these managers are leaking information to some transport companies. Older employees will remember back in 1999 when a manager was made to leave after he was caught giving information to one of the companies which was bidding for V/Line.

Archie: Human Resources should be investigated by IBAC to see if there is corruption. Long serving employees have been passed over for promotion while some

manager puts one of his mates into the position.

Abner: It is rumoured that this has happened at a Country Location.

Sheona: We do know that a few employees contacted IBAC over some positions but we have not heard anything.

Roscoe: But do know that a witch hunt will be conducted to see who contacted the Corruption Commission.

RW: What is the situation with COVID-19?

Abner: The Albury line resumed normal service in early December and that On Train Catering is to resume on all V/Line services which had On Train Catering at the end of January.

Forsyth: The situation with the Albury Line is due to the COVID outbreak in NSW, the XPT is suspended south of Albury due to Border closures but the V/Line train is still operating.

Penelope: Passengers on the V/Line train for Canberra are de-trained at Wodonga. The Canberra/Link has run as a sealed service not picking up or setting down passengers in NSW. The Canberra and Batemans Bay service from Bairnsdale is suspended from the NSW border.

Abner: Masks are compulsory. V/Line issued masks were found to be uncomfortable. The RTBU provided masks which are comfortable for employees when wearing them. The masks have the RTBU logo on them.

RW: What happened?

Archie: V/Line put out a notice saying masks with logos are not allowed to be

worn. So any masks with logos have to be worn inside out.

Rastus: What a joke! The logo on the mask is a union badge and the Arbitration Commission ruled in 1912 that you can wear a union badge while on duty.

Roscoe: Perhaps V/line is upset over the TV show Great Australian Rail Journeys. In the episode on Metro Trains, Michael Portillo visits Metro and most of the employees are wearing RTBU jumpers.

Sheona: The show went on TV around the world.

Rastus: Some employees are wearing the masks in defiance of V/Line.

Archie: I will certainly will continue to wear mine.

Rastus: If any supervisor tells me to remove my mask I will remind them if you touch one employee you touch all!

RW: Are conductors checking tickets on the trains?

Abner: A notice was issued telling conductors to resume ticket checking.

Penelope: But there is a problem. Management has instructed conductors not to instruct passengers not wearing masks to wear a mask. It is unsafe so some conductors are not checking tickets. It is an OH&S issue. Management want to avoid conflict.

Archie: Management should put PSO's and AO's on the trains as back up to the conductors.

RW: Is lagging on work mates continuing?

Moose: It has gotten worse over the last twelve months.

Forsyth: Employees have been stood down and some have been forced to resign due to having been reported for trivial issues.

Rastus and Roscoe: Drivers have a name for lagggers. The name is power prince and power princess depending what sex the employee is.

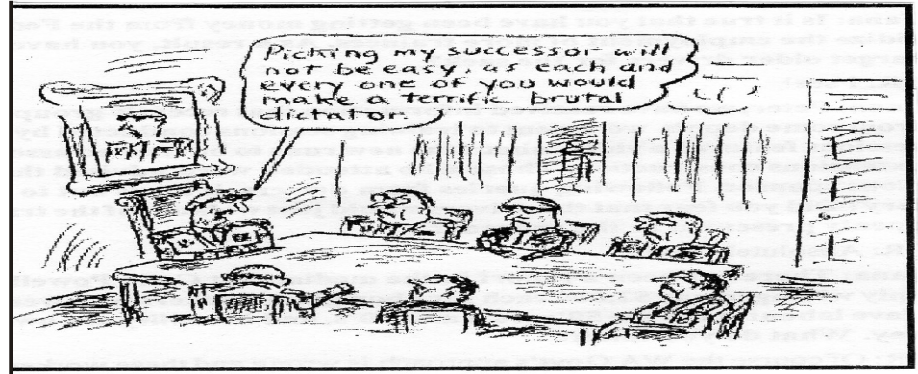
Sheona: As we have said in previous issues, management is encouraging employees to dob in fellow employees. These lagggers think that by dobbing in employees they will get a promotion. What these people don't realise is they are being used by management.

Forsyth: Most of these lagggers are not members of the union hoping for promotion which will not happen.

RW: What about the conductor who was injured in the taxi on the way to Ballarat?

Sheona: She is still on light duties.

Moose: The opinion of the majority of employees at Southern Cross is if she is unable to resume work as a conductor then retrain her for another position. Do not leave her on the scrap heap. Remember it was the incompetence of a manager that caused this problem. Employees have told this manager what they think.



RW: What about a Christmas Present?

Rastus: The answer is NO!

Penelope: Over the last twelve months employees have risked their lives to operate trains during LOCKDOWNS and to get a letter from V/line saying there will be no Christmas Presents is a kick in the guts.

Moose: Some managers using some of their budget put on, subject to COVID restrictions, a small Christmas Party but some did not.

RW: Once again we have run out of Space. Lagging workmates has become

a problem in the Rail, Tram and Bus industry over the last couple of years. It needs to stamped out.

Rastus and Roscoe: In concluding V/Line has kicked its employees in the guts by providing no Christmas Presents. As for these power princes and princesses, we drivers have a word for you lagggers. Get out of the transport industry. There is no room for your type. Finally wear your union issued mask and be proud of the union logo.

THE HISTORY OF PUBLIC TRANSPORT PRIVATISATION IN VIC. (TRAM & BUS)

In this edition of RW we will continue our article on Bus Privatisation in Victoria. Railway, Tramway and Bus workers will discuss these issues. As in previous issues of RW names have been changed.

Roscoe: There was a mistake in the last issue we would like to correct. It is the issue of Private Tramways in NSW. Under an Act of Parliament passed in the 1880's private companies can build and operate tramways on a thirty years franchise which after thirty years the Tramways reverts to Government operation. This happened to the line in Rockdale in 1915 when it was acquired by the Government. The Tramway at Parramatta was closed in 1963 with no replacement bus service. It is this legislation updated that was used to construct the Sydney Light Rail.

RW: What was the situation in Victoria in 1980?

Rastus: Most of the Bus Transport in Melbourne was provided by Private Bus operations. The Melbourne and Metropolitan Tramways Board operated bus routes that operated over former Cobb Tram routes plus the areas of Footscray, Sunshine, Heidelberg and Doncaster.

Roscoe: The Victorian Railways operated three Bus Routes. They were Sandringham,

Beaumaris and Southland, East Camberwell-East Kew which replaced a train line and Wangaratta to Mount Buffalo Chalet. Rail replacement services after 1976 in Country Victoria were operated by private operators under contract to the Victorian Railways.

Rastus: Both the Victorian Railways and the MMTB would operate Buses under legislation passed in the 1920's.

Cloe: Despite comments from a Bus Magazine the V.R. and MMTB had to apply to operate the routes. This happened in Doncaster in 1961 when the MMTB acquired Wickers Transport.

RW: What Union covered the Bus Workers?

Clyde: The private bus workers were covered by the Motor Chauffeurs Union. This Union was a Right Wing Union whose then Secretary was a DLP(Democratic Labor Party) candidate in parliamentary elections on a number of occasions. Private Bus Drivers worked under basic working conditions. There were no penalty rates in the Private Bus Industry until the late 1950's. This Union also covered Victorian Railway Drivers at Dupilene depot. Sandringham Drivers were covered by the ARU. The Tramway Bus Drivers were covered by the AT and MOEA (Tramway

Union).

Taylor: The TWU only covered Interstate Bus Drivers and Drivers who worked for the Airline Companies. They also covered Drivers at Ansett Roadways. The TWU tried to obtain coverage of Private Bus Drivers but lost in the Courts.

Clyde: Due to the weakness of the Motor Chauffeurs Union and some Bus Drivers working for private bus operators who were not unionised, a number of Bus Drivers at various Bus Companies joined the AT and MOEA.

Taylor: All hell broke loose. Bus companies and the Motor Chauffeurs Union which was to merge with the TWU went to the Federal Court which ruled that in Victoria the Tramway Union could not cover Drivers in the Private Bus Industry.

Clyde: At the same time as this happened in 1984 Jeff Kennett who was the Leader of the Opposition wanted to put the MMTB Bus Routes which were now operated by the MTA who succeeded the Tramways Board out to Competitive Tender.

Roscoe: The Victorian Railways Bus Routes were not affected as they were covered by the ARU. But in 1989 the East Kew Bus service was closed. Some of the residents said this was illegal as it was

officially a tram service. The closure went ahead.

Clyde: In 1988 some Private Bus Routes in Melbourne's Eastern Suburbs were put out to tender. The Bus Industry argued none of their members could tender for the runs with the services remaining with the existing operator.

Taylor: One Bus Company who operated Charter Buses won the contract. One of the companies who lost the contract went to the Supreme Court. The argument was that as they lost the tender, Goodwill had to be paid.

Clyde: The Court agreed with the bus company and to this day with the exception of former MMTB Bus Routes and SMART Bus Route, no Private Bus Route which is owned by a bus Operator can go out to tender. The only way they can be removed is if its shut down because of withdrawal of subsidy.

RW: When were the MTA now PTC Buses privatised?

Rastus: In January 1993 after Kennett won office, it was rumoured that all PTC Bus routes were to be tendered. The PTC was not allowed to put in a tender.

Roscoe: Unknown to the Rail Unions (before Union Mergers) the Tramway

Union Secretary made a deal with the Minister of Transport in late January 1993. In return for the elimination of Tram Conductors all Tram Routes would remain and the PTC could tender for the routes.

Rastus: This agreement the Tramway Union made with the Kennett Government has caused a fair amount of ill feeling which lasts to this day.

Taylor: In August 1993 the results of the tender were announced. Two thirds of the PTC Bus Routes went to a Sydney Operator named WESTBUS which was owned by the BOSANJAK family.

Clyde: The remainder of the PTC routes plus the Railway Bus routes at Sandringham were retained by the PTC trading as METBUS which operated in the Footscray, Sunshine, Brighton and Sandringham area.

