

BIMCO

The practical voice of shipping

MARITIME CHARTERING ACADEMY

 **BIMCO TRAINING**

Singapore
13–16 October 2025

DAY 1 13 October 2025

Fundamentals of Chartering & Market Dynamics

09:00–09:30

Introduction and welcome:

- Overview of the BIMCO Maritime Chartering Academy – Objectives, structure of the four-day program and key learning outcomes
- Participant introductions & industry context – Brief introductions, backgrounds and expectations.

09:30–10:30

Introduction to the global shipping markets (dry bulk, tanker, container, offshore):

- Market segmentation & dynamics – Overview of dry bulk, tanker, container and offshore markets, including key trade patterns and market drivers
- Roles and relationships – Understanding the roles and interactions of shipowners, charterers and brokers across different market segments.

10:30–10:45 *Break*

10:45–11:45

Supply and demand drivers affecting charter rates:

- Macroeconomic & geopolitical influences – Global GDP growth, trade policies, sanctions, regional conflicts and their impact on shipping demand
- Commodity flows and seasonality – The influence of commodity demand cycles (eg, iron ore, coal, oil) and seasonal variations on charter rates
- Fleet supply & regulatory impact – Vessel availability, fleet expansion, scrapping rates and the effect of environmental regulations (FuelEU, CII, EEXI) on charter rates and market dynamics.

11:45–12:45

The role of shipowners, charterers and brokers:

- Roles and responsibilities – Key functions and decision-making perspectives of shipowners, charterers and brokers within the chartering process

- Commercial strategies – Balancing long-term contracts versus spot market opportunities, cargo movement planning and cost optimisation techniques
- Negotiation dynamics – Understanding market leverage, risk allocation and building effective commercial relationships among parties.

12:45–13:30 *Lunch*

13:30–14:30

Overview of key chartering terms (eg, voyage, time, bareboat charters):

- Voyage charter essentials – Freight structure, laytime, demurrage, cargo responsibilities and operational risk allocation
- Time and bareboat charter mechanics – Core terms, including hire payments, off-hire events, speed warranties, maintenance obligations, crewing and insurance
- Strategic selection of charter types – Choosing between voyage, time and bareboat charters based on operational needs, market conditions and risk management considerations.

14:30–15:30

Freight market indices and how to interpret them (Baltic Exchange, etc):

- Introduction to freight market indices – Overview and significance of key benchmarks (eg, BDI, BCI, BCTI/BDTI, WCI) and their use in chartering decisions
- Understanding index calculations: Methodology behind freight indices, including reporting panels, representative vessel types and standard routes
- Practical application and analysis – Interpreting index movements, market trends, volatility indicators and their use in strategic decisions and risk management through FFAs.

15:30–15:45 *Break*

15:45–17:00

Case study

Participants will apply the day's insights to a realistic chartering scenario in this interactive session. The case study reinforces key learnings, enhances practical skills and facilitates meaningful discussion on real-world chartering challenges.

18:00–20:30

Welcome dinner for all participants and trainers

DAY 2 *14 October 2025*

Voyage and time charter parties

09:00–10:30

Analysis of GENCON, ASBATANKVOY and other standard voyage charter forms:

- Voyage charter forms overview – Introduction and historical context of key voyage charters, highlighting the primary applications of GENCON and ASBATANKVOY
- Examination of GENCON's risk allocation, laytime and cargo responsibilities, alongside tanker-specific clauses in ASBATANKVOY such as pumping warranties and contamination risks
- Strategic charter selection – Practical guidance for choosing the appropriate voyage charter form based on cargo type, vessel specifications and operational considerations.

10:30–10:45 *Break*

10:45–11:45

Time charter party mechanics: NYPE, SHELLTIME4 and their implications:

- Fundamentals of time charter mechanics – Understanding key concepts such as vessel employment, hire payments, charter duration and allocation of operational responsibilities
- Detailed charter party review – Analysis of NYPE clauses (speed and consumption warranties, off-hire scenarios, performance claims) and SHELLTIME4 tanker-specific provisions (vetting, cargo handling and liability)
- Commercial and operational implications – Strategic considerations for selecting and negotiating time charters, managing risk exposure and optimising vessel performance under different charter party forms.

