

About CIL

The Centre for International Law (CIL) was established in 2009 as a University-Level Research Centre at the National University of Singapore (NUS) in response to the growing need for international law expertise and capacity building in the Asia-Pacific region. Its mission is to enable Singapore and the Asia-Pacific region to play a more significant role in the promotion and development of international law. Its vision is to be a global intellectual hub and thought leader for research and the teaching of international law.

Headed by Director Dr. Nilüfer Oral, CIL has approximately 40 researchers from Singapore, the region and beyond, engaging in research on cutting edge issues of international law and policy as well as organizing training and capacity building courses on a diverse range of topics including law of the sea, maritime boundaries, climate change, ASEAN law and policy, public international law and international economic law.



From left to right: Ambassador Tommy Koh, founding Chair of CIL Board of Governors; Prof Robert Beckman, founding Director; Prof S Jayakumar, founding Chair of CIL International Advisory Panel.

Key Research Areas

- **Oceans Law & Policy**
- **ASEAN Law & Policy**
- **International Economic Law & Policy**
- **International Energy Law & Policy**
- **Global Health Law & Policy**
- **Artificial Intelligence Law & Policy**
- **Public International Law**
- **International Dispute Resolution**
- **Teaching & Research in International Law in Asia**

MPA-CIL Oceans Governance Research Programme funded by SMI

In 2016, the Maritime and Port Authority of Singapore (MPA) and the CIL Oceans Law and Policy Team partnered to establish the **MPA-CIL Oceans Governance Research Programme (OGRP)** with the support of the Singapore Maritime Institute (SMI). The objective of the OGRP is to reinforce Singapore's reputation as a global thought leader on contemporary issues related to the international regulation of shipping that have implications for Singapore as a port state, coastal state, flag state and global maritime hub, as well as to develop local, regional and international research expertise on these issues. The OGRP covers broad areas of research:

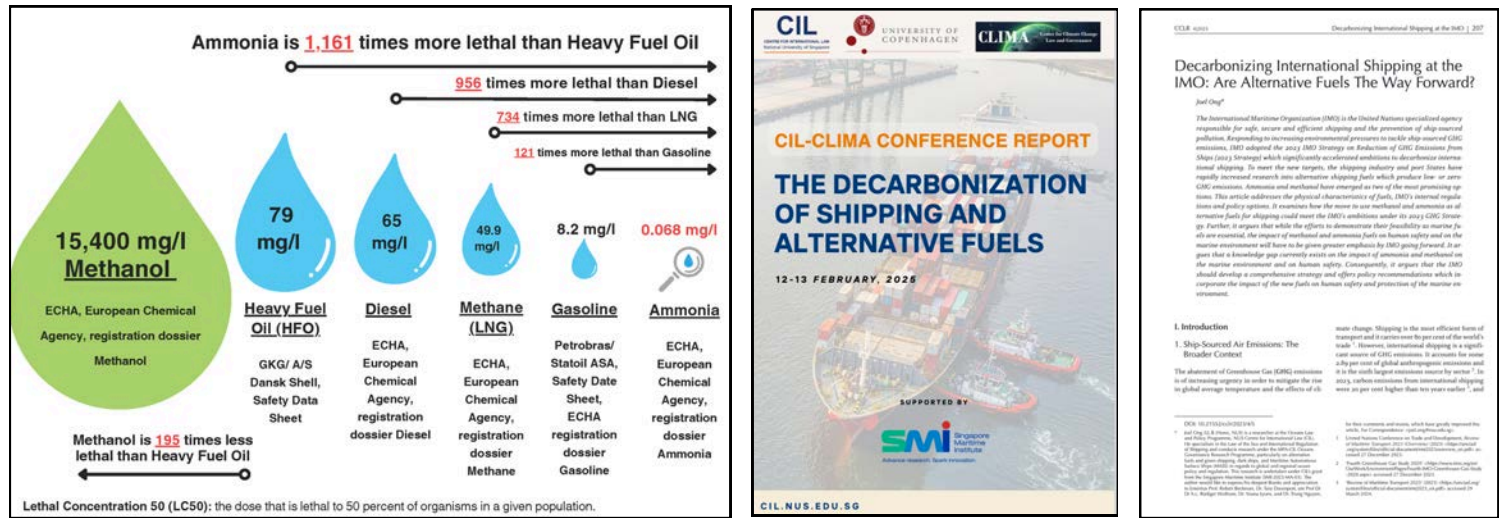
- Marine environmental governance;
- International climate change governance;
- Challenges to the safety and security of shipping; and
- Implications of autonomous ships and related technological developments on the regulation of shipping.