Taylor: It was obvious the Kennett Government did not want Victorian Bus Companies tendering for routes.

Rastus: METBUS operated for a number of years. However due to Privatisation of Public Transport in Victoria in 1998, the tender was won by Dysons who tendered as Melbourne Bus Link.

Roscoe: Bus Drivers both in 1993 and

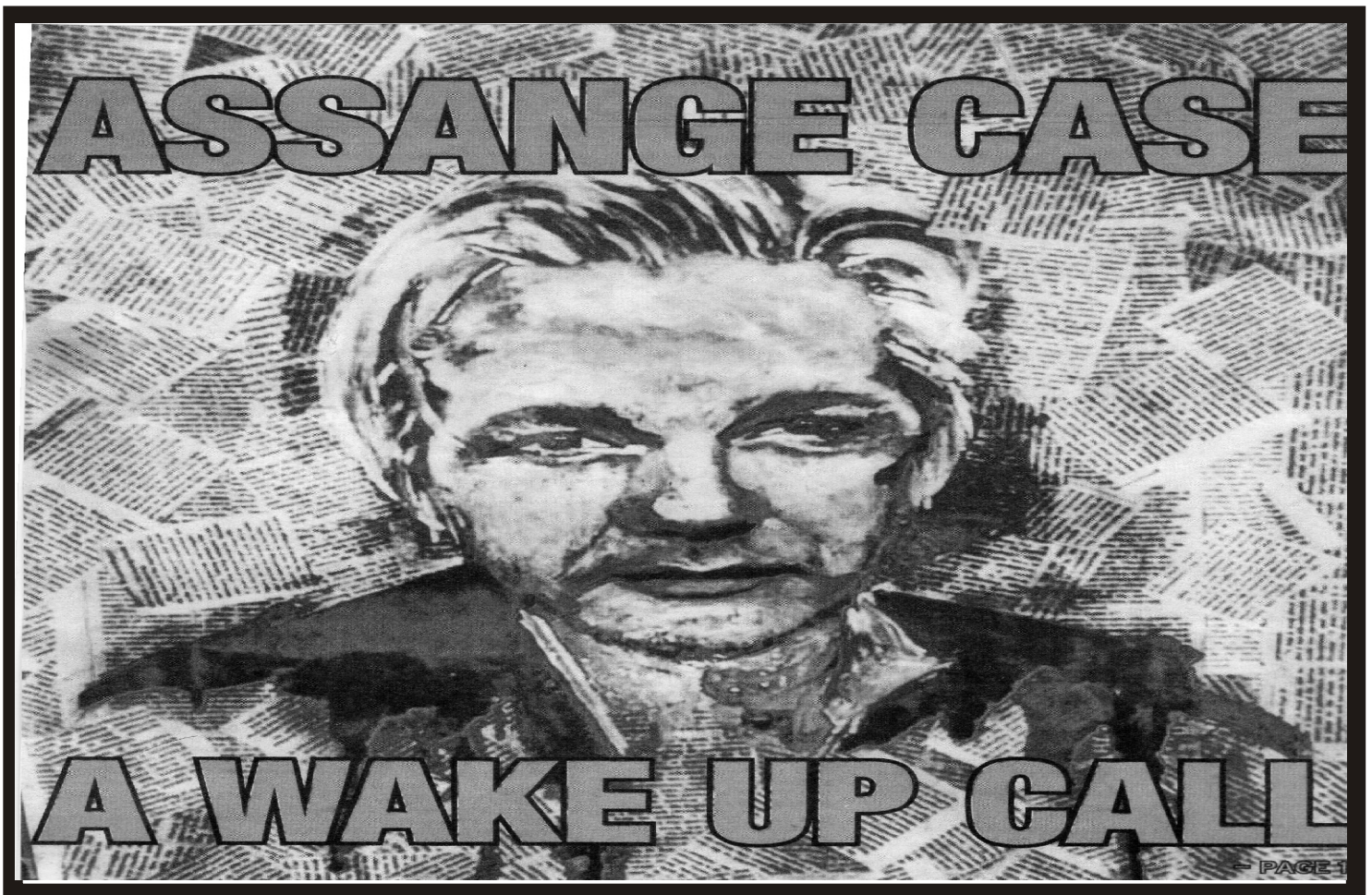
1998 were given the option to return to Tram Driving. Some Drivers took redundancy or early retirement. Drivers who transferred to the new operators were given a transition payment of up to \$10,000 depending on years of service.

Clyde: Due to family issues BOSANJAK sold NATIONAL BUS COMPANY (trading name) to English owned National Express. This company in pulling out of Rail and Tram Franchises, sold the contract to a Melbourne Bus Operator VENTURA in 2003.

Taylor: The situation in 2010 was both former PTC routes were franchised to DYSONS and VENTURA. The Liberals won office in 2010 and announced the PTC routes were to go out to Worldwide tender.

Clyde: The contract was taken over by TRANSDEV. Dysons did not put in a tender as the tender was for all PTC routes. VENTURA lost the tender.

Taylor: The service has deteriorated and in 2016 some of TRANSDEV's buses were put off the road for being non-roadworthy. **This is another story for a future issue of RW as we have run out of space.**



Complete the on-line Petition : <http://chn.g'.it/2j6KswJTFp> or google: petition
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Continued from page 2

these people can be. At least in a private company they might get away on the fact that they do actually employ their staff, but here, they don't employ, the staff are employed by the state, not the managers. They just like to feel authoritarian.

Therefore it's no surprise that a 2019 NSW Public Sector Employee Survey found that only 44% of employees felt that senior managers listen to them and that 47% felt that senior managers effectively lead and manage change. And those were the ones who bothered to do the survey.

Situations such as this, is why the Union needs to have a higher involvement and stronger presence. It's embarrassing to witness these events unfold, with the knowledge that these cronies are getting away with it, at a public hospital that has the image of providing good quality healthcare to the community, yet treats its own like slaves. The Union has been made well aware of these conditions and although they do help in small situations, it would appear that they are lacking in taking it all the way. Taking on the problem at the source. Which in this case, and probably most cases, will be found right at the top.

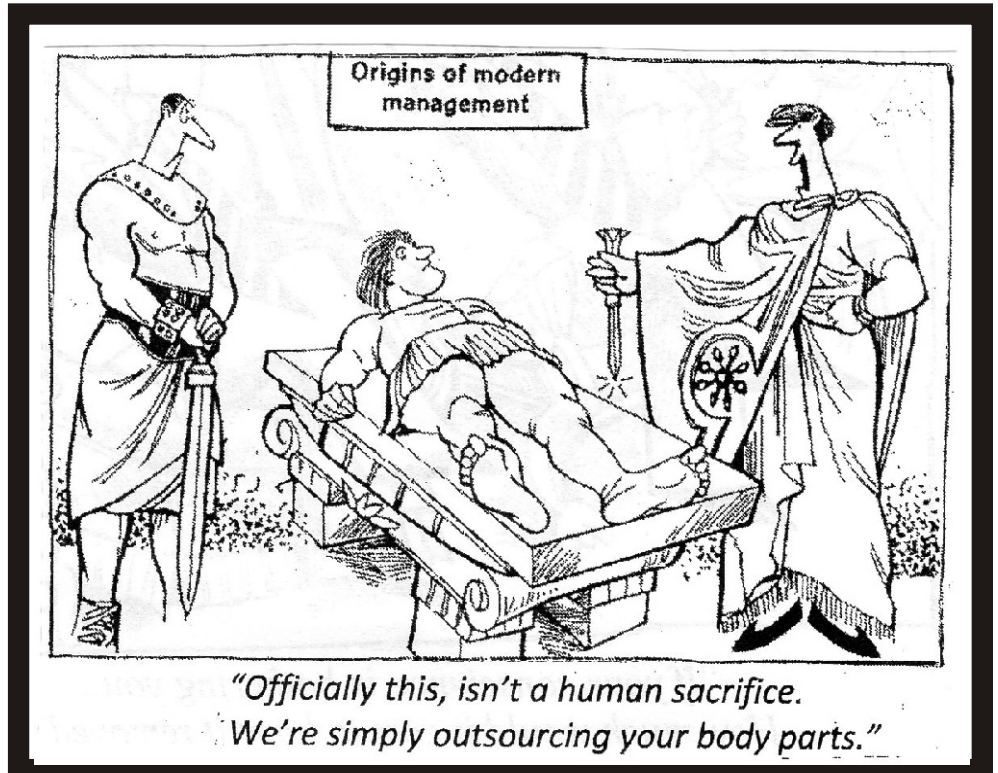
Why are they afraid to go to the top? Because power resides itself where the people believe it to, and those who try to hold it use fear to provide that illusion. Fear breeds fear, which breeds more fear and the fear of losing one's place of work, their income and security, is real.

And when there are threats being made and jobs being giving to mates over the actual workers, that fear becomes more real every

day.

So all of this outrage is occurring, while a global pandemic is happening, and the workers are putting themselves on the front line for the good of society. No appreciation, no thank you, no medal, no support, no love, no help. Hoodwinked by the pollies on TV and their empty words and fake promises of support and awards, the only gesture they made was cutting the wage rise. Facing harassment by managers who have nothing better to do then impose themselves, it's not like they ever had to

put themselves in a room with a deadly rampaging virus. Yet still, the hospital runs fine as they all do in NSW, not due to any manager or executive or policy or false preachment of institutional values, but due to the sheer dedication that health workers have towards their job and towards their patients. They know what they're doing, why should they be told what to do by someone who doesn't.



NEW ZEALAND BUS STRIKE

Bus drivers in Wellington, New Zealand are on strike for better wages and conditions.

Today 22/4/21 bus drivers in Wellington, New Zealand are going on strike. How did this come about? The problem originates in the fact that two years ago a private equity firm named Next Capital Investments (NCI) bought Wellington's bus service, NZ Bus. A year ago pay negotiations with the 280 people who drive the buses became deadlocked. Things have reached the point where the drivers' collective agreement has expired. An offer from the Greater Wellington Regional Council to NCI to bring the drivers wages up from a base rate of \$19.40 an hour to the level of the so-called Living Wage (\$22.10) was rejected. Rather, the company wants to press ahead

with plans to cut wages and conditions. For example, moving the Wellington drivers to a collective agreement similar to its Auckland drivers, which has a higher base rate but lower penal rates and one week less annual leave. With this as a background, on April 14th angry Tramways Union members voted 204-2 in a secret ballot to take today's action.

