

CML SEMINAR SERIES

Termination for Late Delivery in Charterparties: A Pause for Thought?

10 September 2026, Thursday | 4.30pm to 6.00pm

The Executive Centre | Level 22 Ocean Financial Centre,
10 Collyer Quay, Singapore 049315

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Dr Filip Šaranović is a Senior Lecturer in Shipping Law at the Centre for Commercial Law Studies, Queen Mary University of London, with 15 years of teaching experience. He is the Director of the Insurance, Shipping and Aviation Law Institute (ISALI) at Queen Mary. Filip's teaching and research cover both wet and dry shipping as well as the conflict of laws / enforcement of maritime claims. Filip's book, *Freezing Injunctions in Private International Law*, was published by Cambridge University Press in October 2022. The book is based on his doctoral thesis completed at the University of Cambridge, where he also completed his Master of Laws (LLM) in Commercial Law. Filip was a judicial marshal in the High Court in London, shadowing Dame Elizabeth Gloster when she was the judge in charge of the Commercial Court.

ABOUT THE EVENT

This seminar uses a hypothetical time charterparty dispute as a case study to examine the legal consequences of late delivery, focusing particularly on the period between repudiation and termination. The case study raises complex questions concerning whether the charterparty imposed a fixed delivery obligation or an obligation to exercise reasonable diligence, whether any breach was repudiatory, and whether the charterer's subsequent termination was lawful. The principal focus is on the 'middle ground' in which the innocent party has neither accepted the repudiation nor affirmed the contract, but is taking time to assess its position. How long may that party pause and reflect before being treated as having affirmed? The seminar considers how a reasonable period is determined by the contractual and commercial context, including urgency, ongoing performance, market conditions, and potential prejudice to the defaulting party.

The seminar will also examine the effectiveness of any reservations of rights and the significance of the manner in which a termination notice is drafted. The case study will demonstrate why termination for late delivery of a vessel is rarely automatic and why timing and commercial circumstances may ultimately determine whether termination is lawful.

WHO SHOULD ATTEND

Maritime lawyers, in-house counsel and legal officers in the shipping, energy and offshore industry, arbitrators, dispute resolution lawyers, and professionals in areas affiliated with shipping.

EVENT PROGRAMME

4.00pm : Registration

4.30pm : Start of Seminar

5.45pm : Discussion (Moderated Q&A)

6.00pm : End of Seminar

EARLY BIRD - \$98.10

(register before 27 August)

Registration Fee - S\$130.80

All fees inclusive of 9% GST



Register at: <https://bit.ly/cmlss260910>

or scan QR Code

Closing Date: 8 September 2026



Public CPD Points: 1.5

Practice Area: Admiralty Practice/Shipping
Training Level: General

Participants who wish to obtain CPD Points are reminded that they must comply strictly with the Attendance Policy set out in the CPD Guidelines. For this activity, this includes signing in on arrival and signing out at the conclusion of the activity in the manner required by the organiser, and not being absent from the entire activity for more than 15 minutes. Participants who do not comply with the Attendance Policy will not be able to obtain CPD Points for attending the activity. Please refer to <http://www.sileCPDcentre.sg> for more information.