

BIMCO

The practical voice of shipping

MARITIME OPERATIONS ACADEMY

 **TRAINING**

Athens

25–28 November 2025

DAY 1

25 November 2025

Charter party disputes

Day 1 of our four-day training programme is designed to provide a comprehensive understanding of key chartering dispute areas. The session will focus on voyage and time chartering disputes. In the morning, we will examine crucial topics such as deviation, "reasonable despatch", cancellation clauses, seaworthiness and the challenges associated with dangerous ports or cargoes. After a short break, we will explore time chartering disputes, including offhire and hire deductions, illegitimate last voyages, employment and redelivery, and speed claims. In the afternoon, we will dive into laytime and demurrage, covering the legal and financial aspects of demurrage, NOR, and time bar clauses. The day will conclude with a practical case study to reinforce the key concepts discussed.

09:00–10:30

Voyage chartering disputes

- Deviation and "reasonable dispatch"
- Cancellation clauses
- Seaworthiness, dangerous ports/cargoes.

10:30–10:45

Break

10:45–12:15

Time chartering disputes

- Offhire and deductions from hire
- What is an illegitimate last voyage?
- Employment and redelivery
- Speed claims and performance warranties.

12:15–13:15

Lunch

13:15–14:45

Laytime & demurrage

- Demurrage and NOR, defined as legal and financial concepts
- Damages for detention
- Time bar clauses.

14:45–15:00

Break

15:00–17:00

Case study

DAY 2 26 November 2025

Bunkers and decarbonisation

This day will begin with an overview of BIMCO clauses related to the EU Emissions Trading System (ETS), Carbon Intensity Indicator (CII) and FuelEU, offering practical advice for managing decarbonisation discussions with stakeholders. We will also examine how these clauses are applied to time and voyage charter parties. The second session covers alternative fuels like LNG, biofuels and ammonia, their benefits, challenges and impact on bunker operations. The final session addresses managing bunker claims, including disputes over fuel quality and volume, with advice on reading fuel delivery notes and supplier terms.

09:00–10:30

The operational and contractual aspect of decarbonisation

- The overall thinking behind the BIMCO clauses addressing ETS, CII and FuelEU
- New decarbonisation clauses on the horizon
- The operational and practical challenges of negotiating and managing the new BIMCO clauses.

10:30–10:45

Break

10:45–12:15

Alternative fuels and bunkers

- Overview of key alternative fuels: LNG, biofuels, ammonia, and their role in reducing carbon emissions in shipping
- Challenges and benefits of using alternative fuels, including infrastructure requirements, supply chain issues, and operational adjustments
- Impact of alternative fuels on bunker operations, including cost implications, regulatory

compliance, and fuel management strategies.

12:15–13:15

Lunch

13:15–14:45

Managing bunker claims

- Common causes of bunker claims including discrepancies in fuel quality, off-spec fuel, quantity and contamination
- Legal and contractual aspects of bunker claims, focusing on the terms and conditions in bunker delivery notes and supplier agreements
- Practical strategies for managing and resolving bunker disputes efficiently, including documenting claims, communicating with stakeholders and navigating the dispute

14:45–15:00

Break

15:00–17:00

Case Study

DAY 3 27 November 2025**Port operations**

We will start by exploring key cargo operations which may lead to disputes, beginning with cargo securing/fastening. This session will cover legal and financial responsibilities, disputes over additional costs (eg, lashing, trimming), and the application of international regulations like the CSS Code, with a case study on the MV PRIVOCEAN. Next, we will examine cargo and stevedore damage, focusing on causes, responsibilities and prevention strategies. In the afternoon, we will discuss disbursement and port expenses, covering common disputes over fees and the importance of clear written instructions to avoid disagreements. The day will conclude with a practical case study.