The wider contemporary environment is one where Labour and National politicians have created a framework (through legislation such as the Employment Relations Act) that makes it difficult for workers to mount effective legal action against the boss class. So while the drivers' action is a severely limited and defensive one, in this context it should be supported. It highlights the basic and powerful reality

that it is the labour of working people that make this society function. Nothing can move unless we collectively make it happen and a small minority of self-appointed dictators such as the private owners of NCI are incapable of stopping this.

The Aotearoa Workers Solidarity Movement (AWSM) is a small organisation with limited resources but as our name suggests, we wish to extend our solidarity and moral support to our fellow workers among the Wellington bus drivers. We call on all those who sell their labour in this society to use whatever creative means you can to also offer support to them. Victory to the Drivers!

An Injury to One is an Injury to All!

<https://awsm.nz/?p=9945>

BRITAIN TODAY

Following on from reports of pickets at Hinckley Point in Somerset against deskillling by construction firms, the Liverpool Anarchist newsletter looks further at that and linked protests which have been taking place 200 miles to the north.

From March 24th to April 7th, up to 30 electricians (sparks) have gathered weekly outside Balfour Beatty's in Bromborough, Wirral. Passing cars have beeped their horns in support. Beatty's is working with EDF on the Somerset nuclear power plant, Hinkley Point C. They have been planning to train up electrical labourers in just seven weeks to do 75% of the work of qualified electricians, both undercutting wages and leading to serious health and safety risks. The trend towards deskillling is deadly serious, whether it's taking place at an NHS hospital or a block of flats. These protests aren't the only recent labour struggle in Merseyside, with ongoing strikes at British Gas and lorry drivers winning a 6% pay rise in February due to strike action. What makes them unique is an emphasis on direct action and rank-and-fileism.

The socially distanced demos, among many across the country, were a show of strength intended to put pressure on the companies, signalling that if their demands aren't met, with the lock down easing, disruptive action will be taken. In London the bosses have already had a taster of this, with the occupation of construction sites and offices. Just after their HQ was occupied, EDF released a statement announcing they had paused their plans, but the campaign is set to continue until they are fully scrapped. On the 31st, the first action also took place at Hinkley itself, with sparks continuously crossing the road to stop traffic, before being stopped by the police, undoubtedly emboldened by their new powers.

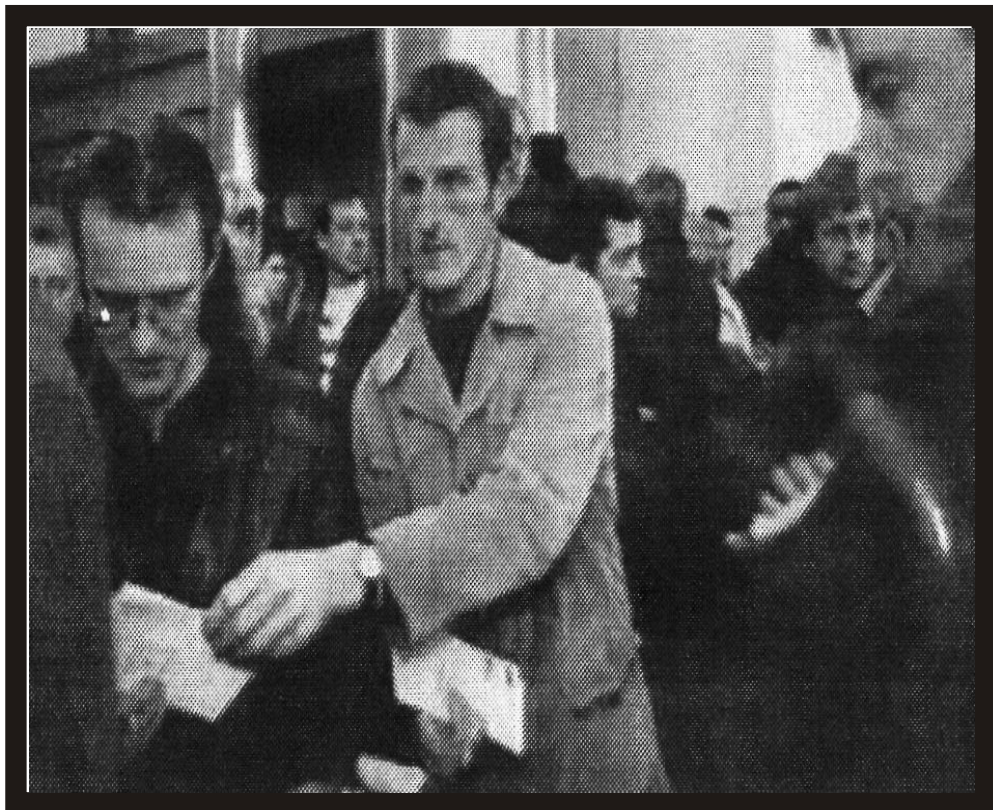
Sparks already have a history of direct action, with the BESNA dispute in the early 2010s, over an attempted 35% industry-wide pay cut. With their union leaders in Unite delaying strike ballots (due to fear of legal consequences) the sparks had to rely on weekly protests and creative action, such as disrupting an official dinner of industry executives. This culminated in wildcat, or unofficial, strikes and a victory for the workers.

While primarily members of Unite or non-unionised, these recent protesters have been organising through a rank-and-file

group. This certainly suggests frustration with the constraints of an official framework and complacent leadership. On the 30th Unite actually denounced the planned protest outside of Hinkley C. Beyond this, opinion on Unite seems divided with some thinking problems could be solved through greater participation and calls for reform in the union, or even forming a separate union

cooperating with other groups with differing views, rather than descending into infighting.

Nonetheless the focus of the movement is clear: stopping deskillling. If you are an electrician, or supporter, and want to get involved you can on facebook. The important thing is that the sparks are thinking and acting for themselves, and we



just for Sparks, while others seem disinterested entirely. While we would sympathise with calls for a new union, after all Unite seem more interested in selling their members life insurance than on the idea of taking strike action, a narrower purview won't necessarily lead to a militant or democratic union. For example on the railways, the RMT's broad membership are more militant than the specific-drivers union, ASLEF. Issues around union democracy are deeper than this and in our view can only be solved by forming unions that are not legalistic representative bodies, which necessitate a bureaucracy who form their own separate interests, but that are simply associations of workers relying on direct action, what might be called "syndicalism". However, groups of workers with strong opinions on this debate are best off leading by example and

wish them the best of luck with their struggle.

<https://freedomnews.org.uk/2021/04/14/over-the-water-sparks-fly/>

BRITISH BUS NEWS

Bus drivers working for London United, owned by the French firm RATP, went out on a 48 hour strike on March 31st through to end of April 1st after talks broke down over pay and conditions. RATP are attempting to use the pandemic to attack workers' pay and conditions, despite continuing to make large profits. Further strikes are planned for April 7th and 14th. London United is attempting to downgrade drivers, which means a loss of as much as £2,000 a year for some drivers. They would

no longer get paid during breaks or time spent waiting for their bus to arrive after clocking in. Five bus depots came out, Fulwell, Hounslow, Park Royal, Shepherd's Bush and Tolworth. In the meantime, drivers at the Stamford Brook and Hounslow Heath garages have also voted to come out on strike. This means that all seven depots will be out on strike on the 14th.

Meanwhile, at other London bus companies, London Sovereign and Quality Line, also owned by RATP, the Unite union demobilised the struggle. Many workers,

up to a third of the workforce, voted against accepting a pay increase of 1.25 per cent and a one-off payment of £500, only 0.5% greater than what was originally offered. They had been involved in a series of rolling strikes since February. But the planned strikes were suspended by Unite in March.

Quality Line drivers are the lowest paid in London. The paltry pay offer means an increase of 14p extra an hour. The workers there are paid £2.50 less than at RATP's other firms.

The New Starter contracts proposed by

RATP will still go ahead. This means new drivers will get lower pay and conditions than established drivers. Neither will RATP back down on zero hour contracts for drivers on lines lost to competing bus companies, who were then transferred to other bus routes.

Bus workers are in crying need of developing rank and file committees to organise action against union sell-outs.

<https://londonacg.blogspot.com/2021/04/>

OBITUARY - KEN WELLER 1935 - 2021

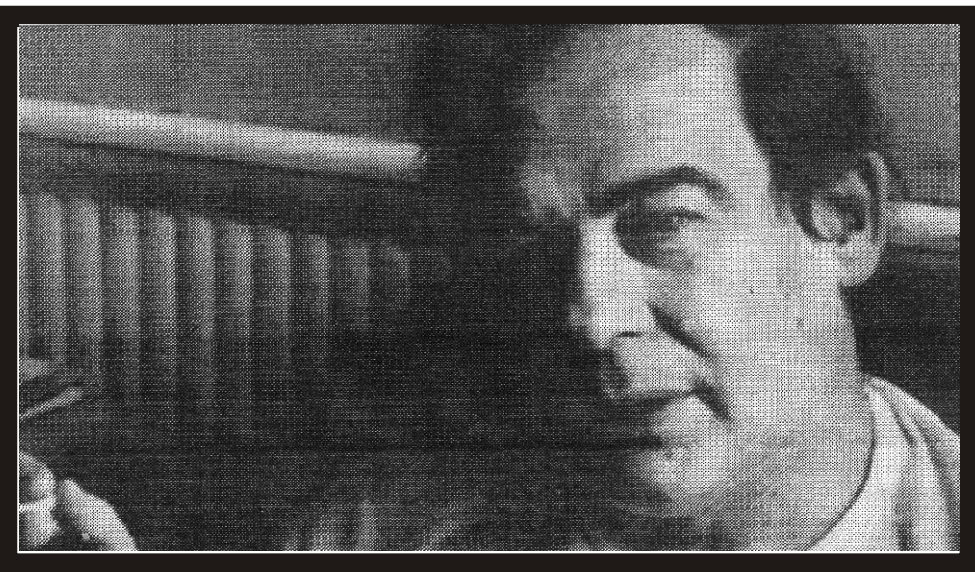
Ken Weller, a former leading light in the libertarian socialist organisation Solidarity, which dissolved in 1992, has died at the age of 85 on January 25th 2021. Born in Islington on June 30th, 1935, to a working class family, Ken joined the youth wing of the Communist Party, the Young Communist League (YCL) in 1951.

