

### **5<sup>th</sup> Legal & Insurance Committee Meeting Summary**

The fifth Legal & Insurance Committee meeting commenced at 3:00 pm with introductions from all attendees. The event brought together a range of expert speakers on maritime issues. Dr. Nguyen Thanh Trung and Joel Ong from NUS Centre for International Law (CIL) discussed the IMO resolution against dark fleets and the risks posed by "shadow fleets" involved in illegal activities. Amanda Bjork presented case studies from Latin America, while the Chairman provided updates on a recent oil spill webinar and industry responses. Joseph from the Education Workgroup shared updates on the legal course syllabus. Jin Yu Cheong and Michelle Lim from the Baltic Exchange showcased a KYC platform for company checks, addressing queries on its features.

Dr. Nguyen Thanh Trung and Joel Ong from the NUS Centre for International Law (CIL) presented on the International Maritime Organization (IMO) resolution against dark fleets. Joel provided an overview of CIL's work on dark ships, supported by the Maritime and Port Authority of Singapore (MPA). He outlined key points from a recent closed-door conference with regional stakeholders and emphasized the challenges posed by "dark ships" or "shadow fleets" involved in illegal activities such as sanction evasion and manipulation of AIS signals. The IMO's 2023 resolution recommends stricter port inspections and coastal state monitoring of ship-to-ship transfers within territorial seas and EEZs.

Joel explained that dark fleets tend to be older, uninsured vessels with opaque ownership, making enforcement difficult. He highlighted the recent collision between Ceres I and Hafnia Nile in Malaysia's EEZ as an example of the dangers they pose. Coastal states face challenges enforcing regulations due to limited jurisdiction beyond their territorial seas and reliance on flag states that may not enforce regulations. He also mentioned legal avenues under IMO conventions, although dark ships often bypass documentation requirements.

Dr. Trung suggested that Singapore could require service providers to report suspicious activities involving dark ships, and Amanda Bjork introduced case studies from Latin America as potential lessons. The Chairman concluded the discussion, emphasizing the need for continued collaboration to address the complexities of regulating dark fleets.

The Chairman then provided an update on a recent webinar organized by the Legal & Insurance Committee in response to an oil spill at Pasir Panjang Terminal on 14th June 2024. The webinar focused on limitation funds available, starting with the Singapore Limitation Fund, followed by the CLC and the Federal Fund. Various industry experts provided insights during the session, which was fully virtual.

The meeting moved to the Education Workgroup, where Joseph reported that the syllabus for the legal course had been finalized, but facilitator slides were still pending. The Chairman outlined the SSA's educational offerings, which included legal and insurance topics such as Bills of Lading, contracts and maritime arbitration. He stressed the need for updates to these courses and called for volunteers to assist in improving the content, especially for the insurance course. The Chairman also briefly discussed the publication of an EU ETS article, confirming plans to include updates on FuelEU Maritime.

The next agenda item was a presentation by Jin Yu Cheong and Michelle Lim from Baltic Exchange, who demonstrated the KYC platform. The platform allows users to conduct company checks and due diligence searches, with options to monitor individuals for up to 12 months. Jin highlighted that the platform operates on a pay-per-search model and is available in multiple currencies, namely USD, SGD and GBP. Members asked questions about the platform's features, including corporate structures and litigation searches, which Michelle addressed.

In closing, the Chairman reiterated the importance of the SSA as a platform for networking and business development, strongly encouraging more active participation from members, especially in organizing events such as talks and webinars.

Singapore, 13 August 2024

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### **Singapore Shipping Association**

The Association was first formed as Singapore National Shipping Association (SNSA) on 29 January 1985 to represent its Members, who are basically shipowners and operators, shipmanagers, ship agents and shipbrokers. The Association will take the view of the shipping industry as a whole. It will play its due role to promote the interests of shipping in Singapore, ASEAN, Asia and the world. The Association will cooperate with governmental and non-governmental organisations to promote freedom of the sea, safety at sea and to protect the marine environment.