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SEAVIEW

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EDITORIAL TIDBITS

Global maritime trade has long served as the backbone of international commerce. Today, however, it faces unprecedented turbulence—driven not just by the elements, but by cascading, interconnected shocks that ripple across the entire global supply chain. In her article, Ms Charade Wu, Assistant Manager at OOCL, compellingly illustrates how a single geopolitical disruption can trigger a domino effect of staggering complexity. As a transformative solution for liner operations, she proposes the implementation of Event Knowledge Graphs (EKGs). Complementing this technological perspective, Dr Simon Yuen of CPCE, PolyU, explores how Artificial General Intelligence (AGI) can be leveraged to evolve and strengthen operational resilience across modern supply chains.

Beyond these technological and pragmatic responses within the maritime industry, regulatory and legal considerations remain critical. Mr Jagannath Muthu and Mr Sharad Gupta, both Fellows of the Institute of Chartered Shipbrokers (FICS), demonstrate that the outcome of maritime arbitration hinges fundamentally on cost reasonableness and court jurisdiction. Finally, shifting from systemic frameworks to frontline seafaring experiences, Ms Leung Sze Ki, Third Officer at Pacific Basin Shipping Limited, shares a vivid firsthand account of her journey navigating the demanding waters of the Strait of Magellan.

We hope you enjoy this edition and look forward to your feedback. We believe in the power of community and value your unique perspectives. If you have a topic you're passionate about, we invite you to contribute. Please send your articles to: info@seatransport.org

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Correspondence Address : Rm3501,35/F., China Merchants Tower, Shun Tak Centre,

168-200 Connaught Road C., HK

Telephone : (852) 2581 0003

Fax : (852) 2581 0004

Website : www.seatransport.org

E-mail : info@seatransport.org

承印：海運學會

地址：香港干諾道中168-200 號信德中心

招商局大廈35樓3501室

電話：(852) 2581 0003

傳真：(852) 2581 0004

電郵：info@seatransport.org

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Address : Rm3501,35/F., China Merchants Tower, Shun Tak Centre,

168-200 Connaught Road C., HK

Telephone : (852) 2581 0003

Fax : (852) 2581 0004

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Navigating Modern Maritime Supply Chain Cascades with Advanced Data Tech

Charade WU

Navigating shipping crises through pure manual analysis is a recipe for falling behind. When major disruptions hit, the immediate operational shocks trigger a complex domino effect across costs, markets, insurance, and commercial contracts that are nearly impossible to map in real time using spreadsheets and isolated data feeds.



Source: Teqplay, Port of Ofiniti

This article explores how the prolonged regional instability in the Middle East has created interconnected challenges for global logistics, and how advanced Event Knowledge Graphs can help shipping lines and freight forwarders stay ahead of the chaos.

The Cascading Reality of the Current Crisis

The operational bottlenecks emanating from the Middle East are no longer short-term blips; they are systemic challenges that are rewriting global trade lanes. Forcing vessels away from the Strait of Hormuz and the Red Sea to reroute around the Cape of Good Hope does not just add 10 to 14 days to Asia-Europe transits. It sets off a massive multi-layered chain reaction:

[Route Disruption] —> [Cape Rerouting (+10-14 Days)] —> [Global Capacity Strain] | -> [Container Imbalances] + [War Risk Premiums (25-50%+)] + [Skyrocketing Fuel Costs]

- **Operational & Capacity Chokepoints:** With major ocean carriers suspending standard Gulf services, roughly 10% of the global container fleet faces idling or immobilization, straining asset utilization worldwide.
- **The Cost Spiral:** Longer journeys spike bunker prices and fuel surcharges. Simultaneously, war risk premiums in high-risk zones have surged by 25% to 50%, forcing some insurers to withdraw cover entirely.
- **Commercial Bottlenecks:** Equipment imbalances have worsened, with empty container return fees climbing as high as \$3,000 per box in alternative hubs like Oman or Saudi Arabia. Meanwhile, booking suspensions and blank sailings leave exporters facing weeks of delays for time-sensitive cargo.

When a crisis erupts, supply chain teams are instantly buried under firefighting operational tasks. Relying on manual efforts to map out how a single localized threat impacts fuel surcharges in Europe or container availability in Asia is simply too slow.

Enter the Event Knowledge Graph

To transform raw data into actionable foresight, forward-looking logistics firms are turning to Event Knowledge Graphs (EKGs).