He was an active member in its Islington branch, the second-largest in the YCL. He was at the large demonstration in Whitehall in 1956, protesting British involvement with Israel and the USA in Egypt, the so-called Suez Crisis. He witnessed mounted police exiting Downing Street to attack the crowd without provocation. He saw one knocking over a middle-aged couple who clasped each other in their arms for fear, knocking them flying; and I looked in the gutter and there was a banner pole, like a broom-handle, about five feet long, and I picked it up and the same policeman on a horse came charging at me and I hit him as hard as I could with it, broke the pole, and he turned round and went back into Downing Street. I don't know what happened to him; and then there was a battle in Whitehall which was quite nasty; the police would grab hold of someone and there would be a battle over their body; in one scuffle I ended up at the back of the crowd with a policeman's epaulette in my hand, minus the policeman; and then there were marches through the streets with linked arms. It was an emotional event, caused by a combination of factors. At the beginning of that demonstration, some CPers turned up with banners, just a few, you almost had to respect them, and they were booed! This was the party which had dominated left-wing politics, effectively the only people who ever had demonstrations apart from the Labour Party; they turned up for the Suez demonstration and they were booed

into the square. A massive change in people's attitudes and perceptions had taken place over those few months.

He himself was affected by the emergent rebellious atmosphere, and was involved in a dissident group in the YCL, which

conference methods, you know, like the panel election of conferences, were practised in that organisation as well, to a more extreme extent, because a smaller organisation is much tighter.



produced its own paper with a circulation of 800. Around 1957-58 he moved in the direction of the Club, a Trotskyist formation led by the toad-like Gerry Healy, which became the Socialist Labour League in March 1959.

ôA group of us in the YCL all left together, mainly working-class kids, well, we weren't kids, young men and women, I suppose, and we came in contact with Healy's people. My own path was through Peter Fryer, who I'd known in the Daily Worker; I'd met him and we'd discussed, and he sort of convinced me that this was the path of the future. He was to comment later that the first conference of Healy's outfit all us dissident CPers went to, I remember how shocked we all were when we saw that many of the organisational and

As Ken was to say later, I began to become more and more of a dissident because I felt that most of the criticisms he had of the Communist Party were true, in spades, with Healy. Healy started to turn the SLL away from industrial work, towards work within the Labour Party. This resulted in an opposition emerging around the building worker Brian Behan.

Ken himself, an engineering worker and shop steward in the Amalgamated Union of Engineering Workers (AUEW), was part of this opposition. Behan and his circle were expelled in May 1960, followed by seventy others who walked out in disgust. Ken was among those expelled.

He then took part in an attempt to set up a new group, the Workers' Party, along with

other ex-members of the SLL who had left with Behan. During the seamen's strike of 1960, this group helped the militant seaman George Foulser produce a strike bulletin called Seamen's Voice, two issues of which were produced. Elements of the group, including Ken, then became interested in the ideas of the French group Socialisme ou Barbarie and its founder Cornelius Castoriadis (alias Paul Cardan). The neurologist Chris Pallis and Bob Pennington, a working class militant, who had both been involved with expelling Ken, had themselves become interested in the ideas of Socialisme ou Barbarie, and when this came out in the SLL, they were both physically assaulted, Pennington in particular receiving some severe injuries. They were then both expelled. As a result, Ken united with Pallis and Pennington in a group at first called Socialism Reaffirmed, which published a journal, 'Agitator'. After six issues both the journal and the grouping were renamed Solidarity. Pennington was soon to drift off in the direction of Pabloist Trotskyism.

Ken and other members of Solidarity became involved in the peace movement around CND and the Committee of 100 (C100). Ken and other Solidarists were on the industrial sub-committee of C100. As such he and Solidarity were involved in preparing for a demonstration of C100 in Red Square in Moscow in July 1962 and the distribution of a text, "Against All Bombs", written by Ken, which called for the abolition of all nuclear weapons and denounced the Soviet regime. The Guardian described this as the most direct challenge to official Soviet policies and

ideas to have been presented to the Soviet man in the street since freedom of speech died under Stalin.

Ken was also one of the Spies for Peace. On 16th February 1963 five members of C100 broke into a Regional Seat of Government (RSG) outside Reading. This was one of a network of nuclear bunkers reserved for the ruling elite in the event of a nuclear war. The documents discovered there were then used in a document, Danger! Official Secret, signed by the Spies for Peace. Three thousand copies of this document were handed out on the Aldermaston March organised by CND at Easter on 10th April, which were subsequently widely copied and spread further. As the demonstration passed the RSG, a section of it broke away and surrounded the RSG. All of this caused severe embarrassment to the government. None of the Spies for Peace were ever apprehended.

Ken wrote many of the pamphlets that Solidarity produced during its existence, in particular those around the theme of a particular strike, and these had an influence far beyond the limited membership of Solidarity. Among them were The BLSP Dispute the Story of the Strike, What Next for Engineers?, Truth about Vauxhall, The Lordstown struggle and the real crisis in production, as well as a pamphlet written with Ernie Stanton, What Happened at Fords, partly based on his own experiences at Ford Dagenham in the 60s. He also wrote the important pamphlet GMWU-Scab Union, under the pseudonym Mark Fore, and contributed a historical section to the Solidarity pamphlet produced by bus workers, including the late Bob Potter, and

helped distribute this around London bus garages.

As the ACG wrote in its text In the Tradition Whatever Solidarity's weaknesses (not least their fairly lax attitude to maintaining an international organisation and their lack of political direction after they effectively split around 1980). Solidarity was involved in important revolutionary activity and publishing for at least 20 of its 30 years, producing a wealth of literature defending a coherent vision of libertarian socialism that was unavailable elsewhere. Compared to many of the class struggle anarchists in Britain during the 1960s and 1970s, they developed a consistent body of politics that recognised the need for working class self-organisation outside social democratic and Leninist models. Ken Weller contributed importantly to this work.

Later on, as Solidarity staggered on to 1992, Ken wrote "Don't be a Soldier!" The radical anti-war movement in north London 1914-1918, published in 1985, an important contribution to working class history in Britain. He was always open to sharing his vast knowledge of British working class history with other radical historians.

As an industrial militant, as a defender of libertarian socialism and as a chronicler of working class history, Ken's life was inspiring and exemplary.

Nick Heath
Edited

Cont. From Page 6.

STOP PRESS: SYDNEY BUSES NEWS: EXPLOSIVE NEW INFO ON RTBU OFFICIALS' DIRTY DEAL WITH TWU TO CLOSE NSW RTBU BUS DIVISION

16/4/21

RTBU and its selling spree. RTBU Bus & Tram Division Heads Mr. David Babineau and Danny Dagers have sold the region 6 OF SMBC (Inner West Sydney Bus Routes Region) to the TWU.

Both of them have been meeting with TWU from the end of 2018 as and when they both got into the RTBU Redfern office they made a personal commitment to Bob Narva the National Secretary of RTBU and future NSW ALP Secretary to let region 6 go to the TWU as then Bob Narva needed TWU support to get into the NSW ALP Secretary position.

The region 6 delegates have been pushing

them to do the rule change and once the 4 delegates wrote to the National Secretary of the RTBU Mr. Bob Narva to do the rule change lodgement in January 2019 not knowing that Bob Narva was behind the stalling of the rule change documents.

Everyone in the RTBU Redfern and Pitt Street are two faced as they need members' money to survive to get into cushy positions within the NSW ALP.

The initial rule change documents done by Mr. Chris Preston failed in its wording with the FWC in 2020 as and when the decision was made by the Commissioner Mr. Saunders who did say that the RTBU needed to change the wordings regarding new drivers and it be approved.

The rule change documents were then re-done and lodged again on 29/3/21.

BUT then came the STORM, Mr Mark 'Handshake' Diamond, the new RTBU National Secretary who had made a handshake deal with TWU to let them have Region 6 and let the RTBU slowly die. So Bob Narva can sleep in his ALP NSW bed

with the funding from the RTBU and TWU members. Mark 'Handshake' Diamond only met TWU once in his life time to make this deal and the deal was always taken care of by David Babineau and Danny Jagers.

Now the deal has been made BUT comes the big question who will go under the bus in the next RTBU NSW State elections. For sure David Babineau and Danny Jagers or also Alex Claassens?

I was based at Leichhardt and heard Zoggy blaming Mark 'Handshake' Diamond but not his two buddies, David Babineau nor Danny Jagers.

Thanks
Leichardt Depot Rank & Filer

PS Don't you think Jodi McKay should know about this deal?

