

**NEDERLANDSE VERENIGING VOOR ZEE- EN VERVOERSRECHT (NVZV)
(NETHERLANDS' MARITIME AND TRANSPORT LAW ASSOCIATION)**

**REPLY TO THE CMI QUESTIONNAIRE ON NATIONAL MARITIME LAW ASSOCIATIONS ("NMLA's")
DATED MARCH 27, 2007**

1. *Name of your Association?*

Nederlandse Vereniging voor Zee- en Vervoersrecht (Netherlands' Maritime and Transport Law Association) (hereinafter: NVZV)

2. *Year formed?*

1905

3. *Year joined CMI?*

We have no information readily available on this point. However, due to the involvement of our compatriot Mr T.M.C. Asser with the founding of the CMI in 1897 and with the founding of the NVZV in 1905, we expect that the NVZV joined the CMI shortly after the NVZV's founding in 1905.

4. *Is your Association incorporated? If not, what is your legal status?*

Yes; it is incorporated as a *vereniging* under Netherlands law (\approx association).

5. *How many members do you have? If applicable, please break these numbers down into separate categories such as regular members, corporate members, law firms, etc. What type of corporate members do you have (insurance companies, banks, shipping companies etc.)? How many individuals within your corporate and law firm members are active in Association work? You may wish to give consideration to advising the CMI the maritime community you represent.*

At the time of preparing the reply the total number of members was 256. This includes 29 corporate members. Law firms are not entered as corporate members: each *advocaat* becomes an individual member. The current corporate members are banks, insurers, insurance brokers, industry organizations, sea carriers etc. Truly active (organizing events etc.) are about 25 members, but many more attend the meetings. See also sub 9 below, which shows that the NVZV represents the whole spectrum of the maritime and transport community within the Netherlands.

6. *Does your Association restrict itself to CMI work and/or projects? If not, please describe your other work or projects.*

The NVZV does not restrict itself to CMI work and/or projects.

The NVZV does not limit itself to seagoing shipping. Its activities equally extend to inland shipping and the carriage by road, air or rail. Also in these areas of the

law the association plays a consultative role in connection with the development of national and international rules and regulations. The NVZV is regularly consulted by Netherlands' governmental bodies on legal issues that may affect shipping and transport.

Furthermore, the association tries to keep its members informed of all developments regarding maritime and transport law by organizing meetings at which members may exchange views after introductions by experts. This is not restricted to issues which are currently before the CMI.

7. *How many of your members are under 35 years old? Do they pay a lower membership fee? Are they organized in any way? If so, please describe.*

We do not keep records of the birthdate of our members. We believe the number of members under 35 years old is roughly about 40-50. The younger members do not pay a lower membership fee. They are not organized in any special way. The NVZV, however, participates in a joint scheme with the British, German, French and Belgian MLA's to organize each year by rotation a conference for its younger members. The conference will take place in Rotterdam this year on 15 and 16 June.

8. *Do you have conferences, seminars and open meetings of your own?*

Yes. The NVZV organizes two general meetings each year with a speaker. The NVZV has two subsections (Shipping, Road Transport) which organize their own (additional) meetings. The NVZV recently held a joint meeting with the Belgian MLA following the example of the Franco-Belgian colloquia held jointly by the Belgian and French MLA's. See also sub 7, above, with regard to the conferences organized for younger members.

9. *Do you belong to any organization other than the CMI? If so, kindly identify them. Are other organizations members of your Association? If so, please describe.*

The NVZV does not belong to any organization other than the CMI. Some organizations are members of the NVZV: CBRB (Employers' Organization in Inland Navigation); EVO (Dutch Shippers Council); Fenex (Freight Forwarders Association); Havenbedrijf Rotterdam (Rotterdam Port Authority); KVNR (Royal Dutch Shipowners Association), SVA (Joint Foundation of Shippers and Carriers Organizations); TLN (Road Carriers Association), Verbond van Verzekeraars (Dutch Association of Insurers).

10. *Have you thought about exploring other ways of raising funds other than by annual fees? If so, would you share your ideas with the CMI?*

Other ways of raising funds have not recently been the subject of discussion within the NVZV.

11. *Would you like to host a CMI conference, colloquium or symposium some day? Have you hosted any in the past? If so, please give particulars.*

As much as we would like to organize a CMI conference, colloquium or symposium, the NVZV currently believes it has too little resources and too few members to take on such an enormous task. The Netherlands hosted CMI Conferences in the past: 1904, 1927 and 1949.

12. *Is your CMI annual subscription paid from general revenues or is each member assessed? If each member pays his or her share, how do you go about assessing annual fees of your membership?*

The CMI annual subscription is paid from general revenues.

13. *Does your Association agree with the present "Questionnaire policy", i.e., the relatively widespread use of Questionnaires in order for the Executive Council, International Sub Committees and International Working Groups to obtain information, comments and views from the NMLAs on work in progress? Do you reply to Questionnaires regularly? Do you often find that you need more time to answer them properly?*

The NVZV is satisfied with the present "Questionnaire policy". We do indeed reply to Questionnaires regularly. Not very often we find that we need more time to answer them properly.

14. *Do you have any problems with the management functions of the CMI at present? Do you have any suggestions for improvement and how we can serve our members in a more effective way?*

We do not have a particular problem with the management functions of the CMI at present. If there are problems they will much more likely be caused by persons involved than by the current management structure they are operating in. We have no particular suggestion for improvement or regarding the question how the CMI can serve its members in a more effective way.

15. *Apart from replying to Questionnaires, does your Association participate in the regular workings of the CMI (International Working Groups, International Sub Committees, etc.)?*

Yes.

16. *Do you have any advice on how the NMLAs can be more involved in the decision-making process of the CMI?*

The NVZV believes that the involvement of NMLAs in the decision-making process of the CMI is very much up to the NMLAs. We see that the CMI tries to involve the NMLAs in the work, but the follow-up by the NMLAs is given on a selective basis, which may depend on the personal interest of the executive of the particular NMLA in the specific subject matter. This may possibly be overcome by tighter control of the CMI over NMLAs, but the NVZV does not believe that this would be the right way forward.

17. *Is your membership increasing? Declining? Remaining the same? Is there any way the CMI can help you to improve your own Association?*

The membership is slowly but steadily increasing.

Amsterdam/Rotterdam, 19 April 2007

Nederlandse Vereniging voor Zee- en Vervoersrecht

G.J. van der Ziel (president NVZV Executive)

J.M.C. Wildschut (secretary NVZV Executive)

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