Unlike traditional relational databases that store data in isolated tables, a knowledge graph maps data as a network of nodes (entities like ports, vessels, routes, or fuel prices) and edges (the relationships between them). When combined with event-driven data architectures, this technology offers three distinct superpowers to the maritime industry:

1. Ingesting Unstructured News into Domain-Specific Knowledge

The primary limitation of traditional internal databases is that they cannot interpret text descriptions—they only track what is happening to your current inventory and assets in measurable figures. When a geopolitical crisis unfolds, the critical data does not start in an internal ERP system—it starts in unstructured global news reports, maritime advisories, port authority updates, and geopolitical breaking alerts.

An Event Knowledge Graph bridges this gap by acting as an external intelligence sensor. Utilizing Natural Language Processing (NLP), the graph constantly ingests multi-source e-news and global event streams, instantly converting raw text into structured maritime entities.

2. Multi-Hop Association for Indirect Impact

The true power of a knowledge graph lies in its ability to trace non-obvious, indirect relationships across multiple connections (hops). For example:

Geopolitical Incident->Route Closure->Vessel Rerouting->Destination Port Congestion

A single query can instantly expose which European manufacturing lines will starve for components three weeks from now because an empty container return service was suspended in the Gulf today.

3. Historical Event Matching for Predictive Forecasting

History rarely repeats itself exactly, but it frequently rhymes. By storing historical disruptions—such as past canal closures or regional conflicts—the EKG can run similarity algorithms. It compares the signature of the current crisis against historical precedents to forecast likely rate spikes, capacity crunches, and insurance behavior, allowing carriers to adjust surcharges and optimize asset allocation proactively rather than reactively.

Conclusion

The ongoing disruptions prove that traditional, siloed supply chain data is no longer enough to manage modern maritime risk. By adopting Event Knowledge Graphs, the shipping industry can move away from reactive chaos management and transition into automated, predictive resilience—turning data technology into a clear competitive advantage.

何恩洪律師行 JAMES HO & CO.

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Rm. 1403 14/F., Blissful Bldg.,
243-7 Des Voeux Rd Central,
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地址：

香港上環德輔道中243-7號
德佑大廈1403室

Tel: (852) 3421 1330

Fax: (852) 3421 1339

Mobile Phone: 9034 3360

E-Mail: james.ho@yanhung.com

Lawyer of Guangdong- Hong Kong-
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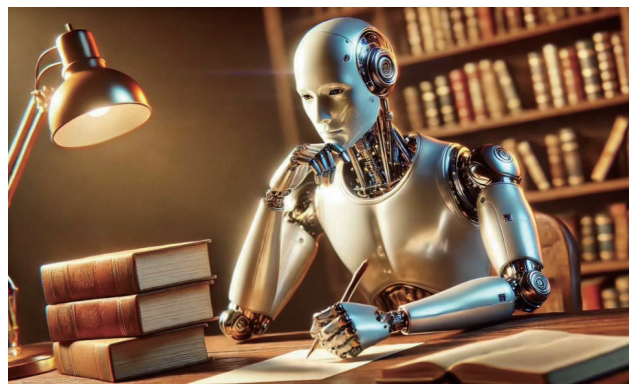
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From Artificial Intelligence to Artificial General Intelligence: Advancements and Applications in Supply Chain Management

Simon Yuen

Recent advancements in deep learning models, such as DeepSeek and ChatGPT, have fundamentally reshaped the global landscape of artificial intelligence. These innovations have paved the way for the integration of intelligent automation into business operations and supply chains, signifying the beginning of a new era characterised by enhanced efficiency and adaptability.

With the relentless progression of technological innovation, AGI is emerging as a mainstream paradigm within artificial intelligence applications. Distinguished by its superior autonomy and cognitive capabilities, AGI can manage complex, multifaceted analyses and make informed decisions across diverse scenarios. This article explores



Source: University of Rochester

the trajectory from AI to AGI and investigates the ways in which these technologies are revolutionising supply chain logistics and operations.

In practical implementations, AGI technologies are catalysing the intelligent transformation of logistics infrastructure. A notable example is the deployment of the Kiva robotic system in Amazon fulfilment centres, which has set new industry benchmarks. Leveraging Simultaneous Localisation and Mapping (SLAM) technology, these autonomous robots generate real-time three-dimensional maps of their environments, resulting in a threefold increase in picking efficiency over conventional warehouses. The system can process up to 20 million items daily with an error rate of less than 0.1%.