BOOK REVIEW CORNER

Stuff The Accord! Pay Up! Worker Resistance to the ALP- ACTU Accord by Liz Ross. Published by Interventions

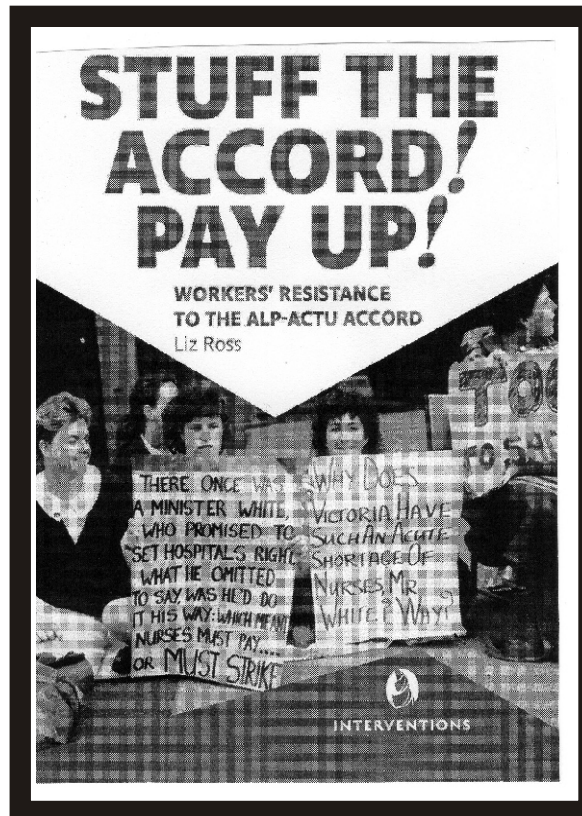
The Accord Which Never Went Away

With Leader of the Federal Opposition and ALP, Anthony Albanese talk in the media recently in regard to the Gig economy and generally across industry of a new Accord, the new book is quite timely. In reality the official Accord (initially the ALP(Australian Labor Party)-ACTU(Australian Council of Trade Unions) Prices and Incomes Accord of the ALP Hawke/Keating Govt. of 1983-96, was replaced by an 'unofficial' Accord up till now. It has involved secret weekly meetings between the union hierarchy and State and private company bosses, where dirty deals are made to facilitate privatisation, jobs, wages and conditions cut backs through the smoke and mirrors of enterprise bargaining to implement the Neoliberal agenda. While the ACTU and the union hierarchy work to isolate and crush grass roots resistance. Another aspect of this unofficial Accord is the alleged role of the AEC(Australian Electoral Commission) which was established in 1984 by the Hawke Govt. to prevent ballot rigging, becoming heavily involved in it to preserve ALP control of the unions. In association with various tentacles of the ALP Octopus, Corporate and most Fringe Media cover-ups, the union hierarchy and 'Deep State' such as ASIO. The real elections for important positions in the Corporate Unions are held at back room meetings of the ALP Godfathers.(1)

Smeaton Grange Workers Defeat

A recent example of this 'unofficial' Accord in action involved the 14 weeks lockout of 350 workers at Coles Smeaton Grange warehouse in Western Sydney over a new enterprise agreement. The EA opened the doors to the sacking of the workforce and warehouse closure later down the road and the sacking of workforces at four other Coles warehouses and automation. Three Woolworths warehouses are also targeted for mass sackings and automation. The ALP aligned officials of the UWU (United Workers Union) formed from a merger of the NUW(National Union of Workers) and

the UVU (United Voices Union) together with Unions NSW and ACTU isolated the workers struggle and starved the workers into accepting the agreement. Despite the UWU having \$300 million in assets and \$94 million in cash reserves the officials refused to provide adequate strike pay to the workers and kept members in other warehouses in Coles and other companies in the dark about the dispute. Certain leftist activists from the Trotskyist



heritage were drawn into the officials' smoke and mirrors performance so as to 'look like they were doing something but ineffectual' entailing pickets for two hours at non busy periods at other Coles warehouses. The Corporate and allied media played along with the isolation of the workers' struggle with a reportage blackout. The leftist groups intervention was characterised by the antics of the typical leftist sect. Even those genuinely opposed to the sell out manoeuvres of the union bosses, became involved when something big happened and of course too late to defeat these tactics and the employer attack. They had no perspective for long

range work and a workplace paper in the sector. In stark to the serious industrial organising by the ASN to assist grass roots militant networks which led to the defeat of various privatisation pushes in the NSW Railways over many years.

Background to the Accord

The author does a good job looking at various aspects of the backdrop to the Accord initiative. In particular the role of the Gough Whitlam ALP Federal Government 1972-75, which introduced Wages Indexation with the support of the

ACTU and most of the union hierarchy in 1975. It severely undermined the role of independent workplace organisations such as combined unions shop committees. These committees had played a key role in workplace grass roots direct action and the workers control movement of the 1970's. The author sketches the important role of the CPA(Communist Party of Australia) in devising and promoting the Accord. In particular she looks at the role of its chief architect and CPA member, Laurie Carmichael, head of the AMWU(Manufacturing Workers Union). He presented the ludicrous, bogus argument that the Accord was a program for a Transition to Socialism. The author shows it played a key role in implementing the Neoliberal Corporate agenda. She also does a good job detailing the duplicitous aspects of the Accord. An important clunky rationale for the Accord was workers agreeing to controls on wage rises in exchange for improvements in the social wage.

Superannuation & The Accord

A most important bogus so-called social wage improvement was the provision of Super for all workers to help them obtain an adequate standard of living in retirement. The author shows that Super has really only benefited a small and shrinking sector of workers. Those who have well paid, full time jobs, had stable employment through their working life and had been a member of the better super funds. Meanwhile the massive growth in Super Funds under the Accord has super charged the Neoliberal push via

privatisation. Leading to massive jobs and conditions losses and the gutting of public services. The author fails to adequately discuss the role of Super Funds in the emergence of corporate unionism. While she grasps how union officialdom has been further integrated into the running of the capitalist set up with their membership of Super Boards, she is coy about discussing its role in financing and preserving the union apparatus. With industry restructuring associated with the Accord leading to massive job losses and even closures of entire industries such as the auto industry and privatisation of many Government run entities and services, the corporate unions have lost huge numbers of members and union dues.

So monies received by the Corporate unions for their officials on Super Boards, and various pretexts for Super Fund donations to the unions has helped replace the membership dues lost. According to the findings of the Liberals Royal Commission into 'Trade Union Governance and Corruption' and an article in the Australian Newspaper, numerous Corporate Unions receive substantial payments from employers using such pretexts as training. In the public transport sector, employers even pay the salaries of so-called union organisers. There is also the brazen rorting by the officials of membership funds in so-called union safekeeping particularly in the public transport sector. Corporate union mergers have also handsomely assisted the funding of the union bureaucracy through sales of union real estate. In regard to the merger of the MUA (Maritime Union of Australia) which merged with the CFMEU, a major motivation was the MUA becoming financially non viable due to massive maritime job losses and associated membership and dues losses. Union mergers provided the pretext for new centralising constitutional changes. Concentrating ever more power in the hands of a few ALP aligned union bosses which dovetailed nicely with alleged union election ballot rigging by the AEC, ALP Octopus and Deep State. Also creating severe logistical difficulties for opposition factions/groups contesting union elections. While the Corporate Unions are not formally integrated into the Corporate set up and the State like under Fascism or State Socialism, they are certainly informally integrated through a myriad of threads. (2)

Workers Resistance to the Accord

The author examines a range of instances of workers resistance to the Accord such as Dollar Sweets, Mudginberri, SEQEB, Crushing of the BLF and Pilots' Union, Public Service and others. She shows a

common feature of these instances of resistance is the isolation and sabotage tactics of the ACTU and the union hierarchy on various levels. Supplemented by the mailed fist of the State such as with the police raid and trashing of the BLF offices in Melbourne on 13/10/87 and the Hawke Government's use of RAAF planes to help break the Pilots strike from 26/5/89. The author seems coy about discussing how gross and vicious were some of the tactics used by the union bosses to undermine workers resistance. In regard to the SEQEB dispute, she fails to discuss such nasties as a group of SEQEB shop stewards by chance noticing a massive stack of a SEQEB Strike Newspaper put out by the Qld Trades & Labor Council dumped in a lane at the back of the HQ! Obviously the union bosses only produced it for show to leave a few copies around at their HQ and elsewhere to look like they were helping the workers' struggle. A smoke and mirrors style technique which has become a common feature of many big sell outs of workers resistance to the official and 'unofficial' Accords and the employer offensive. Meanwhile the union hierarchy refused to pass on funds collected for strike pay to the workers during the dispute. It ended up rorted with money being used to finance an ALP candidate's election campaign. This tactic of starving out strikers has also become a common technique of the union hierarchy against workers struggles.(3)

Workers' Resistance to the Accord in the Public Service

As a result of inadequate research and industrial experience, the author fails to adequately discuss workers resistance to the Accord in the public service. She fails to adequately show the importance of the Rank and File Action faction in the NSW Branch of the ACOA (Administrative and Clerical Officers Association - 3rd Division Commonwealth Public Service union) during the 1988 DSS (Department of Social Security) Staffing Dispute and associated strike. It was the longest strike in Australian public service history lasting around 6 weeks. In 1985 the Rank and File Action group won two positions in the branch, most significantly Trevor Deeming was elected to the State Secretary position. The author fails to adequately take account of the important role of this faction in foiling the ALP Faction in the NSW Branch attempt to sabotage the campaign. In particular the Rank and File Action faction uncovered the rigging of over the phone office union meeting ballots by the ALP Faction to counter massive support for strike action at the

mass meeting held at the Trades Hall on 26/5/88. The exposing of this dirty trick which is a common practice of today's ALP controlled corporate unions, energised militants together with support from Rank and File Action officials to achieve indefinite strike action which resulted in a major reduction in national staff cuts in DSS.

In hindsight the role of the Trevor Deeming/Rank & File Action faction in the strike looks to be a significant factor contributing to the alleged current ballot rigging by the AEC and more creative Deep State interventions in elections to maintain ALP control. Such as ASIO/Deep State infiltration of Leftist groups and opposition factions in unions so that they can be 'allowed' to win important positions in union elections, but then conveniently' roll over to the ALP Octopus, the bosses and IR racket. This tactic seems prevalent in many NSW Public Sector Unions in recent years.

