



MASTERCLASS
VOYAGE CHARTERS

Paris

29-30 October 2026



DAY 1

09:00-09:30
Introduction to the documentary work of BIMCO:

- Drafting BIMCO standard contracts and clauses
- Working with subcommittees to draft new contracts and clauses
- BIMCO Explanatory Notes as a tool for guidance in understanding the thinking behind the contracts.

The framework

In this section, we will explore key aspects of voyage chartering. We will begin with an overview of recent developments, including updates to GENCON 2022 and the ETS emission scheme clauses. We will then explore the application of US and Canadian law in voyage chartering, examining differences in legal frameworks, contract interpretation, and arbitration procedures.

09:30-10:00
Overview and developments in voyage chartering:

- Introduction to GENCON 2022 and how the new forms differ from previous versions.

10:00-10:15 *Break*

The responsibilities of the parties

In voyage chartering, the carrier (shipowner) ensures vessel seaworthiness and readiness to accept cargo. The charterer must provide full, clean, and sound cargo, ensuring safe loading, transportation, and discharge. Effective collaboration between parties is vital for seamless vessel operations and cargo delivery. Still, it may also lead to a wide range of disputes, which will also be addressed in the case study.

10:15-11:15
Disputes and obligations: The shipowner's duties:

- The shipowner's obligation to provide a seaworthy vessel fit for the intended voyage, including considerations of structural integrity, equipment functionality, and crew competency

- The shipowner's responsibility to safely handling and storing cargo throughout the voyage, ensuring proper care to prevent damage or loss
- The requirement for the shipowner to proceed with reasonable dispatch and balancing efficiency with safety and contractual obligations
- Cancellation Clauses and how the contractual provision allows for the shipowner to cancel the contract under specific circumstances, and the implications for both parties
- The concept of deviation from the agreed route or schedule and the legal and commercial consequences for the shipowner
- Slow Steaming Clauses: contractual clauses permitting shipowners to operate vessels at reduced speeds and their impact on voyage duration, fuel consumption, and contractual performance. (This topic will be expanded further in the session on EU ETS clauses on day 2).

11:15-11:30 *Break*

11:30-12:30
Disputes and obligations: The charterer's duties:

- Full and complete clean and sound cargoes: Ensuring the cargo is entirely free from contaminants, properly packaged, and in optimal condition for transportation
- Payments of freight/deadfreight: Meeting financial obligations by promptly paying freight charges or compensating for any deadfreight incurred
- Port nominations: Selecting and communicating designated loading and discharging ports in accordance with contractual terms and operational feasibility
- Providing port restrictions information: Furnishing comprehensive details regarding port limitations, such as draft and air draft restrictions at both loading and discharging ports, before fixing.

12:30-13:15 *Lunch*

13:15-14:00
Case study on the duties of the owner and the charterer





DAY 1 *(continued)*

Bills of Lading

In this session, we will explore the intricacies of bills of lading (B/L's). We will cover their various forms, incorporation of charter clauses, and their role as receipts and documents of title, including transfer of rights and obligations.

14:00-14:45

The nature of B/L's (I):

- Differentiating between long- and short-form bills of lading and understanding their respective formats and functions in cargo documentation
- Methods of integrating charter party terms into bills of lading and their impact on contractual obligations
- The characteristics and usage of multimodal bills and sea waybills in modern shipping practices
- The purpose and process of issuing delivery orders and their role in facilitating cargo release at destination
- The bill of lading as a receipt for cargo, including considerations of apparent order and condition and issues related to quantity, weight and date.

14:45-15:30

The nature of B/L's (II):

- The transfer of rights and obligations between holders of the bill of lading
- The bill of lading as a document of title – the advantages AND disadvantages and how this applies when using eBLs
- Obligation of the carrier to deliver cargo against surrender of the bill of lading.

15:30-15:45

Break

15:45-17:00

Case study on bills of lading disputes

DAY 2

Financial Aspects

As the shipping industry embraces decarbonisation efforts, understanding the implications for voyage chartering is paramount. This session explores the practical application and impact of various Emission Trading Scheme (ETS) Clauses for Voyage Charter Parties in 2023. These changes can impact laytime and demurrage by influencing vessel speeds and operational efficiency, potentially altering the calculation and management of laytime-related costs.

09:00-10:30

Laytime and demurrage:

- The significance of Notice of Readiness and its validity in commencing laytime calculations
- Exploring different forms of laytime, including reversible and fixed laytime, and their implications
- The point at which laytime begins, examining contractual and practical considerations
- Events or actions that pause laytime calculations, such as bad weather or port congestion
- Conditions or events that conclude laytime, including completion of cargo operations or demurrage trigger points
- The concept of demurrage, the calculation methods, and contractual obligations
- The consequences and remedies for exceeding laytime, including potential damages for detention
- Time Bar Clauses and contractual provisions specifying time limits for submitting laytime and demurrage claims and their legal implications.

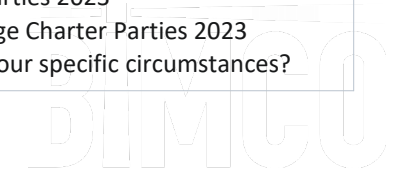
10:30-10:45

Break

10:45-12:45

The impact of decarbonisation on voyage chartering:

- ETS – Emission Scheme Freight Clause for Voyage Charter Parties 2023
- ETS – Emission Scheme Surcharge Clause for Voyage Charter Parties 2023
- ETS – Emission Scheme Transfer of Allowances Clause for Voyage Charter Parties 2023
- How do the clauses work, and which is the one best suited to your specific circumstances?





