

# LL.M. (Maritime Law)



**NUS**  
National University  
of Singapore

Centre for Maritime Law  
Faculty of Law



## LL.M. (Maritime Law) Programme

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With the support and encouragement of the Faculty and the Maritime and Port Authority of Singapore (MPA), the LL.M. (Maritime Law) programme, for law graduates, together with its companion programme, the Graduate Diploma in Maritime Law and Arbitration (GDMLA), for non-lawyers, has been offered by NUS Law since 2008.

Students enrolled for the LL.M. degree are required to take 40-44 credits of courses; to obtain the LL.M. (Maritime Law) at least 24 of these credits must be taken from the Maritime Law subject grouping. The curriculum must also include two compulsory courses, Carriage of Goods by Sea (5 credits) AND Charterparties (5 credits). Students from a non-common law background will be required to read one common law module, Singapore Common Law of Contract (4 credits), as part of the credit requirement, unless exemption is granted. There is no mandatory dissertation requirement, although students with an interest in pursuing their own independent research may choose to take a directed research paper (4 credits) as part of the degree programme.

### Duration

The LL.M. (Maritime Law) full-time programme lasts one academic year, commencing in August and ending the following May. However, students working for companies based in Singapore who are supported by the Maritime and Port Authority or other companies may choose to study for the degree part-time over two academic years.

### Entrance requirements

The graduate online application period is 1 October-1 December of the calendar year preceding entry into the programme. The following is required:

1. A good Bachelor's degree in Law.
2. English language requirement (for all foreign applicants, except those from English-medium institutions in Australia, Canada, Ireland, New Zealand, the United Kingdom and the United States): Minimum TOEFL iBT 100. (Candidates with an iBT score of 92-99 may also apply, but may be required to undertake intensive English language training prior to commencing law studies. Other TOEFL paper-based score of 600-603 or minimum IELTS 7.0 will be considered, but TOEFL iBT is strongly preferred.)

### Course fees (2017)

S\$35,050 full-time

S\$17,550 per annum, part-time

*Singapore citizens or Singapore Permanent Residents may be eligible for the MPA Maritime Cluster Fund (MCF). For more information, visit: [law.nus.edu.sg/admissions/coursework/llm\\_ml.html](http://law.nus.edu.sg/admissions/coursework/llm_ml.html)*





## Faculty

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**Stephen Girvin**  
**MPA Professor of Maritime Law**  
**Director of the Centre for Maritime Law**  
**Director of the LL.M. (Maritime Law) Programme**

Stephen Girvin has been a tenured full Professor at NUS since 2008 and MPA Professor since 2015. Previously, he taught at Natal, Aberdeen, Nottingham, NUS, and Birmingham. He has been a Visiting Professor at Cape Town, Queensland, Sydney (Parsons Fellow), FGV São Paulo, Zhejiang University, and at CCLS, Queen Mary University of London.

Stephen is a contributing author to the 14th edition of *Marsden and Gault on Collisions at Sea* (2016) and *Carver on Charterparties* (2017). He is author of *Carriage of Goods by Sea* 2nd ed (2011) and has contributed book chapters to T Fujita (ed), *The Rotterdam Rules in the Asia-Pacific Region* (2014), D Rhidian Thomas (ed), *A New Convention for the Carriage of Goods by Sea: The Rotterdam Rules* (2009), and *Liability Regimes in Contemporary Maritime Law* (2007). He is a founding member of the *International Maritime and Commercial Law Yearbook*, published as part of *LMCLQ*, the Singapore Overseas Correspondent for *LMCLQ*, and a member of the Editorial Board of the *Journal of International Maritime Law*.



**Paul Myburgh**  
**Associate Professor**  
**Deputy Director of the Centre for Maritime Law**

Paul Myburgh joined NUS in May 2015. He previously held faculty positions at the University of South Africa, Victoria University of Wellington and the University of Auckland. He was a Visiting Professor at NUS (MPA Visiting Professor) and at the TC Beirne School of Law, University of Queensland for a number of years. He has been a Visiting Research Fellow at the Nordisk Institutt for Sjoerett (Scandinavian Institute of Maritime Law), University of Oslo, at the University of Queensland, and at City University of Hong Kong (KH Koo Foundation Visiting Research Fellow, Hong Kong Centre for Maritime and Transport Law).