11:45–12:45

War risks and war risks clauses:

- What constitutes war risks in the context of chartering and how do these risks impact vessel operations and contractual obligations
- New BIMCO war risks clauses, namely CONWARTIME 2025 and VOYWAR 2025 – background and key updates

- Additional insurance costs associated with war risks, including war risk premiums and kidnap & ransom coverage and how these are addressed in charter party agreements
- Assessing risk zones and exercising contractual liberties to avoid or exit dangerous areas, ensuring crew and cargo safety while maintaining compliance.

12:30–13:15 *Lunch*

13:15–14:30

Specialised voyage and time charter forms

- Overview of specialised voyage charter forms like HEAVYLIFTVOY, HEAVYCON and COAs, and time charter forms such as SUPPLYTIME and WINDTIME – understanding their purpose, scope, and typical industry applications in heavy-lift and offshore operations
- Critical clauses related to cargo suitability, stowage, handling, hire payments, off-hire terms, performance warranties and operational responsibilities – tailored to the demands of heavy-lift and offshore wind projects
- Strategic contract selection and negotiation – choosing the right form based on cargo complexity, vessel capabilities and project requirements, while developing practical strategies for negotiating terms and managing risk effectively.

14:30–15:30

Working with rider clauses:

- Introduction to rider clauses – Purpose, importance and how rider clauses complement or modify standard charter party terms
- Frequently used rider clauses – Analysis of clauses commonly negotiated, including bunker quality, cargo-specific conditions, piracy, sanctions and environmental compliance
- Effective drafting and risk management – Practical guidance for clearly drafting rider clauses, preventing ambiguity, mitigating disputes and strategically managing commercial and operational.

15:30–15:45 *Break*

15:45–17:00

Case Study: Negotiating a charter party agreement:

Participants will engage in a practical exercise involving a charter party dispute. Utilising knowledge gained throughout the day, you'll analyse real-world scenarios, identify critical contractual risks and evaluate appropriate rider clauses.

DAY 3 15 October 2025

Charter party terms and vessel operations

09:00–10:30

Impact of new fuels and regulatory compliance on ship operations:

- Emerging fuels and operational impacts – Examining LNG, methanol, ammonia, hydrogen and biofuels, including implications for crew training, vessel compatibility, safety and operational efficiency
- Strategic adaptation – Evaluating fleet investments, fuel selection and chartering decisions to manage regulatory risks and secure long-term operational resilience proactively.

10:30–10:45 *Break*

10:45–11:45

Voyage optimisation and route planning in a decarbonised world:

- Voyage optimisation strategies – Integrating emissions reduction goals with commercial considerations, regulatory compliance and sustainability objectives in voyage planning
- Leveraging technology – Using advanced weather routing, predictive analytics and real-time monitoring tools to optimise fuel efficiency and reduce emissions
- Practical case studies – Interactive exercises and real-world examples demonstrating effective route planning strategies amid decarbonisation challenges.

11:45–12:45

Digital tools & data-driven decisions and the impact of AI on vessel operations:

- Digital transformation and AI in shipping – Overview of IoT sensors, vessel performance monitoring and artificial intelligence applications for improved operational efficiency and decision-making
- Data-driven decision-making – Practical strategies for leveraging real-time analytics and predictive maintenance to reduce operational costs, enhance fuel efficiency and ensure regulatory compliance
- Future opportunities and challenges – Evaluating emerging AI technologies, potential industry

transformations and managing associated risks such as data security, reliability concerns and regulatory implications.

