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No. 12

December 1983

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 + At the close of the year, we take +
 + this opportunity of wishing all +
 + readers of the ITF Newsletter a +
 + very happy Christmas and a pros- +
 + perous and successful New Year. +
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IN MEMORIAM

Ken Golding

Ken Golding was an ITF man through and through. He came in 1948 and his relatively brief spell with IFALPA in the 'sixties served in a way to confirm how strong the tie was. He was soon back and stayed until he died, at 59, on 25 November - a shock then and still. His technical resources were formidable: a virtuoso linguist, a phenomenally quick reader, a barely slower drafter, a sponge of a memory, and more and more - as the years went by - sheer experience of the kind that files and reports are no substitute for.

Ken was the man that successive General Secretaries whistled up for the special jobs - the sudden crises, the out-of-the-ordinary meetings, the really tricky speeches, the instant reduction of long documents to short summaries good enough for the General Secretary to know what he was talking about (or sound as if he did!).

All this had, of course, to be fitted in with his full-time job, which for most of his career was in the Research and Publications Department (which he headed for almost thirty years), and for the rest in the Civil Aviation Section (and, more latterly, the fledgling Travel Bureau Section). He would have found it hard to say which of the two, Research and Publications or Civil Aviation, had the bigger claim on his interest and affection. He loved to write (and so to read) and to mine away, the deeper the better, for the truth of this or that issue or problem - especially into the ITF's past, his articles on the ITF's history being models of their kind. But he was also drawn to the immediacy and practicality of the sectional work, and in particular to the Civil Aviation Section which he took over three times and to which he felt drawn in a way that he could not fully explain himself, other than to say that the people in it had an international outlook and spirit that so matched his own. It was indeed his internationalism that elevated all his many gifts into far more than usefulness and gave him his very special place in the ITF. He was with us too long to think that the ITF could change the world tomorrow, that national interests could ever totally be submerged for the international good. He knew that faith alone did not move mountains, but that it fuelled the will and the stamina for the long haul and the steady chipping away, at the end of which the mountain would be that much smaller. Too healthily sceptical, far too intelligent, and far too experienced to go for easy slogans or soft options, he nevertheless kept his faith to the end.

No-one of course will feel the pain of his passing more than his family: Janet, Heather, Jane, Lucy and Jonathan. Ken's place as husband and father can never be filled and all his friends in the ITF can do is to try, however inadequately, to console them. The ITF's loss is not to be compared with theirs but it is very deep and for many of us very personal.

Harold Lewis

NEWS AND VIEWS FROM THE ITF

Hans Hauf leaves ITF for new post in Austria

ITF Assistant General Secretary Hans Hauf left us at the end of November to return to his native Vienna where he has taken up the post of Executive Director of the Austrian Beamtenversicherung (the public servants' insurance company).

Hans was first appointed Secretary to the ITF's inland transport sections (road, rail and inland navigation) in May 1973, advancing swiftly to become an Assistant General Secretary - one of two - in 1977. During his ten years with the ITF the work of the three Sections in his most capable charge expanded considerably and an era of close inter-section cooperation began that will surely be one of the most important legacies he leaves behind as he now moves on to face a fresh and exciting challenge to his not inconsiderable talents.

The General Secretary, officers and staff at ITF headquarters have enjoyed working with Hans throughout this time and we would all like to take this opportunity (assuming our Newsletter still arrives on his desk in Vienna!) of wishing him well in the years to come.

Good luck, Hans!

TRANSPORT

FINLAND

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Rail union's "For the train's sake" campaign is an outstanding success

In the spring of 1983, the Finnish Railwaymen's Union (an ITF affiliate) launched a campaign entitled "For the train's sake", with the aim of persuading the general public and the political decision-takers of the need to adopt a more positive attitude towards the railways.

The beginning of the campaign was timed to coincide with the parliamentary elections in March 1983 and all candidates were sent a duplicated letter from the union requesting their support for a so-called "train party". (They were later presented with a "train party" file containing a digest of statistical material on the railways and other transport modes, which the union will be updating as necessary.)

Other activities in the months that followed included: a 16-page tabloid "train magazine" produced by the union and distributed to passengers on long-distance trains; briefing sessions at which representatives of the media were given background information for use in articles and programmes on the railways; and the placing of ads in the national and regional press (the latter was particularly responsive to the aims of the campaign).

It is noteworthy that no paper that dealt with it in its news or comment columns questioned the need for such a campaign or its objectives and this positive attitude was reflected in those Finnish magazines that covered the campaign. A number of radio and television programmes also examined the state of the railways in Finland.

The union's verdict on the campaign was that it had awakened more interest in the future of the railways in Finland than even it had anticipated prior to its commencement; the general consensus was that the railways were an essential service and that its employees were performing a useful and important job. The union also felt that the exercise had improved its image as a campaigning organization and it has told us that it intends to keep up the pressure on MPs to take positive action in support of the railways.

