



MARITIME OPERATIONS ACADEMY

Athens

17-20 November 2026

DAY 1

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, followed by a participant dinner.

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

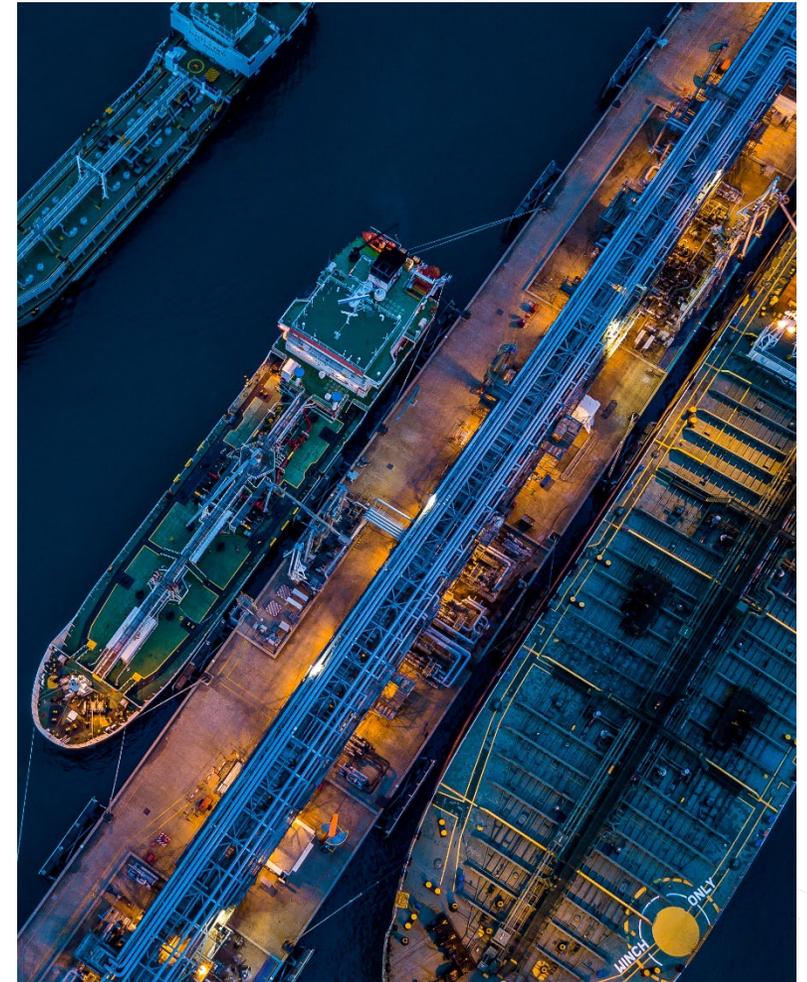
Break

15:00-17:00

Case study

18:30-21:00

Participant dinner



DAY 2

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

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

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. The first 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.

We will additionally 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



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 charter parties; 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 a partner 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, 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).





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 a 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.





Peter Grube

Peter Grube is Training Manager at BIMCO, where he develops and delivers BIMCO courses and seminars worldwide. As part of a long-term succession plan, he stepped down as Head of BIMCO Training in 2025 and continues to contribute to the team in a part-time role, focusing on programme development and delivery.

Peter joined BIMCO's Support & Advice department in 1990 and later became Marketing & Sales Director for membership and products, driving BIMCO's global position as a leading membership and shipping organisation. Before joining BIMCO, he worked at a shipowning office in Copenhagen and as a Sale & Purchase broker in Greece.

He is a graduate of the Danish School for International Marketing & Export, a Chartered Shipbroker (FICS), and 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.

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:

Address: Bagsvaerdvej 161, DK-2880 Bagsvaerd, Denmark

Phone: +45 4436 6832

Email: training@bimco.org

Web: www.bimco.org/training

Come talk to BIMCO:

www.bimco.org/events

Follow us:



LinkedIn
[company/bimco](https://www.linkedin.com/company/bimco)



BIMCO



BIMCO