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*The President of French Inland Navigation Chambery
(CNBA),*

To

Mr. Peter Driks, Publishing Editor of "De
Scheepvaartkrant" newspaper

Ninmegenstraat 27
Postbus 59151
3008 PD Rotterdam

Paris, 2013, January, 7th

Subject: right of reply to the press

Registered letter with acknowledgement of receipt

To Mr. Peter Driks, Publishing Editor

Further to the published article entitled "France warns river organizations", in your , Wednesday, December 19th ,2012 newspaper, I request my right of reply as President of French Inland Navigation Chambery which is a public establishment, several times quoted in the above-mentioned article.

I ask you then to publish the following reply:

"CNBA is a public establishment, situated under transport ministry authority which goals are to represent general interests of French craft shippers". The establishment is composed with a board of twenty-four elected members (twenty-two are ship owners representatives and two are employees representatives). For its functioning, the establishment is also composed of nine paid employees.

CNBA status (decree n°84-365, May, 14th ,1984) schedule that the chamber presidency , I'm currently in charge of, is leaded by a professional elected for six years by and among twenty four board members. The president, whatever who is he, haven't any employee's status as pretended in your article. Furthermore, each elected board member is managing alongside one or several vessels and owns an inland navigation company.

Dealing with the revision of standard contract, which is a regulatory text intended to rule business relationship between client and shipper, we believe that a real revision has become necessary following various malfunctions in the profession.

As resulted of the strike movement of 2010, the Ministry has settled a joint working group on current standard contracts revision where shippers, inland freight brokers and chargers representatives, have been invited.

The discussions dealing with standard contact revision have been suspended after one and half year of hard negotiations between the different representatives.

We draw your attention on the efforts made by CNBA's elected members and trade-union "La Glissoire" members, during these talks.

We currently need to know if we can or can't restart the negotiations on the regulatory text initially published on September 30th, 1996, according to the Ministry's proposal sent to CNBA. Unlike your words, CNBA board's decision has at the moment never said that employees could negotiate the standard contracts with chargers and brokers representatives.

Moreover, there was never any question of excluding CNBA elected members or unionists of these negotiations so far we will put forward and hardly defend their proposals during these talks for updating of standard contracts whatever the shippers representatives (employees or board members) which would attend to these hypothetic next negotiations

Pending the publication of this paper, I beg you to accept, Mr. Publishing Editor, the expression of my highest consideration.



Michel Dourlent.

Copy to :

- Lida Saaij et Sanne Verhoeff, executive editor
- Theo Frison, journalist