

BOOK REVIEW

Liang Zhao and Li Lianjun, *Maritime Law and Practice in China* (Informa Law from Routledge, 2017) ISBN: 978-1-13863-995-9

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International trade, and with it, shipping business, became more Sino-centric in the last two decades, it is inevitable that interest in the maritime laws of the People's Republic of China would grow. Shipping disputes with a Chinese angle, whether in the form of parties, port of discharge, litigation forum, now make up a sizeable portfolio of every shipping law firm's work. This book, coering the length and breadth of the maritime laws of China is therefore a timely and valuable addition to the library of every shipping law firm, especially one operating outside China.

Co-authored by a shipping lawyer of great experience, Mr Lianjun Li and an academic, Mr Liang Zhou, this book provides a comprehensive coverage of maritime law in the PRC. There is a conscious attempt to make the book accessible to non- Chinese law practitioners, particularly those practising in common law jurisdictions. Chinese law concepts are explained in language which a common lawyer would find easy to grasp. This is to be welcomed.

There is a significant amount of materials devoted to dry shipping - three chapters devoted to bills of lading - which are of immense practical value to a busy practitioner who needs a quick understanding of Chinese law without having to incur the costs of instructing a Chinese counsel. Considering the amount of cargo that is shipped to China, this is one of the main strengths of the book. Width is however necessarily at the expense of depth. Thus, for instance, on the area of identity of actual carrier of a bill of lading, a knotty area of Chinese law, the reader can benefit from more discussion on the divergent streams of thought that the caselaw and academic writings present.

This is an ambitious book in many respects. Explaining the various areas of Chinese maritime law, with legislative and caselaw references, in a language different from that of the original materials, within a relatively compact of 463 pages, is a task that the authors have acquitted themselves admirably. The literature of shipping law is richer for it.