09:00–10:30

Port and cargo operations

- Discussion on the legal and financial responsibility for cargo operations based on the terms of the charter party
- Disputes in relation to the costs of additional securing measures (eg, lashing, strapping, trimming). Case study: MV PRIVOCEAN
- The application of international rules and regulations, eg the Code of Safe Practice for Cargo Stowage and Securing (CSS Code).

10:30–10:45

Break

10:45–12:15

Cargo and stevedore damage

- Identifying common causes of cargo and stevedore damage during loading, unloading and handling operations
- Legal and contractual responsibilities for cargo damage, including the roles of shipowners,

charterers, stevedores and the port agent

- Strategies for preventing damage, including proper cargo stowage, handling procedures, and cargo insurance (P&I) considerations.

12:15–13:15

Lunch

13:15–14:45

Disbursement and port expenses

- Identifying common disputes over port expenses, including storage costs and unexpected charges that may arise during port operations
- Understanding the importance of clear written instructions for disbursements and how unclear or ambiguous terms can lead to disputes, eg in relation to owners'/charterers' expenses
- Strategies for managing and preventing disputes, including clear documentation and communication with the agent and port authorities.

14:45–15:00

Break

15:00–17:00

Case study

DAY 4 28 November 2025**Regulatory compliance, vessel safety and risk management**

On the last training day, we will focus on regulatory compliance, vessel safety and risk management from the perspective of vessel operators. This session will cover critical aspects of maritime operations, including international sanctions and ensuring compliance with regulations, along with the roles of shipowners, operators and charterers. We will explore vetting, its role in maintaining safety standards and its impact on chartering and operational performance. Additionally, we will discuss the management of delays and the implications of Force Majeure. The day will conclude with a practical case study to apply key concepts.

09:00–10:30

Sanctions & compliance:

- Discuss the impact of international sanctions on vessel operations and ensure compliance with regulatory requirements
- Reviewing the roles and responsibilities of shipowners, operators and charterers in adhering to sanctions-related regulations
- Exploring practical steps to prevent violations, including due diligence, vessel screening and compliance programs.

10:30–10:45

Break

10:45–12:15

Vetting:

- Understanding the role of vetting processes in ensuring safety standards
- The importance of vetting to comply with international regulations, such as ISM and ISPS Codes

- How vetting affects chartering, operational decisions, insurance requirements and performance. We will also discuss the processes for working with third-party cargo and vessel surveyors.

12:15–13:15

Lunch

13:15–14:45

Time management and delays

- Port State Control (PSC) inspections, compliance and preparing the vessel and crew
- Dealing with congestion, delays, weather, force majeure, war, strike and their impact
- Discussion on the communication and coordination between stakeholders to reduce delays, enhance operational efficiency and improve coordination.

14:45–15:00

Break

15:00–17:00

Case study

SPEAKERS



Haris Zografakis

Haris Zografakis is a partner at Stephenson Harwood, a leading London law firm that was named the Law Firm of the Year at the 2009 British Legal Awards. Over more than fifteen years he has dealt with all aspects of shipping and international trade law, acting both for traders and shipowners, as well as their respective insurers. He has been involved in several arbitrations and cases before the High Court, some of which have been reported: *Trafigura v. Kookmin Bank*, a seminal case on negative declarations and anti-suit injunctions in the context of oil product trading, arbitration reported as

LMLN 22/2007, on jurisdiction issues in a shipyard dispute; the *Sabrewing*, regarding documentary requirements in the presentation of demurrage claims under tanker charterparties; the *Johnny K* regarding the question of damages in addition to demurrage and the *Northgate*, regarding validity of NORs and estoppel. He has lectured in four continents, including events organised by BIMCO, Universities, as well as the International Maritime Organisation and others, and has also been on the editorial board of the *Shipping and Transport Law Journal*. He is singled out by both main legal directories, *Chambers* and *Legal 500*, as a leading individual in his areas of expertise.