Prelude to Enterprise Bargaining in the Public Service

Important aspects of the background to the Enterprise Bargaining phase of the Accord commencing in the early 1990's in the public service were the sabotage of mass meetings in the PSU (Public Sector Union) and the merger process involving the ACOA, APSA (4th Division Commonwealth Public Service Union) and others in the late 1980's and 1990's which led to the formation of the PSU then CPSU (Community and Public Sector Union). The author omits important aspects and fails to capture the complexity in her book. In the case of the DSS section of the PSU NSW Branch, the ALP officials conspired to wreck debate at the 2nd last and last mass meetings. At the former they held via their contacts in the CFMEU (Building, Construction, Forestry and Mining Corporate Union formed following the crushing of the BLF) bureaucracy a so-called solidarity march through the mass meeting by Sydney building workers which conveniently cut off debate at the meeting! In the case of the latter mass meeting, even more ludicrously the officials held a mass singing of "Happy Birth Day" for one of the officials to sabotage debate! (4)

Union Mergers in the Spiders Web of ALP Rorts & Corporate Unionism

Associated with the merger of the ACOA and APSA allegedly the court case waged by the opposing faction in the APSA over rigging of the union's 1988 election by Ray Harty, APSA NSW State

Secretary/Treasurer was lengthened out by the lawyers for both factions who were in the ALP Left Faction. Until the merger of the unions was finalised. Harty was later convicted in the Federal Court of ballot rigging in the election. Intriguingly in 2018, Harty as a Hills Shire ALP councillor, was charged with an over \$200,000 fraud in connection with the CFMEU. Meanwhile Seekers House owned by the ACOA NSW Branch was allegedly sold below market value by real estate agents who had been previously members of the CPA but migrated to the ALP Left Faction. Proceeds from the sale would have been used to purchase the more luxurious new NSW CPSU HQ in China Town, more suitable for today's yellow corporate unions. (5)

The Role of the ASN in Resistance to the Official & 'Unofficial' Accords in the Public Service

The author has nothing to say about some brilliant work by the ASN in regard to the first, second and third enterprise agreements in DSS/Centrelink in the early to late 1990's/early 2000's. In sharp contrast to the blundering and hopeless interventions of most leftist groups from the Trotskyist lineage and otherwise these days.

In regard to the first Enterprise Agreement, an ASN militant was able to get a motion passed at a PSU meeting at DSS Petersham in Inner West Sydney which called for the formation of a grass roots controlled breakaway union if the officials went ahead with caving into major cuts to DSS workers conditions demanded by management. These attacks included offices opening on Thursday nights, Saturdays and Public Holidays without penalty rates, a more rigid flexitime, abolishing Wednesday afternoon closures which started at Petersham DSS in the 1988 campaign and spread nationally and others. ASN militants and sympathisers were able to distribute the motion to many DSS offices nationally and network with many union reps from other offices nationally. Shortly after the ASN campaign the union officials backed off the sell out. When the EA was approved no major conditions were lost. As DSS was the most militant in regard to union members activity and largest Federal Government Department, this victory would have had important flow on effects in other Departments EA negotiations precluding major conditions losses and so slowing the tempo of the employer offensive. So despite the officials engineering harsher terrain for grass roots resistance such as the abolition of mass meetings and their capacity to use union resources and personnel to push nationally a big sell out

EA, they and the bosses were out manoeuvred.

In the case of the 2nd EA in the mid 90's, an ASN CPSU/PSU union rep moved rapidly and was able to get a similar motion passed at Leichhardt Centrelink office. The motion was distributed nationally to all PSU/CPSU union members in the Agency. Not surprisingly, a couple of days after the motion distribution, an email was received from the union bosses indicating they had again backed down from another big sell out of Centrelink workers conditions. When finally the new EA was approved the only major condition lost was the Wednesday afternoon office closures. This success would have similar flow on effects on other EA negotiations in Commonwealth Public Service Departments and Agencies slowing the tempo of the employer offensive in this sector.

In regard to the 3rd EA in the late 1990's/early 2000's involving the Unofficial Accord under the Federal Liberal Government, the ASN and sympathisers conducted a partially successful rearguard action against it. In the context of much harsher organising conditions, with very low morale amongst militants and the grass roots and management on the offensive to outlaw any official or unofficial grass roots work place union activity. This EA led to big attacks on Centrelink workers such as a big step to abolishing Flexi Time. However one of the most significant attacks focused on a seemingly benign clause in the EA which allowed management to introduce so-called micro changes. It was typical of the smoke and mirrors and duplicity and connivance of the Corporate union bosses in aspects of enterprise bargaining. It in fact opened the door to macro workplace changes. Comprising a major re-structuring of Centrelink operations with the transferring of much work to processing centres often in distant areas and centralising different sections in different offices. In this way management could cleverly shake off the job old timers who didn't want to move to the new workplaces or face long travelling times to work. So staff cuts were facilitated together with steps toward a new wave of speed ups in Regional Offices and the facilitation of the outsourcing of Centrelink functions as part of an incremental privatisation strategy. ASN and allied militants were able to pierce the corporate and allied media blackout on the re-structuring and its ramifications. Meanwhile an associated community protest outside Redfern Centrelink Office led to a riot particularly involving aboriginal youth and the smashing of

office windows. This incident was blacked out by the Corporate and allied media. Subsequently management backed down from important aspects of the re-structuring. (6)

The 'Fight Back Movement'

In regard to attempts to achieve major organised opposition to the Accord the author refers to the 'Fight Back Movement'. It involved various Left groups and some bureaucratic unions which held several conferences in 1986-87. She admits that it was only temporary apart from involvement in the 'Defend Our Unions Committee' support for the 'Defend The BLF Campaign'. It was ineffective in achieving major industrial solidarity to oppose the Accord. The author fails to present any perspectives for how to realistically tackle the Accord and the interwoven ALP Octopus and Corporate Union phenomena. In particular she fails to grasp the critical importance of strategic industrial organising in transport industries to promote a strike wave movement leading to major breakaways from the Corporate Unions and transitional steps to a mass syndicalist industrial union confederation as a pole of attraction in the Australian labour movement.

In conclusion, the author does a good job discussing the background to the official Accord. Although failing to grasp the existence of the continuing unofficial Accord. She does a reasonable job exposing the bogus claims of the CPA, the union and ALP hierarchy in support of the Accord and how its implementation facilitated the Neoliberal agenda and the vanguard role of the now Corporate Union bureaucracy in the process. However she fails to grasp the complex interaction of the emergence of Corporate Unionism, various tentacles of the ALP Octopus and the implementation of Neoliberalism. She does a good overview of many episodes of workers resistance to the Accord. However in her discussion of resistance to the Accord in the public service, she fails to discuss important aspects. She fails to cover the interesting nitty gritty work of outstanding grass roots militants in conducting brilliant and inspiring rearguard actions which defeated major attacks associated with enterprise bargaining in a steadily worsening terrain for grass roots union activity. She fails also to present any realistic perspective for tackling the Accord, the Corporate Unionism phenomena and the intensified employer offensive.

M.

Notes

1. See "RTBU Elections 2018: Were They Rigged?" in RW Dec.2018-Jan. 2019 Vol.36. No.3(223) and "NSW Railway News: Union Elections and Thank You's" in RW Vol.34 No.1 (222) Mar.-April 2015 on www.rebelworker.org. Information received from a Left ALP Faction member with good contacts in the ALP hierarchy.
2. See "Spotlight on Rorts in the Union

- Office" in RW Vol.36 No.2(231) Aug.-Sept. 2011. See "Industry Super Fees: A Bonanza for Unions", The Australian 17/3/21.
3. See Mark Sherry, "Sell Out: The Story of the SEQEB strike", R&F Press.
4. Recollections of an ASN militant and union rep.
5. Information received from a

ACOA/PSU/CPSU Branch Councillor with good contacts with the Left ALP Faction. See "Labor councillor charged with more than \$200,000 fraud" in SMH 22/2/18.

6. Recollections of an ASN militant and union rep and an allied activist.

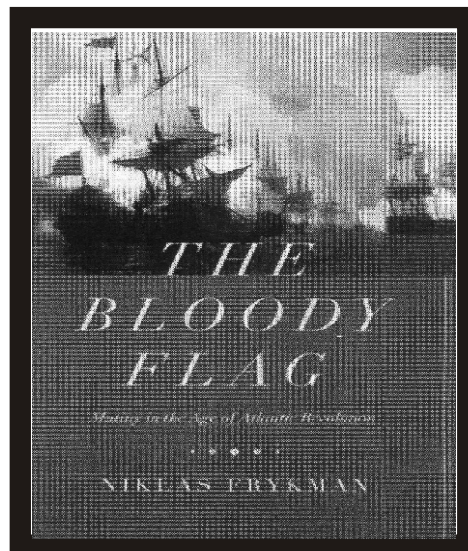
The Bloody Flag: Mutiny in the Age of Atlantic Revolution by Niklas Frykman University of California Press, Oakland,

By the mid-18th century, the effects of the industrial revolution and increasing European exploitation of the resources of the Western Hemisphere had fostered an ever-expanding global commerce along the sea lanes of the North Atlantic. To the burgeoning merchant fleets of the European powers were added ships of war as each nation contended with rivals for maritime supremacy. By the early 1790s, the author notes that Europe's navies disposed of some 600 ships of the line requiring some 300,000 men to crew them a number never adequate to the demand.

Drawn from the ports of Europe and the Americas, these crews could contain a hodgepodge of nationalities and races, particularly as the decades long conflict between England and France persisted, from the French and Indian War through to the fall of Napoleon. Service in Britain's Royal Navy and in the warships of the other powers was generally dreaded by seamen. Military wages, irregularly paid, were much lower than on merchant craft and shipboard discipline far more brutal and oppressive, with captains quite literally holding the power of life and death over a ship's company. To this and the hazards of life at sea were added the mortal dangers of combat.

