

KOMPASS NEWS

Mai Juni 2026

NAUTILUS
INTERNATIONAL

The Union
newsletter for
Switzerland

A new era of unity for maritime workers: Nautilus International elects Sascha Meijer as its new general secretary

Nautilus International has begun a new chapter with the election of Sascha Meijer as its new general secretary. Ms Meijer now leads one of the world's most influential maritime trade unions, representing members across the UK, the Netherlands and Switzerland

She succeeds Mark Dickinson, who held the role for 17 years. Ms Meijer thanked Mr Dickinson for his longstanding leadership and tireless commitment to maritime professionals, saying she is honoured to build on the strong foundations he leaves behind.

A proven advocate for maritime professionals

Ms Meijer brings 26 years of trade union experience and has worked in the maritime sector for the past 11 years. A trained lawyer, she served as Nautilus International's assistant general secretary for the last two years, working at both national and international levels on negotiations and representation. She represents maritime unions in EU social dialogue with the European Commission and European shipowners, ensuring members' voices are heard where key industry decisions are made.

One union, one purpose

In her first statement as general secretary, Ms Meijer set out a clear vision focused on unity across Nautilus's three national branches and a renewed push for better jobs across the industry. 'Nautilus International is one union, with one purpose: to stand alongside our members. Maritime professionals are key workers, and strong national fleets are vital for our countries' autonomy and security.' She highlighted the need for good-quality jobs, improved work life balance and a socially competitive maritime sector capable of recruiting and retaining skilled workers. 'Wherever you are based, you are part of the same Nautilus family, and I am proud to lead it,' she said.



Sascha Meijer, Nautilus International's new general secretary Image: Brad Wakefield

A member led union

Ms Meijer reaffirmed Nautilus International's member led structure, reporting directly to the elected Council which represents members across all sectors and ranks. Chair of the Nautilus Council Wilco van Hoboken said the Council's unanimous support reflected its confidence in Ms Meijer's leadership and commitment to putting members first.

International advocacy

Under Ms Meijer's leadership, Nautilus will continue its active role at the International Maritime Organization and the International Labour Organization. 'The rules that shape life at sea are made internationally, and we will keep making the case for seafarers in those forums,' she said.

Supporting members in conflict zones

Ms Meijer addressed growing concerns for members operating in and around the Persian Gulf and Strait of Hormuz. Nautilus is closely monitoring developments and supporting affected members through contractual guidance, employer engagement and cooperation with authorities. 'The safety of our members in dangerous waters is our absolute priority,' she said.

Representation for all members

Ms Meijer stressed the importance of strong day to day representation, recognising the work of Nautilus officials, negotiators and workplace representatives supporting members with employment, welfare and disciplinary matters. 'By working together, we build strength and impact. Together we stand strong,' she said. Members are encouraged to stay engaged with their union and make full use of the support available.

Unique maritime welfare work

Ms Meijer will also oversee the Nautilus Welfare Fund, including Mariners' Park in Wallasey, the union's unique welfare and care facility for retired maritime professionals. Her appointment signals a renewed focus on unity, solidarity and strong representation for maritime professionals across the industry.

UNSERE BÜROS

BÜRO SCHWEIZ

Rebgasse 1
4005 Basel, Switzerland

Tel: +41 (0)61 262 24 24

Email:
infoch@nautilusint.org

BÜRO NIEDERLANDEN

Pegasusweg 200
3067 KX, Rotterdam

Tel: +31 (0)10 477 1188

Email:
infonl@nautilusint.org

Harald Ludwig erneut in den Council gewählt

Zeitgleich mit der Generalsekretär-Wahl wurde auch die 24 Mitglieder des Rates (Council) gewählt. Den Sitz für die Schweiz und die Binnenschifffahrt erhielt wieder Harald! Glückwunsch!



Terminkalender

12. bis 14.6
ITF Fair Practices
Committee, Rotterdam

16. Juni
IWT Section Meeting,
Brüssel

17. Juni
IWT Social Dialogue,
Brüssel

Vormerken

16. September
Jahresversammlung
Nautilus CH, Basel

Editorial

Liebe Leserin, lieber Leser

Viele von euch werden sich wundern angesichts des martialischen Fotos und dem Bericht auf der folgenden Seite. Was habe ich auf dem Rhein, auf der Donau mit Krieg zu tun? Nun, leider sehen wir, dass Transportarbeitende weltweit immer mehr unfreiwillig direkt oder indirekt in kriegerische Auseinandersetzungen geraten. Dies betrifft vor allen Dingen Seeleute, etwa wenn Zehntausende wie aktuell in der Strasse von Hormus Sicherheitsrisiken ausgesetzt sind. Zivile Schiffe sind in den letzten Jahren vielfach gar unter Beschuss geraten. Auch wächst der Anteil extrem prekärer Arbeitsbedingungen auf Schiffen der sogenannten Schattenflotte, mit denen Sanktionen umgangen werden sollen.

