

## CML Shipping Law Update: Cases in 2025

6 May 2026

M Hotel, 81 Anson Road, Singapore 079908



On 6 May 2026, the Centre for Maritime Law (CML) at the National University of Singapore, Faculty of Law, hosted the *CML Short Course on Shipping Law Update: Cases in 2025* at the M Hotel, Singapore. The seminar was delivered by Professor Stephen Girvin, MPA Professor of Maritime Law and Director of CML, before an audience of 50 legal practitioners and shipping professionals.

Professor Girvin surveyed 13 cases spanning appellate and trial decisions in admiralty, charterparties, and bills of lading.

Four appellate decisions were examined. In *Budget Marine Ltd v Astimewa Sdn Bhd* [2025], the court addressed carrier responsibility, due diligence and limitation of liability. *Monford Management Ltd v Afina Navigation Ltd (Re Kiveli & Afina I)* [2026] considered whether a collision arose in a head-on situation under Rule 14 of Collision Regulations. *Skyros Maritime Corp v Hapag-Lloyd AG (The Skyros and Agias Minas)* [2025] examined the measure of damages for late delivery under a time charterparty where no loss of future charterparty was established, while *Songa Product and Chemical Tankers III AS v Kairos Shipping II LLC (The Songa Pride)* [2025] concerned the location of repossession under the BARECON 2001 charterparty.

Three first-instance admiralty cases followed. *The Owners of the 'X-Press Mahananda' v The Owners of the 'Burgan'* [2025] involved negligent navigation and collision. *Réseau de Transport D'Electricité v Costain Ltd* [2025] addressed the limitation of liability under the LLMC 1976/1996 Protocol, and *SD Rebel BV v Elise Tankschiffahrt AG* [2025] concerned a claim by a tug and its crew for salvage.

Two charterparty decisions at first instance were also covered. *Bunge SA v Pan Ocean Co Ltd (The Sagar Ratan)* [2025] examined off-hire clauses and the effect of crew members testing positive for COVID-19. *Sino East Transportation Ltd v Grand Amazon Shipping Ltd (The Grand Amanda)* [2025] considered the scope of implied indemnities in time charterparties.

Finally, three bills of lading decisions were reviewed. *Batavia Eximp & Contracting (S) Pte Ltd v Pedregal Maritime SA (The Taikoo Brilliance)* [2025] dealt with the carriage of goods, time bar and whether a claim for security constituted 'suit'. *Tanga Pharmaceuticals Plastics Ltd v Emirates Shipping Ltd FZE (The MV Alion)* [2025] addressed whether the Hague Rules or contractual provisions prevailed and the meaning of 'loss or damage to goods'. *Unity Ship Group SA v Euroins Insurance JSC (The Happy Aras)* [2026] concerned seaworthiness and general average.

In addition to the case discussion, Professor Girvin provided participants with a list of 2025 shipping common law cases not addressed during the session; a list of reported London arbitrations; shipping law publications and textbooks; CML working papers; and the shipping law articles published in 2025.