12:45–13:30 *Lunch*

13:30–16:00

Field trip, Port of Singapore and visits to local organisations and companies:

The afternoon session will feature a guided tour of the Port of Singapore, allowing participants to experience firsthand the operations of one of the world's busiest maritime hubs. This tour will offer insights into port infrastructure, cargo-handling processes and logistical management.

Details:

- Date: Wednesday 15 October 2025; the visit will be conducted in English
- Time: 14:00–15:00
- Meeting point: Lobby 2, Level 3 outside PIC
- Host: Mr Eugene Tay, Corporate Communications and Commercial, Southeast Asia, PSA
- Dress code: office attire (no jacket no tie).

Per their programme below, the Visitors' Gallery, Level 19 is PSA's corporate HQ and affords a close-up view of the PSA port and its ops.

14:00

- Briefing at PSA Innovation Centre, Level 3
- The PSA Innovation Centre is an experiential, multimedia showcase of PSA's next-generation port and wider supply chain ecosystem

14:45

- Panoramic overview at Visitors' Gallery, Level 19
- The Visitors' Gallery provides guests a bird's eye view of Pasir Panjang Terminal, part of the world's busiest container transshipment hub

15:00

- End of programme

DAY 4 16 October 2025

Navigating risks and legal challenges in chartering

09:00–10:30

Managing sanctions and geopolitical risks within charter parties:

- Sanctions and charter parties – Understanding international sanctions, enforcement mechanisms and contractual implications for shipping and commodity trading companies
- Geopolitical risk assessment – Identifying and managing geopolitical threats affecting trade routes, cargo availability and chartering strategies
- Contractual risk mitigation – Drafting protective clauses, best practices for sanctions compliance and proactive management of geopolitical disruptions in charter-party negotiations.

10:30–10:45 *Break*

10:45–11:45

Force majeure, frustration of contracts and managing chartering disputes:

- Force majeure and frustration defined – Understanding their distinctions, triggers (e.g., natural disasters, strikes, port closures, pandemics, geopolitical disruptions) and their contractual implications
- Recognising and responding to events – Practical guidance on identifying legitimate force majeure scenarios and effectively managing contractual obligations in response
- Dispute management strategies – Best practices for dispute prevention, clear communication, claim handling and applying contractual mechanisms to resolve conflicts efficiently.

11:45–12:45

Cargo damage and claims – chartering and contractual implications:

- Cargo damage and risk overview – Common scenarios causing cargo damage, including improper handling, stowage errors and contamination, and how these impact charter party responsibilities
- Contractual allocation of liability – How liabilities for cargo damage are defined and distributed in charter party terms, including strategies to mitigate exposure through protective clauses
- Effective claim management – Practical guidance on handling cargo claims, from drafting protective clauses and clearly defining responsibilities to proactive claim reduction strategies

12:45–13:30 *Lunch*

13:30–14:30

Mitigating risks through collaboration with P&I Clubs and marine insurance:

- Role and function of P&I Clubs – Understanding their coverage, risk management services and claims-handling processes in supporting chartering activities
- Marine insurance as a risk management tool – Identifying key marine insurance products, coverage limits and how these policies align with charter party obligations
- Collaborative risk mitigation strategies – Practical approaches for effectively working with insurers and P&I Clubs to proactively manage charter party liabilities.

14:30–15:30

Environmental and regulatory compliance (FuelEU Maritime, ETS, CII, EEXI) in charter parties:

- Overview of Environmental Regulations – Introduction to FuelEU Maritime, Emission Trading Scheme (ETS), Carbon Intensity Indicator (CII) and Energy Efficiency Existing Ship Index (EEXI), highlighting their implications for charter parties
- Contractual Responsibilities and Risks – Allocating obligations between shipowners and charterers regarding compliance, vessel modifications, reporting requirements and performance obligations
- Practical Considerations and Negotiation Strategies – Strategies for drafting clauses addressing regulatory compliance, managing operational risks and mitigating disputes arising from environmental compliance obligations.