Paul's research and teaching interests broadly encompass admiralty and shipping law, international transport law, international commercial law and trade financing. His specialist research publications focus on aspects of admiralty and maritime law, private international law, and cultural property issues. He is a member of the Editorial Board of the *Journal of International Maritime Law*.

## Faculty

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**Neale Gregson**  
**Solicitor of the Supreme Court of England & Wales**  
**Chartered Arbitrator & Accredited Mediator**  
**Adjunct Professor of Law**  
**Adjunct Fellow of the Centre for Maritime Law**

Neale Gregson qualified as a lawyer in 1985 in the City of London and moved to Singapore in 1991. Neale is a fellow and panel member of various international arbitral institutions. He has been appointed sole arbitrator under the rules of the Singapore International Arbitration Centre (SIAC), International Chamber of Commerce (ICC), and UNCITRAL (among others) in more than 125 ad hoc cases as sole or party-appointed arbitrator, and as chairman or presiding arbitrator on several occasions.

In 2003, Neale joined the Faculty of Law, National University of Singapore where he continues to serve as an Adjunct Professor. He co-teaches International Commercial Arbitration, Charterparties, Maritime Law, and Admiralty Law & Practice, as well as NUS Law's Graduate Certificate in International Arbitration (GCIA) programme of which he has been Director since 2008. Neale joined The Arbitration Chambers, Singapore, in 2004 as a full time professional arbitrator and mediator.

## Visiting Professorship Programme

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Each year, NUS Law plays host to around two dozen visiting faculty, who add to the cosmopolitan flavour of the law school by bringing their own unique perspectives to legal education. These have included the following maritime law faculty: Professor Howard Bennett (Nottingham); Professor Martin Davies (Tulane Admiralty Law Center); Dr Greg Gordon (Aberdeen); Associate Professor Guo Yu (Beijing); Associate Professor Chris Hare (Oxford); Dr Steven Hazelwood (Birmingham); Professor James Hu (Shanghai Maritime University); Professor Kate Lewins (Murdoch, Perth); Associate Professor Anders Møllmann (Copenhagen); Professor John Paterson (Aberdeen); Professor Djakhongir Saidov (Dickson Poon School of Law, King's College London); Professor Michael F Sturley (Texas); Dr Michiel Spanjaart (Erasmus, Rotterdam).



# Maritime Law Electives

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## **Admiralty Law & Practice**

**Associate Professor Paul Myburgh**

Singapore is an important international maritime centre and its courts and arbitral tribunals resolve a significant number of maritime disputes. This course focuses on the law and procedure relating to maritime claims and their enforcement. While the primary emphasis is the admiralty practice and procedure of Singapore, reference will be made to the laws and cases of other major maritime jurisdictions, as well as international Conventions on arrests of ships and on maritime liens and mortgages. The syllabus will cover the framework of the admiralty jurisdiction in Singapore, the nature of the admiralty jurisdiction (claims in personam and in rem), maritime liens and statutory rights of action in rem, possessory liens, the exercise of admiralty jurisdiction (particularly by the arrest of ships), admiralty procedure, priorities, ship mortgages and other charges, and maritime arbitration.

## **Carriage of Goods by Sea**

**Professor Stephen Girvin**

Maritime transport is the backbone of international trade and the global economy, with around 80 per cent of global trade by volume and over 70 per cent of global trade by value carried by sea. This course will focus on the different transport documents which are used in contracts for the carriage of goods by sea (bills of lading, sea waybills, delivery orders) and with the legal relationship between the shipper (or seller of the goods), the carrier (the shipowner), and the receiver/consignee of the goods, where the entire carrying capacity of the ship is not required. The course will also focus on the major international conventions on the carriage of goods by sea, primarily the Hague (and Hague-Visby) Rules, and (briefly) the Hamburg Rules and the Rotterdam Rules.

## **Charterparties**

**Adjunct Professor Neale Gregson/  
Professor Stephen Girvin**

This course builds on the earlier study of the carriage of goods by sea and focuses on charterparties, which are contracts between the shipowner and the charterer for the hire of the vessel, either for a specific voyage or over a period of time. There are, in addition, other variants of these basic types (consecutive voyage, trip time, COAs, slot) and also bareboat charterparties and these are considered together with unique aspects of charterparty formation (fixtures). This course will examine the standard forms for each of the charterparties studied and analyse the main terms and legal relationships between shipowners, charterers and sub-charterers. This dynamic aspect of the law of carriage of goods by sea is frequently the subject of arbitral proceedings and court decisions.