Current Projects under the CIL-MPA OGRP

Decarbonization of Shipping and Alternative Fuels

CIL's maritime decarbonization project includes publications which outlined the impact of methanol and ammonia fuels on safety and the marine environment, offering policy recommendations on environmental impact assessments, promoting fuel uptake and harmonising standards. CIL also organized a two-day conference with the Center for Climate Change Law and Governance (CLIMA) at the University of Copenhagen which examined the gaps in the applicable regulations, and how they can be addressed to enable safe and equitable transition pathways towards net-zero through the adoption of alternative fuels.



Carbon Capture and Storage (CCS)

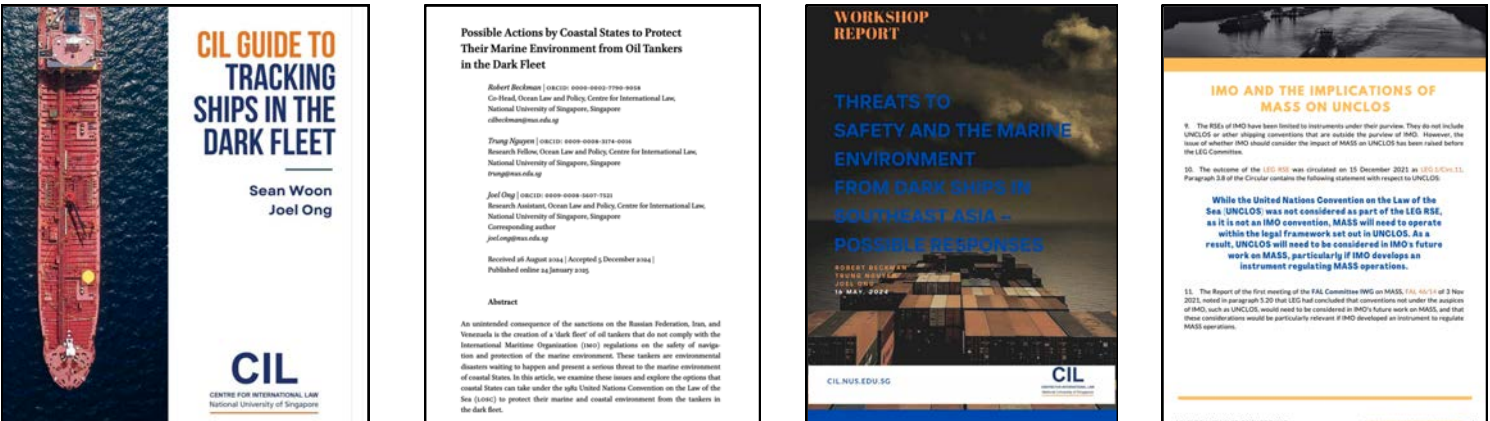
CIL has been examining the regulatory landscape and challenges surrounding carbon capture and storage (CCS), including the impacts on the marine environment. This includes seminars on offshore sequestration, onboard CCS, scrubbers, and the London Convention and Protocol, as well as a report on the legal and regulatory environment applicable to CCS.

Dark Ships / Shadow Fleet

CIL has been following the work of the IMO on the safety and security of shipping. In May 2023 and 2024, CIL organised conferences relating to the prevention, detection and reporting of dark fleets and their illegal operations, and brought together representatives from governments, the shipping industry, and academia, as well as published a journal article and a report on available tracking platforms.

Maritime Autonomous Surface Ships (MASS)

Since 2018, CIL has been closely examining the legal and regulatory developments and implications for MASS, including whether they have passage rights as 'ships' under UNCLOS, the rights and obligations of flag States, implications for the marine environment and the gaps in IMO Conventions.



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