Aber auch die Binnenschifffahrt auf der unteren Donau und in den ukrainischen Häfen ist immer wieder von Bombardement betroffen. Wir müssen davon ausgehen, dass Transportwege in Zukunft noch viel stärker involviert werden, zumal nun auch die EU im grossen Stil



Holger Schatz
Nationalsekretär,
Nautilus Schweiz

Voraussetzungen schafft, dass die Transportinfrastruktur für militärische Bedarfe fit gemacht wird. Unabhängig davon, wie man die Notwendigkeit für eine der Verteidigung dienenden Aufrüstung bewertet, ist es sinnvoll, die Sicht der Transportarbeitenden zu berücksichtigen. Dies hat unsere Dachorganisation ETF getan, wie ihr im Artikel seht.



Neue Ausstellung „Rheinhäfen – unser Tor zur Welt“ im Verkehrshaus Luzern

Die Schweiz ist mit der Welt verbunden – doch wie kommen die Güter zu uns? Ein bedeutender Teil gelangt über den Rhein ins Land. Als Lebensader verbindet der Rhein die globalen Seewege mit den Schweizerischen Rheinhäfen in Basel und macht sie zu einer zentralen Drehscheibe für Wirtschaft und Mobilität. Containerschiffe aus Rotterdam, Güterzüge aus Genua und Lastwagen aus der Schweiz – sie alle treffen hier zusammen.

Das Verkehrshaus der Schweiz macht diese Welt erlebbar und gibt spannende Einblicke in einen oft verborgenen Arbeits- und Verkehrsraum. Die neue Ausstellung «Rheinhäfen – unser Tor zur Welt» lädt Besucherinnen und Besucher dazu ein, diese wichtige Infrastruktur sowie die Menschen dahinter zu entdecken. Ausgewählte Exponate, eine begehbare Passagierkabine, ein modernes Steuerhaus, Simulatoren und zahlreiche

interaktive Stationen machen den Besuch zu einem besonderen Erlebnis. Lernen Sie in Videoporträts Persönlichkeiten aus der Rheinschifffahrt kennen, werfen Sie ein Seil um den Poller oder steuern Sie selbst ein Schiff durch Basel. Willkommen an den Rheinhäfen im Verkehrshaus der Schweiz!

Vernissage der Ausstellung am 24. Juni 2026 im Verkehrshaus in Bern



Europe's military mobility push must not sideline workers' rights

Training, Safety, and Fundamental Rights Must Be Guaranteed

Transporting military equipment is not a routine operation. It requires specialised training, coordination, and strict safety standards. The current proposal does not adequately address these requirements. Furthermore, the potential mobilisation of civilian assets—and possibly workers—raises fundamental rights concerns. The Regulation must explicitly recognise the right to conscientious objection, as enshrined in international and European human rights instruments.

Workers must have the right to refuse participation in military transport operations on grounds of conscience, and clear legal protections must be established.

Europe is strengthening its defence capabilities through the EU's Military Mobility Package, designed to enable the swift movement of troops and equipment across borders in times of crisis. While the objective of improving preparedness is legitimate, it must be pursued in full respect of fundamental rights, social standards, and democratic governance.

The European Transport Workers' Federation (ETF) is guided by a commitment to peace, international law, and multilateralism. The European trade union movement rejects the use of force to alter borders, supports diplomacy, and recognises the right to self-defence. At the same time, increasing defence capacity must not come at the expense of workers' rights or risk fuelling escalation dynamics. Critically, the current proposal fails to adequately recognise that military mobility depends overwhelmingly on civilian transport workers. Staff of civilian operators already carry the vast majority of military transport activities in Europe. Yet the proposal does not sufficiently address their rights, protections, or working conditions, nor it addresses the current labour market imbalances, which are an obstacle to seamless transport in Europe.

Emergency Powers Must Be Clearly Defined and Strictly Limited

The proposal introduces a European Military Mobility Enhanced Response System (EMERS), allowing exceptional transport measures during crises. While emergency coordination is necessary, the absence of clear definitions and safeguards creates serious risks. The Regulation must explicitly define what constitutes an "emergency" and ensure that emergency powers remain strictly exceptional, proportionate, and time limited. Without such safeguards, temporary derogations risk becoming permanent governance tools—a pattern previously observed in EU crisis responses. Most importantly, industrial action can never be considered an emergency. The



Image: Ralf Geithe, getty images

right to strike is a fundamental right protected under the EU Charter of Fundamental Rights and must be explicitly excluded from the scope of EMERS activation.