## **Domestic & International Sale of Goods**

**Professor Michael Bridge**

The objective of this course is to provide students with an understanding of domestic and international sale of goods under Singapore law. With regards to domestic sales, the course will focus on the Sale of Goods Act (cap 393). Topics to be studied will include the essential elements of the contract of sale; the passing of title and risk; the implied conditions of title, description, fitness and quality; delivery and payment, acceptance and termination, and the available remedies. With particular reference to a seller's delivery obligations, the course will also cover substantial aspects of the international sale of goods under the common law, such as FOB and CIF contracts and documentary sales. This course will be of interest to students intending to enter commercial practice or who are taking other related courses in maritime law.

## Maritime Law Electives

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### **International and Comparative Oil and Gas Law** **Visiting Professor Djakhongir Saidov**

This course explores principles and rules relating to the exploration for, development and production of oil and gas (sometimes described as “upstream oil and gas operations”). After an introduction to the geopolitics of oil, the course commences with an examination of different arrangements governing the legal relationship between states and international oil companies. It then moves on to consider the agreements governing the relationships between companies involved in upstream petroleum operations (joint operating and unitisation agreements) and the liability/risk allocation provisions commonly found in oilfield service contracts. It will conclude by examining key areas of regulatory law, notably the regulation of health and safety and the decommissioning of offshore installations.

### **International Commercial Arbitration** **Adjunct Professor Lawrence Boo**

This course aims to equip students with the basic understanding of the law of arbitration to enable them to advise and represent parties in the arbitral process confidently. Legal concepts peculiar to arbitration viz. separability, arbitrability and kompetenze-kompetenze will be considered together with the procedural law on the conduct of the arbitral process and the making of and the enforcement of awards. Students will examine the UNCITRAL Model Law and the New York Convention 1958. This course is most suited for students with some concurrent knowledge of the law of commercial transactions, shipping, banking, international sale of goods or construction.

### **International Regulation of Shipping** **Associate Professor Robert Beckman**

This course examines the regime governing the international regulation of shipping applied to navigation in the Arctic and in Southeast Asia, especially the Straits of Malacca and Singapore. The course considers the legal framework established in the 1982 Law of the Sea Convention (UNCLOS) and the work of the IMO; the purposes and objectives of the regulatory scheme set out in selected global conventions; the liability and compensation schemes for pollution damage caused by the carriage of oil and noxious substances by ships; the schemes developed to enhance the security of ships and ports in light of the threat of maritime terrorism; the response to concerns about the protection and preservation of the marine environment; and the division of responsibility between flag States, coastal States, port States and the IMO.

### **International Carriage of Passengers by Sea** **Visiting Professor Kate Lewins**

This course is intended to give students a broad understanding of the law relating to the international carriage of passengers by sea. Topics to be covered include formation of contract, regulation of cruise ships, State jurisdiction over crimes against the person on board a ship, liability for accidents, limitation of liability, the Athens Convention 1974/1990, and conflict of laws/jurisdictional issues relating to passenger claims. This module will be useful for those who are intending to practice law in a broadly focused shipping practice; work within the cruise and ferry industry; or who are otherwise likely to deal with passengers and/or their claims.





"As a young maritime lawyer, a specialised LL.M. was the next logical step for me to advance my career. The reputation for rigour at NUS matched my own ambitions and I am happy to say that I was not disappointed. In fact, I can say it was a tremendous success for me. In addition to academic rigour, the programme is very well-oriented to industry practice, so it was directly applicable in my work. The professors were well versed in practical case law and did not opine on theoretical minutiae. I came away with an education that has served me well as a maritime lawyer. I highly recommend the NUS LL.M. (Maritime Law) programme and would do it all over again."