TRADE UNIONS

GREAT BRITAIN

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Moves afoot towards a single union for all merchant navy officers

The formation of a single union for all British merchant navy officers came a step closer last month when the results were announced of a ballot in which members of the Radio and Electronic Officers' Union voted heavily in favour of continuing merger talks with the largest officers' union, the Merchant Navy and Airline Officers' Association (both are ITF affiliates). The decision means that both unions will now proceed to detailed discussions on a full merger before presenting the results to meetings of both organisations and again seeking REOU approval in a formal ballot.

The masters' union, the Mercantile Marine Services Association, has already joined forces with the MNAOA and its members will have joint membership of both unions until full merger is achieved.

SOCIAL AND INDUSTRIAL NEWS

AUSTRIA

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Higher pay for rail and municipal workers

Agreement has been reached between the Austrian government and the four public service workers' unions - including the ITF-affiliated Railwaymen's Union and the Municipal Workers' Union - on a new twelve-month agreement for 1984. This enters into effect on 1 January and provides for wage and salary increases of up to 5.33% for those in the lowest grades, tapering to 3% for the highest-paid.

GREAT BRITAIN

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4.5% pay increase for Thomas Cook staff

Staff employed by Thomas Cook have won a 4.5% rise in basic pay from 1 November 1983 (plus a further percentage increase in December 1984 should the Group trading profit exceed certain levels) under a new agreement negotiated by the ITF-affiliated Transport Salaried Staffs' Association. Improvements have also been obtained in respect of London Weighting, with the Inner London allowance increased from £1,333 to £1,375, effective 1 November, and the Outer London allowance raised to £570 (from £552).

Merchant navy officers and ratings accept pay offers

Unions representing merchant navy officers and cadets, including the ITF-affiliated Merchant Navy and Airline Officers' Association and the Radio and Electronic Officers' Union, have reluctantly accepted the owners' 'final' offer of a 5 per cent increase in average earnings from 1 November. The General Council of British Shipping has also agreed to fund an early retirement programme giving officers the chance to retire at 60 (instead of 62) with no loss of pension benefits.

Meanwhile, ratings organized in the ITF-affiliated National Union of Seamen have voted narrowly in favour of accepting the owners' offer of a 5.1% increase on NMB rates from 2 January. This brings the basic rate for a qualified foreign-going seaman to £82 per week (an increase of £4).

NEWS IN BRIEF

Ground staff employees of the Argentinian state airline Aerolineas Argentinas are currently staging a go-slow in protest at attempts by the company to impose longer working hours. All the company's flights - both national and international - are presently suspended.

The ITF-affiliated Canadian Air Line Flight Attendants' Association - worried by the possible health risks to cabin staff from inhaling side-stream smoke - is to lobby the federal government and the airlines seeking an eventual ban on smoking in flight.

Great Britain: Pay rises in the range 5.9% - 7.1% have been negotiated for road haulage drivers by the ITF-affiliated Transport and General Workers' Union in this year's pay round.

Japan Air Lines flying staff took strike action at the end of last month in support of demands for better working conditions.

Netherlands: Public service workers have reluctantly ended a seven-week campaign of strikes and go-slows after being unable to persuade the government to drop plans for a three per cent cut in public sector pay from 1984 (see page 102 of last issue).

The government of the Togolese Republic has deposited an instrument of acceptance of the IMO Convention with the Secretary-General of the United Nations. The International Maritime Organization now has one hundred and twenty-five full members and one associate member.

OBITUARIES

Gustav Kolare, the first President of the Swedish State Employees' Union (SF), died on 24 November at the age of 70. Kolare was elected President of the Swedish Railwaymen's Union in 1956 and held this post until the union joined with the other state sector unions in the one organization in 1970. He retired from the SF presidency in 1973.

Axel Strand, President of the Swedish Trade Union Confederation (LO) from 1947 to 1956, died on 13 September, at the age of 90.

PERSONALIA

Knud Christensen and Finn Thorgrimson were confirmed as President and Vice-President respectively of the Danish Trade Union Confederation (LO) at the LO Congress last month. Both were appointed to their present posts at an extraordinary LO Congress last year.

Jacques Mallet was elected the new President of the French Federation of Railway Technical and Supervisory Personnel (FMC) at the union's recent Congress. He succeeds René Hers. The union's new General Secretary is Bernard Olivier, successor to Roger Demoyer. René Hers currently serves as the French member of the ITF Railwaymen's Section Committee and Jacques Mallet as his deputy.

Elgar Ottersen, former Radio Officers' Secretary of the Norwegian Seamen's Union, celebrates his 75th birthday on 24 December.

We extend our heartiest congratulations to ITF President Fritz Prechtel, who celebrates his 60th birthday on 27 December.

FORTHCOMING MEETINGS

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Standing Committee on Cruise Ships	- Dania, (Florida)	9 - 10 January 1984
ITF Flight Operations Officers'/ Flight Dispatchers' Working Group	- London,	18 January 1984
Management Committee	- London,	20 March 1984
Executive Board	- London,	20 - 21 March 1984