No Derogation from Labour Standards Without Social Dialogue

The proposal allows for exemptions from core labour and fair competition rules, including working time, rest periods, and cabotage restrictions. These rules are not administrative burdens—they are essential safeguards for workers' health, safety, and fair competition. Any derogation from these standards must be strictly justified and proportionate, must be limited in time, and must be subject to prior negotiation with social partners, including compensation mechanisms for affected workers. Unilateral relaxation of labour standards is unacceptable. Weakening protections will not enhance resilience; it will deepen labour shortages and further destabilise already strained transport sectors.

Resilience Requires good jobs

The Military Mobility Package is built on the assumption that transport systems can absorb additional pressure during crises. This assumption does not reflect reality. Across Europe, transport sectors face acute labour shortages, ageing workforces, and persistent recruitment and retention challenges. Staffing levels are often already minimal, limiting operational flexibility. Resilience cannot be achieved by overburdening an already fragile workforce. It requires investment in working conditions, staffing levels and a well-functioning labour market. Without this, the system will not be able to deliver in times of crisis. These are long-term challenges, originating from political choices and increasing focus on competition across transport. The situation won't be changed through a military mobility package but recognising the current challenges and the need to act are necessary steps.

Social Partners Must Be Central to Governance

The governance framework proposed in the package risks marginalising social partners. This is unacceptable. Trade unions and employers possess essential operational knowledge and must be fully integrated into decision-making structures. Effective crisis management depends on trust, and trust requires meaningful, institutionalised social dialogue, not consultation after decisions have already been made. A "whole-of-government" approach, as envisaged in the EU framework, must also be a whole-of-society approach, including workers and their representatives.

Security and Social Justice Are Interdependent

Strengthening military mobility is part of Europe's response to a changing security environment. However, resilience is not only about infrastructure, procedures, or speed – it is also about people.

Transport workers are not simply a logistical resource. They are skilled professionals whose rights, safety, and dignity must be always protected. If the EU fails to strike the right balance, it risks undermining the very democratic values it seeks to defend. Security and social justice are not competing priorities—they are mutually reinforcing and must advance together. The European Economic and Social Committee issued an opinion on the package which acknowledging many of the priorities outlined by the ETF. The file is currently being discussed by the European Parliament and Council. We are making our voice heard by policy-makers to make sure the final text reflects the views of the workers that move Europe.

The whole position paper can be read here: https://www.etf-europe.org/wp-content/uploads/2026/03/ETF_position_paper_Military_Mobility_package_March_2026.pdf



ITF Fair Practices Committee in Rotterdam

Seeleute Gewerkschaften aus aller Welt trafen sich im Mai 2026 in Rotterdam um diverse Schritte der gemeinsamen Kampagnen zu koordinieren. Ein Schwerpunkt waren die grossen Sicherheitsprobleme, denen Seeleute durch die vielen Kriege, auf See und in den Häfen ausgesetzt sind. Einen ausführlichen Bericht senden wir im kommenden Kompass.



Wir sagen Nein zur SVP-Schweiz

Am 14. Juni 2026 stimmen die Schweizer Stimmberechtigten über die SVP-Volksinitiative «Keine 10-Millionen-Schweiz! (Nachhaltigkeitsinitiative)» ab.

Sie fordert, dass die ständige Wohnbevölkerung der Schweiz vor dem Jahr 2050 die Grenze

von 10 Millionen Menschen nicht überschreiten darf. Wenn diese Grenze erreicht wird, sollen zwingend Massnahmen ergriffen werden – notfalls auch durch die Kündigung internationaler Abkommen wie der Personenfreizügigkeit mit der EU.

Erhältlich im Sekretariat Fachliteratur auf Bestellung mit 20% Rabatt
 REKA-Checks – 1'000 Franken mit 20% Ermässigung
 Nautilusartikel Kappen, Mützen, Kugelschreiber, Mausmatten usw.
 «Ich kenne meine Rechte»
 Lehrlingskalender von A bis Z

Mehr Infos hierzu vom SGB: www.sgb.ch/themen/arbeit/detail/nein-zur-svp-chaos-initiative-am-14-juni-2026

Mitglied werden **Word nu lid**
www.nautilusint.org/ch
 T +41 (0) 61 262 24 24, F +41 (0) 61 262 24 25, E info@nautilusint.org
 Zurücksenden an: Nautilus International, Postfach, CH-4005 Basel



Name & Vorname/Naam:

Adresse/Adres:

PLZ + Ort/Postcode + plaats

Land:

Email:

Telefon/Telefoon:

Arbeitgeber/Werkgever:

Beruf/Functie:

Ich erkläre den Beitritt zur Gewerkschaft Nautilus International. Ich anerkenne die Statuten und Reglemente der Gewerkschaft Nautilus International.

Opzegging van het lidmaatschap dient schriftelijk te geschieden met inachtneming van een opzeggingstermijn van drie kalendermaanden (Statuten Regel 5).

Ort/Datum:

Unterschrift/Handtekening