15:30–15:45 *Break*

15:45–17:00

Case study

SPEAKERS



Serena Huang Xiaohui

Serena is a Senior Consultant at Drewry with 15 years of experience in the shipping industry. Her expertise covers various sectors of tramp shipping, shipping decarbonization, and alternative fuels. She is committed to advancing sustainability and driving innovation within the maritime sector.



Shi Yanjie

Shi Yanjie is a Senior Freight Market Assessor at the Baltic Exchange. Prior to joining the Baltic in 2013, Yanjie worked as a shipbroker with R.S. Platou and SSY in Singapore. Since then, Yanjie has been focusing on the Baltic index production from both its London and Singapore office. Yanjie holds a Master's degree in International Transportation Management from the State University of New York, Maritime College.



Punit Oza

Punit Oza is the founder & director of Maritime NXT, Singapore, a platform dedicated to driving the "Next" in Maritime through investing, training, teaching, mentoring, consulting & collaborating in the Commercial Shipping & Digital Transformation space.

Punit holds a Masters in Shipping, Trade and Finance from Bayes (previously CASS) Business School, UK, and an LLB and Post Graduate Diploma in Maritime Law from the University of London.

Punit is a Fellow of the Institute of Chartered Shipbrokers and currently the President of the Institute.

Punit has over 30 years of experience in Dry Bulk Shipping, holding senior management positions in some leading shipping companies including Precious Shipping, Noble Group & Torvald Klaveness.

Punit is a Senior Adjunct Fellow at Maritime & Port Authority of Singapore (MPA) Academy, and an Affiliated Research Fellow & Guest Lecturer at Singapore Management University (SMU), and multiple business schools lecturing on "Geopolitical risks & their impact on shipping & trade flows".

Punit is deeply involved with the maritime tech startup space and is an angel investor and advisor in a VC, Motion Ventures, and sits on the advisory boards of various startups.



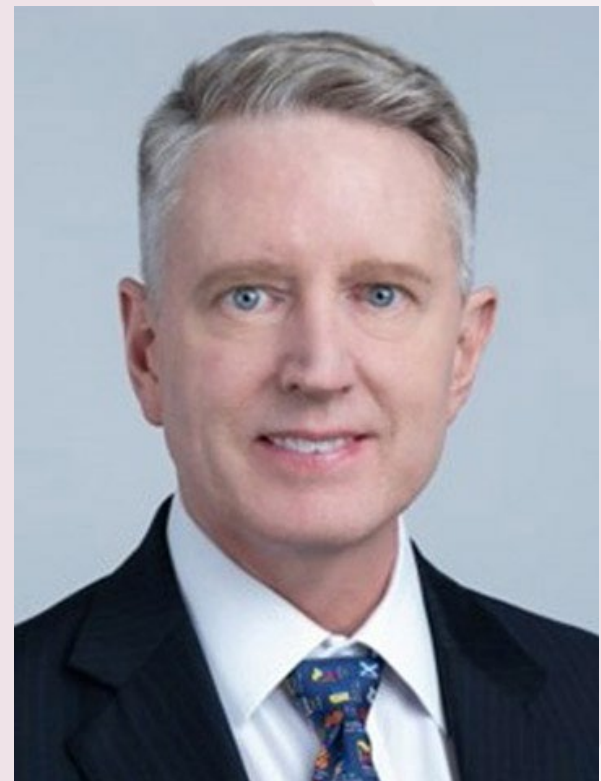
John Butler

John is a partner at Adams&Moore Solicitors LLP, London. Dual-qualified as a Solicitor-Advocate in England & Wales and as a Solicitor in Hong Kong, John is also a Fellow of the Chartered Institute of Arbitrators (FCIArb) and has represented clients at arbitrations both "ad hoc" and subject to institutional rules (including LMAA, SCMA, SIAC, LCIA, ICC, UNICTRAL, HKIAC, CIETAC and others).

