

CML SEMINAR SERIES

Who Should Pay When AI Goes Wrong? Producer Liability for Autonomous Ships under English Law

29 October 2026, Thursday | 4.15pm to 5.45pm

The Executive Centre | Level 7, Capital Square, 23 Church Street, Singapore 049481

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Dr Özdel is the founder of the UCL Autonomous Shipping Project and former Director of the UCL Centre for Commercial Law. She is a member of the Chartered Institute of Arbitrators and a supporting member of the LMAA (London Maritime Arbitrators' Association). She has written extensively in the areas of international trade law, carriage of goods by sea, international commercial arbitration and conflict of laws and jurisdiction. She is the editor and co-author of *Commercial Maritime Law* (2020, Hart Publishing), author of *Bills of Lading Incorporating Charterparties* (2015, Hart Publishing) and co-author of *EU Transport Law* (2016, Hart-Nomos-Beck). She is also the Course Convenor for the International Trade Law and Carriage of Goods by Sea modules and co-convenes the International Arbitration Law module. She is also the chief examiner for the Carriage of Goods by Sea and International Trade Law modules on the University of London International Programme.

ABOUT THE EVENT

As Maritime Autonomous Surface Ships (MASS) move closer to commercial reality, AI systems are expected to play an increasingly significant role in functions traditionally performed by masters and crew. This raises an important practical question: who should ultimately bear the loss when AI decisions result in cargo damage?

Although claims will ordinarily be brought against the carrier, cargo interests and insurers may also seek recovery directly from the producers of AI systems. Rather than advocating a new product liability regime for MASS, this seminar explains why the challenges posed by AI can largely be addressed within the existing framework of English negligence law by ensuring that questions of defect, evidence, causation and remoteness are addressed at the appropriate doctrinal stage. The discussion concludes by considering the practical implications for insurers and contractual risk allocation.

WHO SHOULD ATTEND

Maritime lawyers, in-house counsel and legal officers in the shipping, cargo insurers, P&I clubs, dispute resolution lawyers, maritime regulators and professionals in areas affiliated with shipping.

EVENT PROGRAMME

3.45pm : Registration
4.15pm : Start of Seminar
5.30pm : Discussion (Moderated Q&A)
5.45pm : End of Seminar

EARLY BIRD - \$98.10

(register before 16 Oct)

Registration Fee – S\$130.80

All fees inclusive of 9% GST



Register at: <https://bit.ly/cmlss261029>
or scan QR Code

Closing Date: 27 October 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.