Mutinies by rebellious sailors were hardly new in human history. Frykman notes Plato's view of the maritime environment as a continuing source of social and political disaffection and disorder. By the era of what the author terms the Atlantic Revolution, the harbour side communities of North America and Western Europe were breeding grounds of resistance to aristocratic rule, intensified by the impressments and forcible conscriptions of both seamen and landmen for the fighting fleets. Frykman describes the warships of the naval powers as concentrations of "men packed together into a small space for long periods of time, the majority of them serving against their will, and made to work in ways that violated customary expectations in almost every

other contemporary occupation" (30). This was "a miniature mass society, with hundreds of men toiling in unremitting twenty-four work cycles, under constant supervision every activity standardized, closely coordinated, and precisely defined



by watch, station and manoeuvre. Hierarchies were rigidly drawn and brutally enforced," (27), most commonly by flogging and beatings - even passive resistance could be punished by hanging.

The republican principles of the American and French Revolutions found fertile ground in the Atlantic ports and dockyards, adding an ideological edge to the resistance of the lower deck to their oppressors in the fore-castle. With mutinies on individual vessels becoming increasingly common under the pressures of wartime, the Spring of 1797 saw a collective wave of disaffection and rebellion spread through a greater part of Britain's Royal Navy the world's premier maritime power.

First at Spithead and then at the Nore anchorage, seamen engaged in what the author calls armed strikes and elected representatives from their vessels to bring their demands before the royal authorities. These were collective rebellions, effected during wartime, with an elected Council of

Delegates at Spithead and a Committee of Liberty at the Nore mainly composed of veteran seamen and petty officers without whose cooperation the fleet could not take sail. These rank and file committees were careful to maintain the physical integrity of their ships and order among their crews. The Spithead rebellion ended after a month with the Admiralty granting pay increases, the reassignment of several particularly tyrannical officers, and a general pardon for all involved. This was remarkable, the author notes, being the extraction of "unprecedented concessions from one of Europe's most entrenched autocracies" (139).

The events at the Nore however had a different outcome. As the name chosen for their assemblage indicates, the revolt on the Nore was the more radical of the two, and posed a far greater threat to the established order. Fortunately for the authorities, the rebels hoisted the red flag after their comrades at Spithead had already returned to duty. Yet constituting what the author terms a "floating republic" (145), they too made immediate demands for higher wages, better treatment and freedom from conscription. But many among them went further, denouncing the king and the royal government itself and, with some success, began to spread their revolutionary ideas among the local population ashore. With the Royal Navy their only shield against invasion from republican France, and perhaps against domestic rebellion itself, the British lords feared that the mutineers might be in contact with the radical London Corresponding Society or in alliance with the United Irishmen some thousand of whom were aboard ships of the fleet.

This time, unlike at Spithead, any concessions to the rebels were categorically refused and their vessels targeted by shore batteries of heavy artillery. The shipboard assemblies wavered in their determination and the Nore mutiny fell apart. In its wake at least several hundred of the crewmen were hanged, imprisoned or flogged "through the fleet". Following this, Frykman notes, "the lower deck's ability to mount large-scale collective resistance collapsed for good" (198).

It would be more than a hundred years before rebellious seamen would again capture the attention of the world. At the beginning of the twentieth century, under

the pressures of war, the red flag of mutiny would wave anew, this time hoisted over the fleets at Wilhelmshaven and Kronstadt to signal a new age of

revolution.

Martin Comack
Boston Labor Solidarity Committee

OBITUARY: ALEXANDRE SKIRDA 1944 - 2020

The influential French historian and translator, best known for his research on revolutionary Ukraine in the early 20th century, died on Wednesday December 23rd.

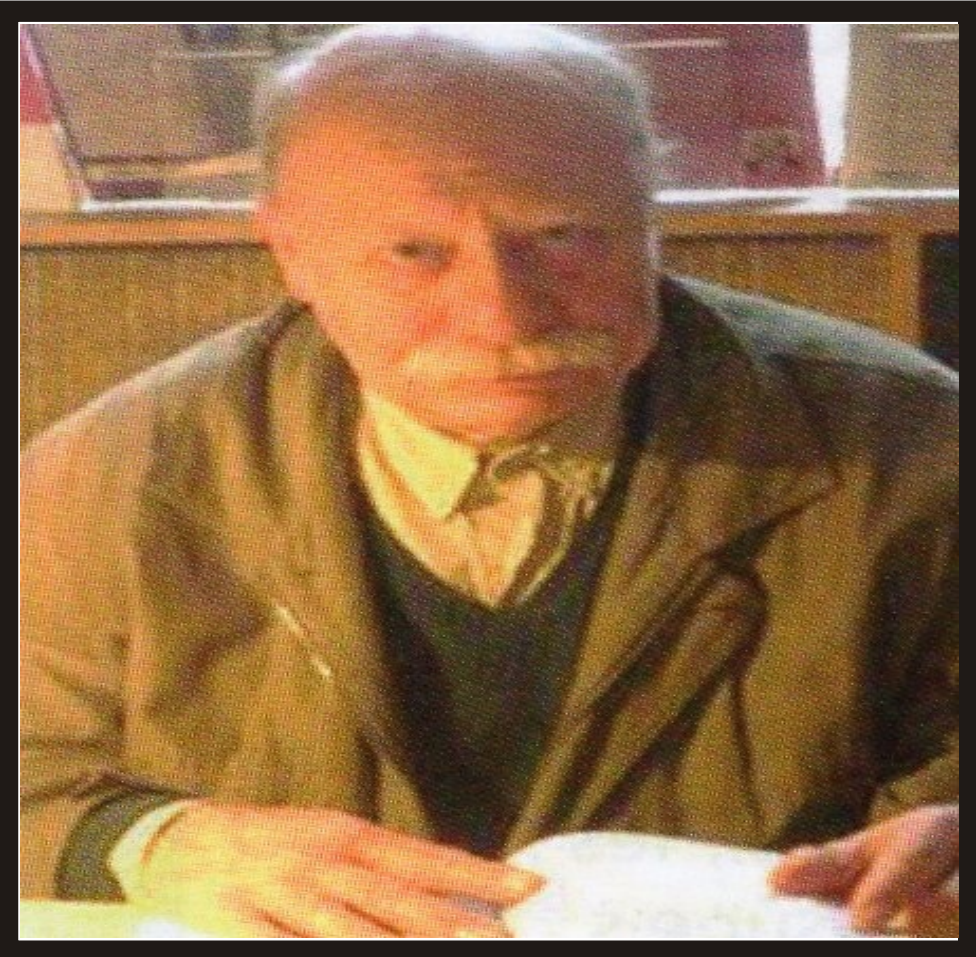
Alongside his extensive series of works on Russian radicalism, the Makhnovtchina and Kronstadt, Skirda published *Facing the Enemy: A History of Anarchist Organisation* (Autonomie Individuelle et Force Collective: Les Anarchistes et l'Organisation de Proudhon a nos Jours), the as yet untranslated biography of Jan Vaclav Makhajski *Le Socialisme des Intellectuels* and a number of highly critical works on Leninism, listed (in French) here. --- He founded the Groupe d'Etudes et Action Anarchiste (Anarchist Studies and Action Group) with fellow anarchist historian Roland Biard when they were both 19, taking an active role in the wave of demonstration which took place against France's war in Algeria. A number of his works are available at the Kate Sharpley Library.

The following tribute has been adapted from *Le Monde Libertaire*.

Following a long illness, our friend, our comrade, Alexandre Skirda passed away at the age of 78 years.

Did he go to the banks of the Dnieper to join Nestor Makhno, like him a descendant of the Zaporozhian Cossacks?

His interest in this region and his knowledge of the language had enabled him to get to know the revolutionary peasant movement in southern Ukraine, heir to several centuries of direct-democratic practice. In books such as *Nestor Makhno -Anarchy's Cossack: The Struggle for Free Soviets in the Ukraine 1917-1921*, he showed how in this period the creation of free municipalities aimed to establish a stateless society, and the way in which the Bolshevik State then destroyed them - eliminating in the process the Revolutionary Insurrectionary Army of Ukraine, which had made it possible to defeat the reactionary Whites.



Even today the name of Alexander Skirda winds up the majority of Trotskyist militants, who cannot forgive him for having revealed the way in which the Red Army, sent by Trotsky, crushed the Municipality of Kronstadt, which wanted for Russia a direct, federalist democracy, and declared on March 8th, 1921:

"It is here in Kronstadt that the first stone of the Third Revolution opposed to the bureaucratic order of the Bolsheviks was laid, leaving behind the dictatorship of the Communist Party, the chekas and state capitalism."

By publishing *Kronstadt 1921: Free Soviets Against Party Dictatorship*, he granted at long last the wish of StUpan PÚtrichenko, president of the Kronstadt Provisional Revolutionary Committee:

"They can shoot the Kronstadians, but they will never be able to shoot the truth of Kronstadt." His research enabled him to write several books on this historical event, which have been the subject of translations in various countries and numerous re-editions, enriched by new documents.

Most recently he had translated and presented *Kronstadt in the Russian Revolution* by Efim Yarchuk, previously unpublished. Yarchuk, one of the principal organisers of the Kronstadt anarchists, describes how he lived and dedicates his work "to those who shed their blood during the revolution of 1905 for the complete emancipation of the proletariat from the yoke of capital and authority. To those who fought in February and July 1917 against the masters of the world. Those who

let themselves be deceived by the slogans of the proletarian state soon raised their arms against the new masters, the Bolsheviks. In memory of those who perished on the road leading to the Society of Free Men: Anarchy."

Having had the opportunity to see that mountain of documents which fed his books, those mentioned here being only a part, we were able to measure the

importance of his historical work revealing what has long been hidden - as much by the "whites" as the "reds" - about a revolution which had consequences, for decades, on the workers' movement in many countries.

We will not forget Alexandre Skirda, that essential historian of the Russian revolution, and also the anarchist activist

who, from the 1960s, led the Anarchist Study and Action Group.

Le Monde Libertaire

<https://freedomnews.org.uk/obituary->

UKRAINE LABOUR NEWS

150 UAH per hour!(Sticker of Ukrainian trade unions associating operators)

The working conditions of crane operators in Ukraine resemble pathologies known to us from Poland. Work on the crane lasts 10-12 hours a day, which is common in Ukraine in many professions despite the regulations in force. There is also a problem with the disorder on construction sites and the dangers associated with it. Ukrainian trade unionists fighting for better working conditions in the construction industry are facing such problems.