In the realm of transportation planning, DHL's AI-powered route optimisation system exemplifies the integration of real-time data analytics, including traffic and meteorological information, to achieve an average urban delivery time of 17 minutes. The system's deep learning algorithms update routing solutions every 15 seconds, yielding an 18% reduction in fuel consumption and elevating vehicle utilisation rates to 92%. Similarly, Walmart's intelligent inventory management platform leverages the analysis of over a billion consumer data points worldwide, achieving a forecast accuracy of 95%. Automated replenishment directives have decreased stockout rates from 8% to 2%, reduced inventory turnover days by 40%, and delivered annual cost savings exceeding \$300 million.



AGI also enables the development of advanced decision-making models that support cross-system collaboration. For instance, FedEx's Digital Twin platform constructs comprehensive digital replicas by integrating data from over 200,000 IoT sensors to monitor the real-time status of its global cargo fleet. During the 2022 typhoon season, this system simulated 16 contingency scenarios up to 72 hours in advance, enabling the rerouting of five hundred flights and mitigating potential losses estimated at \$120 million.

Maersk's system tracks over 3,000 global risk indicators for proactive supply chain mitigation. During the Suez Canal blockage, the system generated a six-hour advance warning and autonomously initiated contingency logistics plans, restructuring freight routes and saving customers more than \$200 million in delay-related costs.

From a decision-making and operational perspective, AGI facilitates the establishment of sophisticated cognitive frameworks for logistics. Tesla's Optimus humanoid robot, for example, demonstrates advanced adaptability in logistics settings. Its multimodal sensory system processes visual, tactile, and force feedback data, enabling the robot to autonomously develop loading and unloading strategies in unstructured warehouse environments after only 15 minutes of observation. The robotic arm's precision, accurate to 0.02 millimeters, has reduced the breakage rate of fragile goods to 0.1%.


In the future, logistics systems driven by AGI are expected to make major advances in cognitive capabilities. Systems equipped with multimodal learning abilities will autonomously construct demand forecasting models for orders from diverse regions. In the face of disruptions, AGI-driven decision centres will creatively integrate multimodal transportation resources (across sea, land, and air) and autonomously negotiate logistics capacities, enabling dynamic reconfiguration of supply chain networks.

In summary, the ongoing revolution in intelligent technology and AI is rapidly transforming the supply chain and logistics ecosystem. The evolution of supply chain decision-making towards resilient, self-healing “economic neural networks” promises to establish smart logistics ecosystems characterised by zero latency, minimal waste, and seamless continuity.

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1. When we recently reviewed a Singapore travel insurance policy, we noted that it provided for SIAC arbitrationⁱ as the Dispute Resolution process. While we generally support arbitration as an efficient means of resolving disputes, we were somewhat surprised by this choice, given that the parties purchasing this cover would typically be consumers – individuals, who in most jurisdictions, benefit from additional statutory protections. Although it is relatively uncommon, shipping services can also be provided to consumers, and therefore the purpose of this article is to examine the circumstances in which an arbitration clause in a consumer contract would be considered valid.

2. Consumersⁱⁱ have considerable weaker bargaining powers such that various jurisdictions have legislated acts such as the Consumer Protection Act to balance this. In this regard, S6 of the Singapore Consumer Protection (Fair Trading) Act 2003 permits a Consumer a right of action in the courts. While it does not automatically invalidate arbitration clausesⁱⁱⁱ, courts may scrutinize arbitration clauses to determine as to whether they deprive access to affordable and effective justice.² The Singapore Unfair Contract Terms Act 1977, does provide some protection to consumers including the validity of exclusion clauses (S 2) which depends on the contractual terms being reasonable. What is reasonable is defined in the same act (S 11).

3. The application of an arbitration clause in a consumer contract was recently considered in the Australian Courts in the case AghaeiRad v Plus500 Pty Ltd. The Federal court held that the arbitration clause was unfair such that relief under the Arbitration Act was refused. In particular, the court held that use of arbitration clauses in a consumer contract may result in denial or limitation on access to justice^{iv}.

4. With respect to Travel Insurance policies (as mentioned in 1 above), the claim pursued would generally not be substantial and may be for smaller sums, say below SGD 3,000.00. Should a consumer wish to arbitrate as provided in the policy, they would have to initiate arbitration at SIAC, and which would require the consumer to file the notice of arbitration as provided in Clause 6 of the SIAC Rules 2025^v. In addition, the consumer would have to factor in payment of the arbitrators' fees. While low value claims would result in the application of the streamlined procedure as provided in Rule 13 of SIAC Rules 2025, we believe that the costs of pursuit would surpass the claim amounts being pursued for. In such instances, arbitration would appear to be unfair such that the Arbitration Clause may be held invalid. Having said that, we would need to see whether any such challenge does flow into the Singapore Courts together with their eventual decision.

