

The logo features a square icon with a white-to-black gradient, followed by the word "BIMCO" in a small, white, sans-serif font, and the word "TRAINING" in a large, bold, white, sans-serif font.

BIMCO TRAINING

The logo consists of the word "BIMCO" in a large, bold, white, sans-serif font, with a horizontal line above the letters "i" and "m".

BIMCO



Swansea University
Prifysgol Abertawe

MARITIME LAW ACADEMY

SHIPPING & TRADE LAW –
RESOLVING COMMERCIAL DISPUTES

Cambridge, UK
13-17 September 2027



DAY 1

09:00-09:45

Opening remarks:

- Introduction to the contractual work of BIMCO
- Briefing for all participants for arbitration hearing.

Introducing the commercial and legal matrix of shipping and international trade of goods

09:45-11:15

Carriage contracts – impact of international regimes and contract law principles:

- Legal systems governing the contract
- How can national law interfere with international law and charter parties?
- Applicable international conventions
- Liabilities and indemnities
- Some general comments on adding, deleting and managing clauses in charter parties.

11:15-11:35

Break

11:35-12:30

Carriage contracts and contractual matrix:

- The relationship between the sale, insurance and carriage contracts
- Fitness for purpose
- Force majeure clauses
- Frustration.

12:30-13:30

Lunch

The practical implementation

13:30-16:30

Marine and cargo casualties:

Building on the basic principles from the morning sessions, the speaker(s) will set the scene for a full afternoon session, describing in detail an actual dispute – its cause, problems, dilemmas and the solutions which eventually brought the case to an end.

Main themes:

- The relationship with the shipper and receiver (cargo owner)
- Navigational errors and damage to the ship
- Marine insurance.

There will be a break from 15:00-15:15.

17:45-19:00

Guided punting tour on River Cam

19:00-21:00

Welcome dinner at Restaurant SIX Cambridge



DAY 2

The legal relationships created between owners and time charterers

09:00-09:45

The charterers duty to nominate a “safe port”:

- What is a safe port?
- When is a port to be safe?
- What is the charterer’s obligation if a safe port becomes unsafe?

09:45-11:15

The owner’s duty to provide a seaworthy ship and care for the cargo:

- What is unseaworthiness?
- The nature of the shipowner’s duty
- Protection from international conventions eg Hague/Hague-Visby Rules on these duties.

11:15-11:35

Break

11:35-12:30

The shipowner’s duty to comply with legitimate employment orders:

- Contractual orders/non-contractual orders
- Which orders are legitimate?
- What happens if the owners refuse the order?
- What happens if the owners accept the order but there is a problem?

12:30-13:30

Lunch

The practical implementation

13:30-16:30

Employment and voyage orders:

Building on the basic principles from the morning sessions, the speaker(s) will set the scene for a full afternoon session, describing in detail a case – its cause, problems, dilemmas and the solutions which eventually brought the case to an end.

Main themes:

- Voyage planning and navigation
- Safe port and good seamanship
- Off-hire
- Negligence by master or crew.

As the afternoon progress, and the case unfolds, we will use game-based learning platforms to test the participants’ skills in seeking possible solutions and wording these in such a way that they solve problems and offer solutions. This includes drafting short texts and comparing these with actual correspondence in the case.

There will be a break from 15:00-15:15.

18:00

Evening on your own



DAY 3

Tour of Legal London

07:15	<i>Meet outside Wyng Gardens. Taxi to Cambridge Railway Station.</i>
07:51-09:06	<i>Train to London – Cambridge Station to City Thameslink Station, London</i>
09:30-12:30	Guided tour of Legal London with Imogen Rumbold
12:30-14:00	Lunch at The Old Bank of England 194 Fleet St, London EC4A 2LT
14:45-16:45	Visit to West of England P&I Club
	<i>Evening off in London</i>





DAY 4

Dealing with disputes – the legal system and how to prepare for arbitration and court

09:00-10:00

The initial preparations:

- Correspondence and reservations
- Disclosure of internal correspondence in English
- The roles of the parties involved.

10:00-10:40

Court and arbitration hearings:

- Dispute resolution venues
- Opening and closing statements
- Expert witnesses
 - Expert reports
 - Question of witnesses.
- Practical hints and tips.

10:40-11:00

Break

11:00-12:30

Taking disputes to arbitration:

Building on the basic principles from the morning sessions, the speaker(s) will set the scene for a full afternoon session, describing in detail a case – its cause, problems, dilemmas and the solutions which eventually brought the case to an end.

Main themes:

- Preparing for Court and Arbitration
- Presentation of evidence and witnesses
- Problems and issues arising in court or during arbitration.

