

1919 - 2019

The Nordic Engineer Officer Federation (NMF) was founded February 21, 1919 and represents approx. 30,000 engineer officers in Denmark, Sweden, Norway, Finland, Iceland and the Faroe Islands.

NMF cooperates in a number of areas with common challenges in the Nordic countries. Especially in the fields of energy and environmental technology, IT and management, engineers face exciting challenges for being the technical leaders in society in the future that help the Nordic countries remain among the world's leading countries in the field of management and technology.

At the same time, there is a great need to recruit engineers to the energy and environmental sectors, the public sector, shipping, the offshore sector and the industry in the Nordic countries.

NMF focuses on recruitment efforts in the Nordic countries and strengthens cooperation on the development of the education of engineer officers. NMF also strengthens the coordination of the collective bargaining negotiations and development of wages and employment conditions in the Nordic region.



1919 - 2019

100 years of Nordic cooperation

The first engineer organizations in the Nordic countries occurred around the 1850s in the form of help and support funds. An additional 20-25 years passed before the organizations got a professional approach. Around the turn of the century, the development in technical terms was so far advanced that the national associations needed greater visibility, and through correspondence, in 1902-1903, a closer contact between the associations in Norway, Sweden and Denmark came. The first proposal for co-operation between the Nordic countries' engineer organizations seems to have been made in 1891 by C. Leufstedt, director of the engineer union in Gothenburg. He contacted the Ship's Engineers' Union in Copenhagen subscribe to the member magazine at the association's expense. A little later, he attributed the Danish association and pointed out that they worked for the same goals as the Swedish Machinery Engineer, and adds:

Every country's engineers must work to maintain their independence, unless one wants to be pulled down into the depths of slavery. The English have worked for this for many years and undeniably they have come a long way, but much remains to be done. It is not enough demanding rights, we must also remember the obligations - - - . "

The exchange of letters leads to Gothenburg engineer union at the request of the engineers' association in Denmark calling for a congress in Gothenburg on May 13 and 14, 1905, in order to seek to form a union here. Union of engineer organizations in Norway, Sweden and Denmark. The result of the congress was that the "Nordic engineer Federation" was formed. But this did not result in any real cooperation, because of the political tensions following the dissolution of the union between Norway and Sweden.



Gruppbild från sammanträdet i Göteborg 13—15 maj 1905

Another 14 years had to pass before the over-engineer Ewald Persson in Helsingborg after World War I, took the initiative to convene an inter-Scandinavian congress in Gothenburg on the 19th and 20th of February 1919, with the participation of the Swedish Association of Engineers, Norwegian Union of Marine Engineers and the Danish Engineer Association. Here, "Interscandinavian Union of Engineers" (TIUE) was formed. Ewald Persson was elected as Secretary General. And now the collaboration came into a more fixed framework.



The purpose of the association was from the beginning to be the link between the three countries' mutual support and orientation organizations. Which is a natural thing on the basis of the fairly uniform conditions in the three Scandinavian countries.

The next congress was held on 26th and 27th January 1920 in Copenhagen. The Finnish engineer Federation also participated in this congress, as the Finnish Engineer Association had joined TIUE in the meantime. At the congress, Chief engineer K.A. Rasmussen, Denmark was elected as secretary. At the same occasion, it was also decided in Copenhagen that the practical cooperation should pass by, because the leaders of the four organizations had to meet at least twice a year and inform each other about the tasks that were worked on in the individual countries and discuss the things that going on and which occupied the individual organizations. In addition, it was also decided that the organizations should participate in each other's general meetings, as it was considered to be able to give inspiration that could be used in the daily work.

In 1923, TIUE took a very significant initiative, as in this year a maritime technical conference was convened in Gothenburg. At this conference, which had participants from the four Nordic countries, a number of technical experts held lectures on the latest developments in the mechanical engineering field.