5. Contracts of Carriage: Some contracts of carriage of goods are made by consumers (for instance movement of Personal Effects or some specific item transported by an individual). In this case, would an arbitration clause incorporated in a Bill of Lading be held invalid? We submit that this would depend

- a. on whether the costs of arbitrating are substantial vis-à-vis the services/ value of the products being transported?
 - i. The common arbitration clauses in the shipping industry do provide for a Small Claims/Expedited procedure for low value claims and which caps both the arbitrator's fees and costs.
 - ii. If these costs (as stated in i above) are lower than what would be incurred in the courts, then it would be difficult to challenge the application of arbitration as being the dispute resolution process based on reasonableness.
- b. Whether the courts would be willing to dispense or relinquish their inherent jurisdiction?
 - i. A consumer would naturally choose the jurisdiction which allows them the maximum advantage to pursue their claim. In this regard, a consumer may choose to initiate action in the courts of the jurisdiction where they are based at and argue that the arbitration clause is invalid as it was not negotiated and further due to potential denial of access to justice.

ii. Some jurisdictions now require parties to consider ADR (which includes Arbitration) in the first instance to resolve their disputes. In these jurisdictions, a Carrier may voluntarily agree for the arbitration to be seated^{vii} where the matter is being heard to convince the court that the matter must be arbitrated instead of litigated. While we have no anecdotal evidence, we submit that most of the Courts would consider this favourably as they (Courts) retain supervisory control of the arbitration.

6. Conclusion:

a. Whether an arbitration clause would be valid in relation to a consumer contract would depend on many factors including whether conduct of the arbitration would result in denial of justice as was held in the Australian case.

b. With respect to Shipping Contracts such as the Bills of Lading contracts, Carriers should volunteer for the arbitration to be seated where the consumer is based, and which may dispel any objections which the consumer or the Courts may have against the use of arbitration.

APPENDIX

i. See Clause 8 of the HLAS Policy wordings

ii. Different laws define Consumer differently. Clause 2(1) of the Singapore Consumer Protection (Fair Trading) Act 2003 defines consumer as an individual who, otherwise than exclusively in the course of business

a. receives or has the right to receive goods or services from a supplier; or has a legal obligation to pay a supplier for goods or services that have been or are to be supplied to another individual.

S2(3) of the English Consumer Rights Act 2025 defines consumer as an individual acting for purposes that are wholly or mainly

outside that individual's trade, business, craft or profession and

S2(7) of the Indian Consumer Protection Act 2019 defines consumer as any person...

iii. When a party has initiated action instead of arbitrating as provided in the contract, the other party can seek a stay as provided in S 6 of the Singapore International Arbitration Act 1994 (which applies for International Arbitrations) and S6 of the Singapore Arbitration Act 2001. Similar provisions apply in almost all arbitration acts worldwide.

iv. See Para 205-207 of the judgement. See also articles by Holding Redlich and Piper Alderman.

v. This clause makes it a requirement for the payment of the Claim Filing Fee and which for a claim of SGD 3,000 would be SGD 3,800.00 – see https://siac.org.sg/siac-schedule-of-fees#Admin_Fees

vi. A Liner Bill of Lading contract is an Adhesion contracts and which means that the terms are as proposed by the stronger party (in this case, the Carrier).

vii. The seat of arbitration is the legal, not physical, “home” which determines the procedural law (lex arbitri), the court system with supervisory jurisdiction (including challenges to the award), and the nationality of the award. It is critical because it directly impacts the enforceability, neutrality, and efficiency of the proceedings. Accordingly, the courts in the seat would have the supervisory powers over the conduct of the arbitration.

About the Author

Jagannath Muthu (Jagan), Director of Singapore-based NAU Pte Ltd, is involved in marine claims and disputes. His career includes roles in dealing with complex H&M, P&I, and transport liability claims, alongside shipping agency and liner operations. Jagan holds an LLM in Maritime Law and is a Fellow of the Institute of Chartered Shipbrokers (FICS) and multiple arbitration institutes (FCI Arb, FSI Arb). He is listed on various arbitration panels of arbitration institutions (SCMA, CMAC, DIAC, THAC etc.)