12:30-13:30

Lunch

13:30-16:30

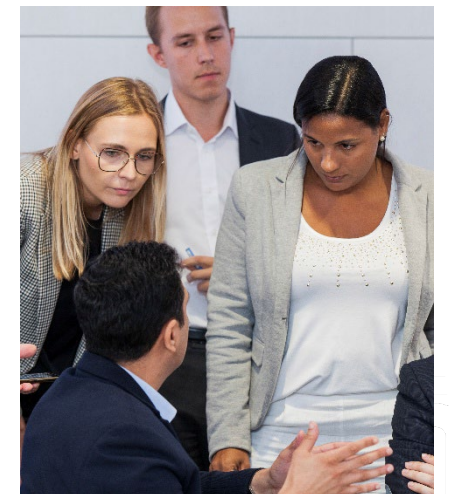
Group work: Briefings, legal counsel, and strategy

In preparation for Friday's arbitration hearing, the class will work as two teams representing Magna Charterer SA and Minimus Marine Inc.

- In the groups, the participants will begin by giving short briefings on relevant aspects, which they have been given the opportunity to prepare in advance, such as seaworthiness and safe port nominations.
- Building on these briefings, they will start outlining their skeleton arguments and overall strategy for the hearing with assistance from Jean Koh and Stephen Mackin, who will be providing legal guidance and support to the teams as the teams prepare their cases.

18:00-21:00

Dinner at King's College



**DAY 5****Litigate, mitigate or arbitrate?**

The full day session involves all participants, as well as trainers from the previous days of teaching. Participants will be part of the solution to mitigate and solve the impact of a serious casualty, from the first call from the master to the shipowner, all the way through to legal arbitration.

The scenario is highly realistic, with a vessel grounding and spilling bunkers. There is a full range of documentation and correspondence which need to be filtered and considered for the arbitration hearing, which will take place in the afternoon.

09:00-12:00**Case preparation and submission:**

All participants have been allocated roles. Working under time pressure, the groups will prepare their submissions for the afternoon arbitration hearing. These must be submitted to the sole arbitrator appointed by no later 12:00 – no exceptions accepted!

There will be a break from 10:30-10:45.

12:00-13:00*Lunch and group preparations***13:00-15:00****Arbitration hearing:**

Set up as a formal arbitration hearing, all participants will play out the scenario. Toward the end, the arbitrator will render an award in favor of one of the parties. This will purely be based on the submissions and performance during the arbitration hearing.

15:00**The end of the BIMCO Maritime Law Academy 2026**



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, Charter parties: Law and Practice and Marine Insurance on the LLM Programme, and is the Director of Shipping and Trade LLM programmes at Swansea.



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, ship management – 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).



Grant Hunter

Grant Hunter is BIMCO's Chief Digital Officer investigating the future of the shipping business to help BIMCO deliver digitalised products and services to members and the wider industry. He has worked in the shipping industry for over 40 years.

Grant began his shipping career at sea in 1978, followed by eight years working ashore in the commercial and operations department of P&O Bulk Shipping in London. He has worked for BIMCO since 1997. Prior to 2022 he was Head of Contracts and Clauses until taking on his current role.

Grant has a Masters degree in Maritime Policy and Law from the London School of Economics (LSE).



Jean Koh

Jean is a partner at HFW in London and specializes in shipping litigation, focusing on contractual shipping disputes including charter parties, bills of lading, cargo claims, commodities/trade disputes, ship sale and purchase disputes, bunker disputes and shipbuilding disputes. She represents owners, charterers, shipyards and their insurers based internationally but has a geographical focus on the Japanese market, having worked in Tokyo for 6 months there.

On the casualty side, Jean also handles wet shipping disputes, in particular fire and explosions on container vessels due to undeclared dangerous cargoes and/or engine explosions, groundings on reef, unsafe port disputes, crane collapses, damage caused by sulphur cargo, liquefaction of cargo and general average incidents. Jean has worked at the HFW in Shanghai and Pireaus.



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.

**Mette Juul Madsen**

Mette is a Training Manager at BIMCO, delivering both online and face-to-face training courses that cover key commercial shipping topics to a global audience. Mette's responsibilities include course planning and implementation, and she is assisting with the development of new training activities.

Mette was part of BIMCO's Training department from 2012 to 2017, and joined again in 2023. Mette holds a MSc in Business, Language and Culture from Copenhagen Business School.

Trinity Hall

Trinity Lane
Cambridge CB2 1TJ
United Kingdom

ACCOMMODATION: WYNG Gardens

Thompsons Lane
Cambridge CB5 8AQ
United Kingdom

Accommodation from Sunday, 12 September 2027 to Friday, 17 September 2027 (5 nights) are included in the course fee.



For more information, please contact:

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