Sophie Pollard

Sophie is Legal Director at Hill Dickinson in Newcastle, UK. She advises on a wide range of contentious shipping matters, disputes arising out of charterparties, bills of lading, ship building contracts, and contracts of affreightment. She also has experience advising on general average and salvage following marine incidents. Sophie acts for P&I Clubs, shipowners and charterers, as well as cargo owners. She advises on all aspects of shipping and energy related matters, including those arising from the carriage of oil and gas. She regularly advises clients in Arbitrations and High Court proceedings.

Her cases are often multi-jurisdictional aspects, which involve working closely with foreign lawyers in matters such as enforcement. She speaks regularly at conferences worldwide on shipping related issues.



Stephen Mackin

Stephen is a partner at Hill Dickinson in Newcastle, UK. He is a former mariner and now lawyer with experience, both practical and legal of all aspects and issues arising from the carriage of liquid cargoes by sea. He has been described by clients as “the lawyer you want on your right hand side in any dispute”. Stephen gained practical tanker experience with Shell on; VLCC’s, Shuttle tankers, Clean Product tankers and LNG tankers. As a lawyer his focus and practice centres on the issues that arise from the operation of tankers; shortages, contamination, bills of lading delay and the whole range of charter party related disputes. Stephen’s specialisms include liquid cargo related issues, sanctions applicable to the movement of oil and gas, environmental issues and particularly the development of Emissions Trading Schemes, shipmanagement – he is a member of the BIMCO SHIPMAN drafting committee. He has a degree in Maritime Studies (BSc Hons – First), as well as the Common Professional Examination (Distinction) and the Law Society Finals (Honours).



Saskia Rietbroek

Saskia is the Executive Director and Co-Founder of the Association of Certified Sanctions Specialists (ACSS), a professional membership body for sanctions professionals worldwide. She is a Certified Sanctions Specialist (CSS), Certified Anti-Money Laundering Specialist (CAMS) and an industry leader in financial crime topics. Saskia has over 15 years of Sanctions/AML experience in the US, Latin America and Europe. Her global footprint enables Saskia to apply valuable expertise and insight into international training and financial crime compliance projects. Saskia frequently speaks English, Spanish and Dutch on various financial crime topics. Saskia earned law degrees from Leiden University (Netherlands) and Universidad La Católica (Lima, Peru) and was admitted to the Lima Bar Association. She also holds an international MBA from Florida International University. She speaks fluent Dutch, English, Spanish, and basic German.

SPEAKERS (continued)



Mira Milouseva

Mira is a dually qualified solicitor of England and Wales and a Greek lawyer. Before joining Britannia as a Fleet Manager, Mira worked for eight years in another IG P&I Club and for 6 years in an international law firm in Greece dealing with contentious shipping matters. Mira has also worked for a year in an international trading company and for three years in Greek law firm. Mira deals with a variety of P&I and FD&D matters for Britannia's Greek Members and is trilingual in English, Greek and Bulgarian.

VENUES

Amarilia Hotel

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Athina Minerva Training Center

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16673 Voula, Greece

ORGANISERS



Peter Grube

Peter Grube is Head of Training in BIMCO, responsible for developing and delivering BIMCO courses and seminars world-wide. He joined BIMCO's Support & Advice department in 1990 and was later appointed Marketing & Sales Director for membership and products, responsible for promoting and driving forward BIMCO's global position as a leading membership and shipping interest organisation. Prior to joining BIMCO he worked at a shipowning office in Copenhagen, as well as a Sale & Purchase broker in Greece. He is a graduate from the Danish School for International Marketing & Export and is a Chartered Shipbroker (FICS). He holds a Master's in Education and Learning from Roskilde University (RUC).



Elena Tassioula

Elena is General Manager of BIMCO for Greece and Cyprus based in Athens. She is also responsible for the execution of BIMCO training and seminars in Greece and Cyprus. Prior to joining BIMCO she worked for a shipowner in Singapore and Athens and before that in the energy sector. She has wide international commercial and managerial experience, a degree in International Marketing and Strategy and speaks 6 languages. Elena is a member of WISTA.

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