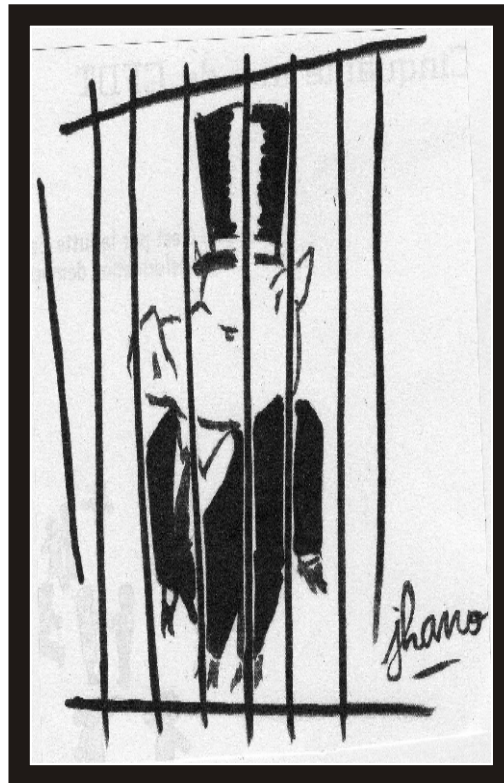
The main problems - health and safety and low wages. As far as health and safety is concerned, trade unions complain, inter alia, about: the lack of organized and coherent activities of the construction management in favour of the organization of work and its safety;

- shortage or absence of hooks;
- lack of storage sites and poorly organized storage sites for building materials;
- dangerous passages under the crane and access to the crane; no "on-board logs" of the crane's work.

Site managers, and sometimes other workers, force operators to violate safety requirements, such as: working in the wind above 10 m / s, working in fog or icing conditions. Old equipment used on construction sites does not meet the safety requirements. For example, in Lviv, 60 of the 100 active tower cranes were produced in the 1990s and earlier, and the newest crane in the city is from 2008.

Due to the high demand for equipment, cranes were imported from the entire voivodeship (region), and the efficiency and safety of the equipment is not treated as a priority. Another problem is bad lighting, no heaters in winter and no air conditioners in summer, and the sluggish state control bodies do not fulfil their role.

Operators complain about low wages. At most construction sites they range from 85-100 UAH (UAH) per hour. The rate of 100 UAH is considered high. The trade unions



are demanding 150. At the moment this has not been achieved, the highest salaries are in Lviv - 130 UAH (details below). A common problem is unpaid or low-paid overtime, the lack of paid holidays and sick leaves. There are also delays in payments and illegal dismissal. Part of the salary is paid in cash, which allows the company to avoid taxation and makes it difficult for employees to recover overdue wages.

Examples of trade union activities

Crane operators' trade unions are organized

by cities and provinces (oblasts), for example: The Trade Union of Crane Operators of the Lviv Oblast, the Trade Union of Crane Operators of the Odessa Oblast (Russian They are all affiliated under the umbrella of the Construction Workers' Union (Ukrainian:).

Companies that do not meet the official health and safety standards and rates recommended by trade unions must take into account pickets at their headquarters and construction sites and being hit on union "blacklists". In many cases, operators refuse to work for the rates offered to them or in conditions that threaten health and life. It is worth noting that working conditions and the rates themselves vary between cities and regions. Even in the same cities, different rates may apply. For example, in Odessa it is 85 to 100 hryvnia per hour, in Kiev 100 and in Lviv 130. The demand of the trade unions is 150 hryvnia per hour for all of Ukraine.

Lviv

The most favourable working conditions on the crane are in Lviv. It is related to the activity of the trade union, to which 30% of operators in this city belong. This gives you the opportunity to dictate your own conditions. The construction boom observed in this city in recent years is also significant. On some construction sites there was a shortage of manpower. The trade union managed to win 130 hryvnia per hour. The operators refused to do the work for a lower wage.

They have created a "blacklist" that they spread to groups on social media (Viber, Facebook) and discourage people from working in them. It comes to the fact that companies cannot find operators who would agree to work for these rates.

See Page 20

NEWS & NOTES

In this edition of RW, we focus on the NSW Health Department which has been hard hit by inadequate staffing levels, the running down of services and incremental privatisation. We look behind the scenes and examine a little known out break of nepotism in the work force facilitated by management. (See article page 2.)

Some of the most important news in the NSW Railways lately has been a massive vote against the 0.3% pa Enterprise Agreement pay rise as part of the NSW Govt.'s Public Sector Wage Freeze. Despite the massive grass roots opposition to the Freeze, the union hierarchy has done nothing to organise an industrial campaign to melt it. Lately the ASN has been assisting militants to canvass on the job some suggestions to get the campaign rolling and a log of claims. Major industrial action in this strategic sector would be critical to igniting a strike wave movement across industries and checking the privatisation push. (See article page 3.)

In this edition, we look at the privatisation push by the NSW Govt. affecting the State Transit Authority. In particular we examine likely further developments and the massive attacks on the wages of ex-STA drivers in Region 6 in Sydney which was taken over by Transit Systems. (See article page 5.)

A NSW Govt. operated entity which was fully privatised is Sydney Ferries. In this edition of RW, we look behind the scenes regarding the NSW Govt.'s replacement of the iconic Freshwater Class Ferries by the Emerald Class which have been heavily affected by faults and safety issues. (See article page 4.)

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Where we stand:

1. Our aim is to create a free and equal society.
2. We are a revolutionary labour movement that uses as its only means of struggle, direct action in all its forms of occupations, strikes, boycotts, sabotage, etc. We are independent from all reformist and hierarchical unions and political parties, and we are creating an alternative to these and to existing society. We do not seek to gain political power, but rather to see it distributed amongst all.
3. We are a network of anarcho-syndicalists practising co-operation and mutual aid. We have an equal part in the making of decisions. Responsibilities within the network are subject to agreement by the members.
4. We are engaged in struggle where we work and where we live, to develop self managed production, distribution and servicing for the world community to meet human needs rather than profit. We give solidarity to others in their struggles.
5. We are fighting to abolish all authoritarian institutions such as the State (including its communist variety), capitalism, all hierarchical and oppressive divisions between people.
6. We have no country and are organised on an international basis in opposition to oppression everywhere. The ASN is striving to build a viable revolutionary syndicalist movement in Australia as part of a world wide movement able to meet the challenge of the global employer offensive.

TO FIND OUT MORE

I would like more information about the Anarcho-Syndicalist Network. Please send me information.

Name

Address.....
General Secretary
PO Box 109 Kotara 2289 NSW.

Continued From Page 18

Operators from all over Ukraine come to Lviv. Entrepreneurs are trying to fill this gap with operators from other cities. There were cases that strangers agreed to work at reduced wages, but the trade unionists were able to talk them out of it. Sometimes newcomers were "greeted" at the station and persuaded not to agree to work below the rates recommended by the trade union. It is similar in the workplace, both with regard to "local" and "visiting" operators.

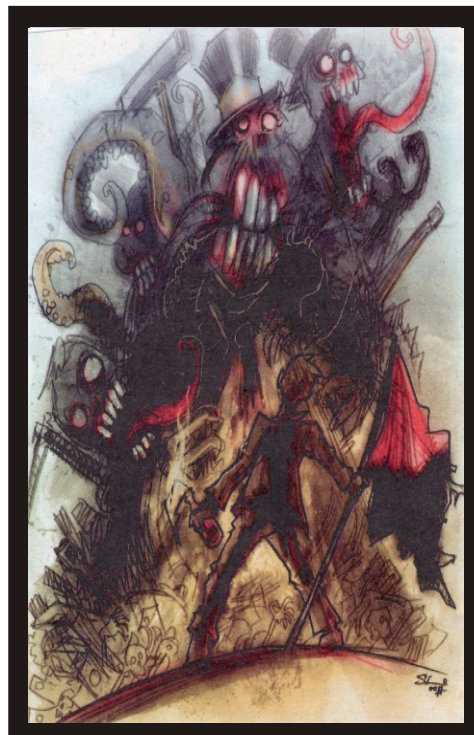
One example of a successful direct action by Lviv operators took place in 2020, when one of the companies responsible for providing cranes for construction sites went bankrupt and handed over its cranes, along with their operators, to a construction company. The operators continued to work on the same equipment and on the same construction site, and the "new" employer refused to take responsibility for the arrears of the bankrupt company and to officially employ the operators. The operators responded with the so-called Italian strike: they came to work, signed the list, then detailed and reported all technical faults, refusing to start work and blocking access to cranes by workers ready to break out of the strike. After such action, the outstanding money was found on the same day.

Kiev

In spring 2019, on two construction sites, operators announced a spontaneous strike regarding overdue payments from one of the companies to which the cranes belonged. At the same time, pickets took place outside the construction site, and operators of cranes belonging to another company operating on the same construction site undertook a solidarity strike, an Italian strike.

At the end

On April 15, 2021, the Trade Union of Construction Workers and the Ukrainian Chamber of Construction, associating employers in this sector, signed a joint declaration of the need to improve health and safety protection and working conditions. On April 25, regional meetings of crane operators' trade unions were held in 10 Ukrainian cities. They announce further struggle for pay rises and improvement of safety at construction sites. The protest of



Warsaw operators at the turn of May and April 2021 aroused great interest among Ukrainian operators.

The Employee Initiative received numerous expressions of support. Ukrainian trade unions publish information about protests in Poland, and our opening to Ukrainian workers working in Poland was also enthusiastically

received. Photographs of bilingual posters of the Employee Initiative were made available on social media both by individual operators' unions and by the Association of Construction. We hope that this is a chance for all of us for fruitful cooperation and joint struggle across borders.

Prepared by: Ignacy Jzwiak

<https://ozzip.pl/publicystyka/walki-pracownicze/item/2776-ukraina-operatorzy-zurawi-walcza-o-lepsze-warunki-pracy>