The first conference in Gothenburg was followed by similar events in changing Scandinavian cities. The topics discussed provide an excellent picture of the technical developments that took place in TIUE's first 50 years of life. It involved, among other things, economic coal firing in steamships in the first conference in 1923, and onwards until the 75th anniversary of the engineers' association, April 1, 1948, where a maritime technical conference was also held in Copenhagen, with lecturers from the four Nordic countries there. spoke of very different topics;

Chief Engineer Carl Frandsen, Denmark, about the engineers' education.

Higher Chief Engineer Einar Poussar, Finland, about lubricants and their importance for shipping and industry.

Senior Teacher K. Rygland, Norway, about Frederikstad's mechanical workshop's steam engine and associated boiler plant.

Chief Engineer Ture Forslund, Sweden, on methods for calculating the horsepower of the ship machinery.

In 1848, the Engineer Society was founded in Sweden, in 1851 the name was changed to the Swedish Engineer Union. In connection with the 100th anniversary party in June 1948, representatives of the Nordic engineers in TIUE's led to a meeting in Stockholm to discuss cases of common interests, this meeting was followed up with a meeting in Helsinki in November of the same year. where collective bargaining at sea, after the war's experience, in the various countries was on the agenda.

With the good experience gained with the collaboration in TIUE, the respective engineer officers' organizations decided in 1949 to join the Scandinavian Transport Workers' Union, as a natural consequence of the countries' machine officers' organizations already being affiliated to the ITF.

After the Second World War, there was a huge worldwide development in shipping, which was also of great importance in the Nordic countries, which, of course, also had an impact on the work of TIUE. In a way, technical developments at sea also influenced other indirect ways of thinking. Thus, for a number of years, one had wanted a more verbal name instead of "The Interscandinavian Union of Engineers" TIUE. It then led to a proposal in 1961 to change the name to the Nordic Machine Federation (NMF), which was unanimously adopted.

The technical development of the first 20 years after the war meant that at the 8th conference held in September 1965 in Copenhagen, it was the so-called automated ships that took up the organizations and were in discussion. The automation of shipping in the 1960s and 1970s continued and came to be a clue to shipowners, but it was largely the engineers who had to put their thoughts into practice. It was therefore important to keep a strong focus on the other countries' experiences, and here the cooperation in the NMF was very important for the coordination.

At the ordinary congress held in Mariehamn in the days of 29th and 30th May 1980, it was found that the four countries Denmark, Norway, Sweden and Finland together represented approx. 20,000 engineer officers. And it was always agreement, education and staffing that were the big issues, and therefore also stood at the top of the agenda. And it has in fact also proved through the following years that it has not changed much here at the 100th anniversary since the start in 1919.



*K. A. Rasmussen
President i T. I. U. E. 1946-1949.
Hedersledamot av Svenska Maskin-
befälsförbundet.*

The unique collaboration in NMF gradually became interesting for Iceland and the Faroe Islands, so there was then convened a meeting in the spring of 1981 in Reykjavik, where Velstjorafelag Islands, and Maskinmeistarefelagid, the Faroe Islands joined as a full member of NMF, later also came Metal Søfart from Denmark in the NMF. In 1998, there were thus seven federations from all over the Nordic member of the NMF, where together they were organized approx. 27,000 engineers and ship officers. Since 2010, Metal Søfart from Denmark has gradually withdrawn from the formal collaboration of NMF but is still on the sidelines.

NMF represents besides Engine officers, thus also ship officers, who all dispute positions as technical and administrative managers within shipping, offshore, private industrial companies, power plants, consulting engineering companies, public utilities and hospitals in the Nordic countries and the rest of the world. The purpose is to continue to safeguard the interests of the engineers' and ship's officers in areas such as education, continuing education, certificates, salaries and terms of employment in general, and at the same time work to make the profession visible and its importance to the communities in the Nordic countries.

Throughout the years, NMF has dealt with the seafarers' terms and interests. But as more and more engineers are employed by companies onshore or in offshore, it has been quite natural to deal with this as well. In recent times, new areas have also emerged, such as common issues at the Nordic level within energy and environmental technology, ICT and management.