DAY 2 *(continued)*

12:45-13:30

Lunch

Problem Solving and Dispute Resolution

13:30-14:30

Problems in the performance of voyage charters:

- The causes and consequences of delays and potential contract terminations, including legal implications and financial repercussions
- Breach of contract by owners and charterers and the corresponding remedies or liabilities
- Third parties interfering with contract performance: The challenges arise from external factors affecting contract execution, such as port strikes or new national/international regulations
- Damages and recoverability of damages: Methods of calculating damages resulting from contract breaches or disruptions and mechanisms for recovering losses
- Understanding legal doctrines like frustration and force majeure, the clauses, and their application in cases of unforeseen events preventing performing the contract
- Implications of vessel accidents or emergencies, including obligations under general average principles and insurance coverage.

14:30-14:45

Break

14:45-15:45

Letters of Indemnity (LOI):

- Delivery of cargo without bills: The circumstances under which a letter of indemnity may be issued to allow cargo delivery without presentation of original bills of lading
- Deviation for clean bills: Exploring scenarios where deviation from the agreed route is permitted to obtain clean bills of lading, and the associated risks and legal considerations
- Unavailable bills: Addressing challenges when bills of lading are not available and the use of LOIs as a workaround
- Practical checklist: Providing a comprehensive checklist for drafting and executing letters of indemnity, including key considerations and risk mitigation strategies
- Switch bills of lading: Examining the practice of issuing switch bills of lading and the implications for cargo ownership, contract terms, and legal obligations.

15:45-16:00

Break

16:00-17:00

Case study on problems in the performance of voyage charters





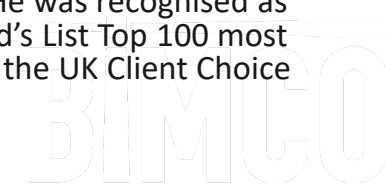
Baris Soyer

Professor Soyer is the Director of the Institute of International Shipping and Trade Law at Swansea University (www.swansea.ac.uk/law/istl). He is a member of the British Maritime Law Association and British Insurance Law Association. He is the author of Warranties in Marine Insurance published by Cavendish Publishing (2001), Marine Insurance Fraud published by Informa Publishing and of an extensive list of journal articles published in elite journals such as Lloyd's Maritime and Commercial Law Quarterly, Journal of Business Law, Cambridge Law Journal, Edinburgh Law Review, Law Quarterly Review, Torts Law Journal and Journal of Contract Law. He sits on the editorial boards of the Journal of International Maritime Law, Shipping and Trade Law and editorial committee of the Lloyd's Maritime and Commercial Law Quarterly (International Maritime and Commercial Law Yearbook). He currently teaches Admiralty Law, Charterparties: Law and Practice and Marine Insurance on the LLM Programme, and is the Director of Shipping and Trade LLM programmes at Swansea.



Mike Phillips

Mike is a partner at Watson Farley & Williams LLP. He specialises in shipping, contentious ship finance and ship and offshore vessel construction. Mike's clients include shipowners, traders, insurers, banks, funds and shipyards. With over 20 years of practice in the marine and international trade sector, Mike has a wealth of knowledge and experience which he brings to bear to help clients resolve their most complex and difficult problems. Representing some of the largest and most well-known companies in the marine and international trade sector, Mike is known as both an exceptional lawyer and a clever strategist. Equally at home in London arbitration or multi-jurisdictional Court proceedings, Mike has a strong record of success for clients in a wide range of matters from shipping and cargo claims, groundings and vessel fires through to complex multi-vessel finance enforcement. On the construction side, Mike represents shipyards and buyers on a range of construction projects from super-yachts through to complex offshore vessels and rigs. Mike regularly delivers training to industry professionals, on a bespoke basis for clients, and through the leading industry association, BIMCO. The Legal 500 2019 has called Mike "outstanding" and Chambers 2019 says that he is "confident, practical and good at reading his opponents' minds". Mike was shortlisted as Legal 500 Transport Lawyer of the Year in 2019. He was recognised as one of the Top 10 Maritime Lawyers of 2017 in Lloyd's List Top 100 most influential people in the Shipping Industry and won the UK Client Choice Awards for Shipping & Transport in 2015.





Christian Hoppe

Christian is BIMCO's Head of Training. He is a lawyer and graduated from the University of Copenhagen with a Master's degree in 2001 and an LL.M. with Distinction from the University of Southampton in 2004. He worked at the Danish Maritime Authority from 2001 until joining the European Commission's Directorate-General for Maritime Transport and Energy in 2005. Christian has been with BIMCO since 2009, being the General Counsel from 2016 to 2025, representing the association at various international meetings and managing a number of contracts and clauses related projects. Christian was seconded to Danish law firm Gorrissen Federspiel from 2017 to 2018 and was admitted to the Danish Bar in February 2019 (practice certificate deposited). From 2022 to 2023, he worked out of BIMCO's Singapore office whilst being part-time seconded to BW Group.

Where will the course be held?

The course venue will be confirmed approximately 8 weeks before the start of the course so we can find a suitable venue for the number of participants.



For more information, please contact:

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