**Camilla Søggaard Hudson**  
**Class of 2015**  
**LL.M. (Maritime Law)**  
**Associate, Bech-Bruun, Copenhagen**

"I have always had an interest in Maritime Law but I wanted to enhance my profile by studying with leading worldwide experts in a stimulating academic environment. By completing the LL.M. (Maritime Law) at NUS, that is precisely what I got. The top-level programme is thoughtfully compiled by leading experts both based at NUS and visiting from leading universities worldwide. From my first day, I was struck by the diversity, not just of the students, but also of the professors themselves. They provide a unique insight on the academic side of the subjects as well as the practical application, which has proved to be invaluable to me during my time in practice. I would strongly recommend this programme."



**Marco Crusafio**  
**Class of 2008**  
**LL.M. (Maritime Law)**  
**Senior Associate, Ince & Co Monaco SARL, Monaco**

# Maritime Law Electives

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## Law of Marine Insurance

### Visiting Associate Professor Steven Hazelwood

International trading by sea is fraught with risk because of the potentially dangerous environment of the sea. This course aims to give students a firm foundation of existing law or marine insurance, a working understanding of standard form policies, and an understanding of the interaction between the Marine Insurance Act (cap 387), the UK Insurance Act 2015, case law and the Institute Clauses. Topics will include types of marine insurance policies; insurable interest; principle of utmost good faith; marine insurance policies; warranties; causation; insured and excluded perils; proof of loss; types of losses; salvage, general average and particular charges; measure of indemnity and abandonment. This course will appeal to students wishing to specialise in either insurance law or maritime law.

## Maritime Conflict of Laws

### Associate Professor Paul Myburgh

A practical understanding of maritime conflict of laws issues is essential for anyone who intends to work in shipping law or international trade. This course will provide a clear and accessible introduction to conflicts issues that arise in the day to day practice of shipping law. Topics may include conflict of jurisdictions, parallel proceedings and forum shopping in admiralty matters; role of foreign law in establishing admiralty jurisdiction; recognition and priority of foreign maritime liens and other claims; choice of law and maritime Conventions; conflicts of maritime Conventions; enforcement of foreign maritime judgments. No prior knowledge of conflicts theory or practice is required or expected, but prior or concurrent enrolment in an admiralty law course is essential.



## Maritime Law

### Professor Stephen Girvin

This course is concerned with providing an overview and understanding of the legal issues arising following incidents occurring on ships (or between ships) when at sea or approaching (or in) port. Specifically, the course concerns the legal issues arising from casualties involving ships. We begin with the coming into existence of the ship, what determines the choice to “flag” the ship with a particular flag registry, the ownership structures which might be selected, and ship sale and purchase. The course then goes on to consider the specialized law of collisions at sea, marine oil pollution and pollution from bunkers, maritime salvage and wreck, towage, pilotage, general average, and the central concept of limitation of liability. Students successfully completing the course will be familiar with the international Conventions governing these issues, as well as the domestic law of Singapore towage, pilotage, general average, and the central concept of limitation of liability.

## Multimodal Transport Law

### Dr Michiel Spanjaart

A contract of carriage often needs just one means of transportation to carry goods from the place of receipt to their destination. That works if the goods are carried from one (air)port to another. However, a seller of wine based in Australia needs more than one means of transportation to deliver to his buyer in Europe. He can conclude one contract of carriage by truck from his vineyard to the port, a second for the carriage of his goods by sea to Rotterdam, and a third for transit by train to Berlin. He can, however, also decide to agree on a multimodal contract of carriage: one single contract of carriage that requires two or more means of transportation to deliver the goods at their final destination. This course defines such contracts, deals with the role of the most important transport conventions, and explains the rules that apply in the absence of such a convention.



## Maritime Law Electives

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### **Ocean Law & Policy in Asia**

#### **Ms Tara Davenport**

The main focus of this course is the 1982 United Nations Convention on the Law of the Sea (UNCLOS), which was adopted after nine years of negotiations. UNCLOS purports to establish a legal order for the oceans and has been described as a “constitution for the oceans”. It reflects a carefully negotiated balance of the security and economic interests of various groups of states, including naval powers, maritime states, coastal states, island archipelagic states and land-locked states. This course examines how UNCLOS is being interpreted, adapted, modified and supplemented to meet the challenges posed by developing issues and problems, including threats of piracy and maritime terrorism, military exercises and survey activities, environmental threats to coral reefs and marine biological diversity, the management of fisheries resources, and the dangers presented by maritime boundary disputes.