Here in 2019 at the 100th anniversary, it can be seen that NMF cooperation is unique in relation to similar organizations in the rest of the world. There are more than 32,000 engineers and ship's officers in the six organizations, and no other region has such a traditional, constructive and well-functioning cross-border cooperation. In all the Nordic countries, the engineers and ship officers play a central role in the work of developing, implementing and managing technology that ensures supply and energy, production and transport.



Specific results that NMF has achieved through the organization of meetings and conferences include:

Interested parties through strong cooperation with selected authorities and organizations, such as;

Maritime authorities, current issues of importance to members.

Nordic Council of Ministers, coordination of tax matters. IMO (International Maritime Organization), relevant conventions. BIMCO (Baltic and International Maritime Council), recruitment and manning situation.

NUMAST (National Union of Marine, Aviation and Shipping Transport), wage statistics.

ITF (The International Transport Workers Federation), pay and work and security conditions.

FICT (Federation Internationale Des Cadres Des Transports), development of European maritime strategy.

IOF (International Officers Forum), established in 2003, the ship's officers' employment relationship under international auspices.

Further results can be mentioned.

NMF made a proposal at ITF's 41st congress in Durban for an annual survey of seafarers' pay and employment terms. The background was the finding that employers are increasingly taking advantage of thorough knowledge of precisely pay and employment terms, both in relation to collective, but also on individual agreements.

NMF was approved a motion in the ITF regarding rules for fixing engine power on ships. The reason was the finding that shipowners exist that downgrade the dimensioned maximum power mechanically or electronically, where the purpose is to save on the number or qualifications of engineers.



Future tasks for NMF

In all the Nordic countries, there is a great need for engineers, both in the energy and environmental sectors, the public sector, shipping, the offshore sector and the industry. Therefore, NMF will focus on the recruitment efforts, and not least in the future, assess the results thereof. NMF will strengthen the coordination of collective bargaining and assist each other in developing pay and employment conditions in the Nordic countries.

NMF will continue to develop useful international statistics. NMF will continue to strengthen cooperation on the development of the training of engineers and ship officers in the Nordic countries, so that in future the members are also managers who contribute to the Nordic countries being among the leaders in the world within management and technology.

NMF will continue to coordinate consultation responses and, through cooperation, seek maximum influence on the areas that concern the members' interests.



At NMF's 100th anniversary, there are six full members of the Nordic Engineer Officer Federation

**Maskinmestrenes Forening - Denmark
Maritime Officers Association (MOA) Sweden
Norwegian Union of Marine Engineers (NUME) Norway
Suomen Konepäällystöliitt, Finlands Maskinbefälsförbund - Finland
The Icelandic Union of Marine Engineers and Metal Technicians - Iceland
Maskinmeistarafelagid - The Faroe islands**

Goal document 2018

Internal collaboration:

NMF shall contribute to, and set high demands / expectations for, the member organizations' individual activities and development.

NMF shall contribute to a good and efficient coordination of knowledge and experiences that are of common interest to the member organizations.

NMF shall, through a high social responsibility, coordinate a joint Nordic effort to improve areas in connection with pensions and senior policies.

NMF shall hold two constructive meetings where topics of a superior nature are dealt with.

NMF shall, if necessary, arrange relevant conferences

NMF shall create working groups that can safeguard these objectives and marketing.

NMF shall work to ensure that shipping's framework conditions are intended to help recruit, create and safeguard jobs for Nordic seafarers

NMF shall work to ensure that human safety through proper competence and proper staffing is safeguarded in a responsible manner

External international work:

NMF shall contribute to making its members internationally visible and profiling both within energy and the environment, shipping, fishing, on and offshore.

NMF shall participate in relevant councils, committees and committees to safeguard the members' professional and personal interests internationally.

Education and training:

NMF shall contribute to ensuring a high quality of education in the member states beyond STCW's minimum requirements.

NMF shall contribute to ensuring a high quality and continuity of the continuing education in the member countries.

NMF shall contribute to increasing knowledge of the members' competence requirements.

NMF shall work to ensure the members' opportunities for other higher education.

NMF shall work to ensure that its members' education is timely and technologically correct so that your competence remains attractive at sea and onshore