John specialises in disputes arising out of charterparties, bills of lading, sale & purchase contracts and contracts of affreightment. Prior to joining A&M, John spent 9 years in Hong Kong (including a secondment to an IG P&I Club) and has experience of acting for parties across Asia, including owners, charterers, P&I insurers, brokers, cargo interests and shipyards in the marine sector. Outside of the marine field, John has also acted for shareholders and creditors in commercial disputes, fraud and insolvency proceedings, both before the Hong Kong and London courts.

John has an international background, and speaks fluent German as well as basic French, Mandarin and Japanese. John has also been recognised as a Rising Star in the Shipping Litigation category of the Legal 500 Asia Pacific (Hong Kong) between 2018 and 2020.

SPEAKERS *(continued)*



Peter Glover

Peter serves as Asia co-chair in Reed Smith's Global Commercial Disputes group. He is a shipping, admiralty, trade and commodity disputes and legal risk management lawyer based in Singapore who focuses on international commercial litigation, arbitration and risk management.

Peter regularly advises ship owners, charterers, commodity, energy and trading firms, banks and insurers across a number of jurisdictions and has particular experience in lengthy proceedings involving cross border aspects, multi-jurisdictional teams and the coordination of experts. On the contentious side, Peter works across a number of sectors and has particular interest and experience in all aspects of shipping and admiralty matters, international trade, commodities trading, marine insurance, the enforcement of guarantees, civil fraud and commercial and competition law. He is also a member of the firm's international arbitration practice with particular experience in LMAA and ad hoc arbitration. In addition, he advises companies on accident, regulatory and internal investigations and pollution and emergency response management. Peter has been involved in a number of high profile casualties requiring multiple office and cross jurisdiction coordination and has experience in civil, regulatory and criminal aspects of casualty management.

On the non-contentious side, Peter focuses on risk management, commercial contract drafting (charterparties and commodities), export arrangements, directors' liabilities, regulatory compliance, and insurance and competition law. Peter is qualified to practice in England and Wales, Hong Kong and Queensland, Australia.



Adrian Aw

Adrian is a litigation and dispute resolution practitioner. He regularly appears as counsel on a wide range of contentious matters before all courts, as well as arbitral tribunals, in Singapore.

Adrian's international trade and commodities practice involves providing assistance to commodity trading houses, oil majors and mining companies in both transactional matters and disputes relating to the sale, transportation and financing of commodities.

In shipping and maritime, Adrian has handled matters (including appearing as counsel in court and arbitration proceedings) ranging from casualties (such as collisions, groundings and fires) to charterparty and cargo disputes. His clients are shipowners, P&I Clubs and hull underwriters, shipyards and bunker suppliers.

In the employment law space, Adrian regularly advises both employers and employees on contentious and non-contentious employment issues, including setting up office in Singapore, salary disputes, work-related injury claims, advice on retrenchment/redundancy exercises, and termination or recruitment of employees subject to restraint of trade/non-compete clauses.

Adrian also advises and represents clients in a wide range of general and commercial disputes, such as corporate and individual insolvency, contractual and tortious claims, as well as both contentious and non-contentious matters in relation to real property and general insurance.



Jonathan Lim

Jonathan is a litigator and dispute resolution practitioner with over 10 years' experience in admiralty and shipping, insurance and commercial litigation. He has acted as lead counsel in litigation and appellate cases before the High Court of Singapore and in arbitration.

Jonathan's main practice is in admiralty and shipping, with an emphasis on contentious work (litigation and arbitration). He has advised or represented shipowners, charterers, cargo owners, bunker suppliers, banks and insurers in court and in arbitration. His relevant experience includes casualty investigation (collisions, grounding, fire and main engine breakdown), marine insurance, mortgage enforcement and workouts (including in an insolvency context), bunker supply disputes, disputes under contracts of carriage and bills of lading, maritime letters of indemnity, shipbuilding disputes, and recognition and enforcement of arbitration awards in Singapore. He also has complementary experience in admiralty procedure, including the arrest of vessels, discharge of cargo on board vessels, judicial sale of vessels, determination of priorities and limitation action.

