

Overview

The carriage of goods by sea—both containerized and in bulk—is indispensable to the global movement of goods in international trade, and eclipses all other modes of transport—road, rail or air—in terms of volume and weight. In the last 50 years, maritime transport has evolved so that shipping today has expanded beyond port-to-port, and now frequently forms part of a global, intermodal network, linking shippers, consignees and their products by road, rail and ship. Ships—including their use, operations, purchase, sale and insurance—have become far more complex, and require the knowledge and experience from those who speak the language.

With Dentons, you'll benefit from our in-depth understanding of the maritime sector, as well as our global reach, seamless service and multijurisdictional insight that can provide you with the right strategies to grow your business. Whether you are a ship owner, charterer, insurer, trader, operator, Non-Vessel-Ownning Common Carriers (NVOCC) or financier, Dentons is ideally situated to help you in all your matters related to maritime law.

Our global Maritime practice encompasses all aspects of maritime law, including:

- Sale and purchase of vessels;
- Negotiating contracts of carriage, multi-year charter parties, ship finance agreements and litigation;
- Ship construction contracts;
- Marine insurance and reinsurance, including extensive contractual as well as litigation experience both for and against underwriter on interpretation and coverage matters including negotiation of letters of undertaking both for and with protection and indemnity insurance associations (P&I Clubs);
- Cargo claims negotiations and litigation, both as plaintiff and defendant;
- Collision cases, salvage matters and arbitrations;
- Ship arrest;
- NVOCC and Freight Forwarders;
- Ship registration and transfer of registry issues;
- Negotiating major leases for specific port and maritime operations and rights-of-way for pipeline systems intended for the import and export of liquid bulk product;
- Port concessions, including the establishment of minimum wharfage guarantees, operation rules, the application of the ISPS Code requirements, and specific operational needs for users and others;
- The transport of hazardous cargoes including participation in international diplomatic conference on Hazardous and Noxious Substances (HNS), and drafting the international treaty; and
- All aspects of General Average and the York-Antwerp Rules, including creating legal precedents that still stand after more than 40 years.