### **Trade Finance Law**

#### **Associate Professor Paul Myburgh**

The legal framework for international trade consists of four interlocking sets of contractual relationship: the sale contract whereby goods or services are sold internationally; a contract for the international carriage of goods by land, sea or air; insurance policies; and the international banking contracts between the sale parties and banks financing the transaction. The course focuses on the financing aspect of international trade, although a this aspect cannot be seen in isolation from the other sale, carriage and insurance aspects of trade operations. The course will examine the various mechanisms that are used to effect payment pursuant to the terms of the sale contract and that are used to incentivize performance of that agreement. The course will focus in particular on the documentary letter of credit as the principal means of financing international sales, although other financing techniques will also be considered.



“Doing my LL.M. in Maritime Law from NUS was a defining step in my career. In addition to the extensive exposure the university provided, I also had the opportunity to work with the best of the teaching faculty which helped in refining and honing my intellectual acumen. NUS provided an easy and efficient access to various international journals and online platforms which helped in keeping myself updated with the latest position on various topics. The well-organized curriculum and the teaching mechanism in NUS have helped me improve my research and analytical skills, which is proving very helpful in my current job profile as clients always prefer quality work within the least possible time.”

**Pranoy Kottaram**

**Class of 2012**

**LL.M. (Maritime Law)**

**Senior Associate,**

**Bose & Mitra & Co, Mumbai**



**Ali Sayyad**  
**Class of 2013**  
**LL.M. (Maritime Law)**  
**Senior Associate, Advokatfirmaet Schjødt AS,**  
**Bergen**

"Obtaining my LL.M. (Maritime Law) from NUS made my job application stand out on graduation. The degree was one of the reasons why I was recruited by my previous and current employer. Attending the programme gave me the knowledge and experience to make me better able to understand our clients' needs, and assist them reaching the desired result. Part of the reason for this was the in-depth knowledge provided by the programme, together with interaction with professors, industry practitioners, and fellow class-mates. As a shipping lawyer, English is an important skill set, and attending the LL.M. programme at NUS was a great way to improve my professional writing skills. Last but not least, I also made friends from different jurisdictions who always are happy to assist when needed."

"As Singapore is one of the main shipping hubs in the world and NUS has a very highly acclaimed law school, I could not have imagined a better place to do my LL.M. in Maritime Law. The course was intellectually challenging and the wide variety of subjects allowed me to tailor the course to match my interests and prepare myself for a career in the industry.

But my time at NUS was not all work and no play. I met people from all over the world and made new friends for life. Also, because of Singapore's perfect location, I was able to explore a large part of South East Asia whilst there. "



**Monika Humphreys-Davies**  
**Class of 2013**  
**LL.M. (Maritime Law)**  
**Associate, Ince & Co Middle East LLP, Dubai**

## Centre for Maritime Law

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The Centre for Maritime Law (CML) at the NUS Faculty of Law is a research centre sponsored in collaboration with the Maritime Port Authority of Singapore (MPA) and the NUS Law Vision Project (MinLaw). The Centre leverages on Singapore's status as the second busiest port in the world and the leading International Maritime Centre (IMC) in Asia.

The Centre aims to be the industry leader for maritime law research in Singapore and in the region, and also contributes to the needs and aspirations of the wider international maritime law community. Our research focus is private (commercial) maritime law, including: admiralty law and maritime arbitration; carriage of goods and passengers by sea; charterparties; the international sale of goods carried by sea; trade finance law; ship finance law; all aspects of the law relating to maritime casualties arising at sea; maritime private international law issues; marine insurance law; and oil and gas law.

The Centre is assisted by an Advisory Board, based in Singapore, Academic Fellows based in other universities, and Adjunct Fellows and Adjunct External Fellows, who are leading maritime law practitioners located in Singapore and throughout the world.

The Centre's work includes research and writing in its focus areas through colloquia, seminars, and other academic endeavours, including a database, *Judicial Decisions on International Conventions*, in collaboration with the Comité Maritime International (CMI), and a Working Paper Series (WPS). Members of the Centre publish their research in academic journals, books and edited books for leading publishers, and serve on the editorial boards of learned journals. They are regularly invited to teach in universities abroad and speak at conferences and colloquia in Singapore, the region, and further afield.







Centre for Maritime Law  
Faculty of Law

## Faculty of Law

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