風吹起了海浪，船隻剛剛穿過了麥哲倫海峽，便迎來壞天氣，已經好幾天沒有睡好，上層船長辦公室的枱和櫈應該沒有鎖好，船隻每一次的搖晃都會傳來「吵吵吵，呼！吵吵吵，呼！」的聲音，當然還有自己房間凌亂的雜物。

第一次在麥哲倫海峽航行時我還是實習生，不用在駕駛座值班的我在甲板一邊工作一邊拍照，興奮得很。這次由太平洋往大西洋走，由於天氣惡劣，在正式進入麥哲倫的前兩天，領港提前上船，帶我們在 Patagonia 穿梭。麥哲倫海峽分隔了南美洲最後的陸地，以偉大的航海家命名，整條海峽都被群山包圍，這個月份（5月）還算是這裏的夏天，未有下雪，兩旁的山依然綠草如茵。領港分別是一位年老的伯伯，突出一個小肚臍；另一位比較年輕，高高瘦瘦，我的值班時間是 6-12，跟這位伯伯在一起，他分享他以前是智利的海軍，退伍後便當這裏的領港，麥哲倫現時有七十多名領港，編更很自由，他接船的次數大概每個月 3-4 次，每次休息十天。這裏除了貨船需要領港外，漁船也需要。

他指了指電子海圖上的船標，說道：「看到嗎？這全部都是中國漁船，準備由大西洋穿往太平洋去，漁船通常連群結隊，而領港會登其中一艘漁船，其他漁船會連成一條線，跟著領航漁船，穿過麥哲倫。」

我們一邊航行，領港一邊分享著這裏的故事給我們。



他又指了指前方閃爍着的紅燈，說道：「你們看到紅燈後一盞很微弱的黃燈嗎？那裏住了一家人，又可能是一個人，他是管理著麥哲倫中間這條名叫 TORTUOSO 的航道，一直都是。」

「那他們是怎樣到市區？這裏有路到市中心嗎？」

「沒有啊，都是靠小船出入，沿著麥哲倫海峽一直走，會有個小鎮，可以到那裏補給。」

黑夜裏，我拿著望遠鏡，一直看著那盞微弱的黃燈，試圖窺探這家人又或是這個人的生活，每當聽到他人一些比較特別的生活時，我都會問自己過得了這種生活嗎？答案顯然是不能的，靜謐的環境顯得那間小屋份外孤寂。

「下午三點多吧，你可以看出窗外，我們會經過沉船。」

「你知道是怎樣發生的嗎？」

「已經好多年前了，大概在六十年代吧，那時候航海還沒有那麼多術語，當時向左向右依然是 right 和 left，那時候船長上來駕駛室，詢問領港：「一切安好嗎？」，領港回答：「一切安好。」（Everthing all right）水手誤以為這是指令，於是扭舵到盡右，意外便發生了。」他頓了頓，又再說道「當然，這只是以前的人傳下來，我們都當笑話，可能是真，也可能是假。」

我們都笑了笑。麥哲倫當年是抱著怎樣的心情前往那片未知的海域呢？麥哲倫海峽的日出很晚，即使夏天，都要到 9 點多才看到太陽，六點太陽便下山，在這種日短夜長的地方航行，不知前路如何，夜晚靜得連呼吸聲都聽見。

四天的時間很快便過，轉眼間已經航行到智利水域限制，領港給我們寫了證書，便跟我們道別。



Seminar & Cocktails Dinner Reception

The joint event with The Nautical Institute Hong Kong branch (NIHK) on "Navigating the Geopolitical Seascape" has been successfully staged on Friday, 15th May 2026 at Novotel Century Hotel, Wan Chai, Hong Kong, with about 150 attendees. The event had achieved breakeven in finance with the generous donations from our Honorary Presidents and some other corporations. The event had been able to update participants on the global crisis, especially in the Middle East and the challenges that the international shipping community had to face; participants also had a glimpse of some solutions and advice to handle the situation. We believe participants have gained a lot of benefits from the event. With the successful result in mind, the Institute would plan more joint events, but not limited to NIHK.

Promotion of the Maritime Industry

The following is a progress report of the Institute's involvement in the development of the functions of the newly established Maritime Resources Centre (MRC). The Institute is now a partner of the MRC to establish a pilot scheme, such that a set of resources is developed for primary and secondary schools so that the school may make use of it to educate students to build up their knowledge of the Maritime Industry and to attract their interest in the Industry in their future careers. The Institute would also act as a medium between the primary/secondary school sector and the Industry with the same aim. The Institute welcome your views before the introduction of the scheme and any matters arising from the scheme.



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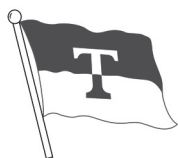
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Fax:(852) 2845 9307

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South Island Place
30 樓 3002-04 室
電話 : (852) 2522 5171
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香港中環遮打道 16-20 號
亞歷山大廈 3107 室
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