Prior to practising law, Jonathan served as a naval combat officer in the Republic of Singapore Navy, where his last appointment was as the operations officer on board a frigate. He has six years' sea-going experience, including ship-handling, navigation and deck operations.

SPEAKERS *(continued)*



Daniel Rainer

Daniel is an experienced litigator based in Singapore, with a focus on shipping and international trade disputes. He has worked closely with shipowners, P&I clubs, H&M underwriters and salvors to advise on casualty management and contractual disputes.

Daniel has worked on a number of high-profile casualties, including cargo fires, groundings, collisions and pollution response. Where disputes cannot be resolved through negotiation and mediation, Daniel has extensive experience in arbitration (particularly under LMAA and LOF rules), in English court litigation and in managing cross-jurisdictional legal teams. This includes general average, jurisdictional disputes, security issues and limitation.

Daniel has also taken part in emergency response drills and advised on response procedures.

Daniel also has extensive experience in dry shipping matters arising out of various charterparty forms, pool agreements, bills of lading and slot sharing contracts. These include claims in relation to misdelivery, cargo contamination and damage, and demurrage. Daniel has also been involved in ship arrests across a number of jurisdictions.

In addition to his private practice experience, Daniel has been seconded to the claims handling team of an international group P&I club in London, gaining experience in claims handling across P&I and FDD files.



Chong Jie Lee

Chong Jie is a dispute resolution lawyer whose practice focuses on shipping, international trade, commodities, marine insurance and maritime related commercial disputes.

In the area of shipping and maritime disputes, Chong Jie has worked on cases involving marine collisions, cargo claims,

charterparties and contracts of affreightment, marine insurance claims, ship arrests, and bunkering disputes. Chong Jie has also done other contentious work in the areas of international sales and insolvency.

Jonathan's main practice is in admiralty and shipping, with an emphasis on contentious work (litigation and arbitration).



Tony Paulson

Tony Paulson is West's Head of Asia and Corporate Director, based in Singapore. He joined the West of England in 1990 and having worked in the Claims Department dealing with a wide variety of Members, he was appointed a Director in 2005. Tony's responsibilities include full oversight of all sanctions matters and he represents West

on the International Group of P&I Club's Sanctions Committee. He advises the Club's Members and other stakeholders on sanctions and has represented the IG in meetings, seminars and workshops with a wide variety of governmental bodies.



Leo Vincent

Captain Leo Vincent is a commercially astute maritime executive with over three decades of global experience spanning shipping operations, port transformation and business management. He has held senior leadership roles across top-tier organisations – including BP Shipping, Jurong Port and Pacific International Lines

– delivering operational turnarounds, commercial growth and stakeholder alignment. As Assistant General Manager at the Centre for Maritime Efficiency, he leads digital innovation and strategic efficiency initiatives for a 100-vessel fleet, unlocking performance gains and significant cost savings. From securing multimillion-dollar operational breakthroughs to launching industry-first steel cargo stowage standards, Leo combines technical mastery with commercial vision to shape profitable, resilient and sustainable maritime operations.

Leo holds a Master Class 1 COC, MBA from Curtin University, is a Fellow of the Nautical Institute and a Member of Society of Naval Architects and Marine Engineers Singapore (SNAMES).

SPEAKERS *(continued)*



Himanshu Joshi

Himanshu stands at the helm of Seven Oceans Holdings as its Founder and CEO, bringing over three decades of experience spanning commercial shipping and technology innovation. Seven Oceans is recognised as the gold standard in commercial shipping and freight management, delivering modern, cohesive, and responsive solutions for the global industry.

An alumnus of London Business School and London Guildhall, Himanshu's career reflects both depth and diversity in commercial expertise. From serving as a VLCC Captain to his roles as Shipping Economist with a leading oil tanker broker in London and in tanker chartering management at OMI (Stamford, CT & New York), he has built a unique vantage point across the maritime value chain.

Himanshu is a recognised and respected thought leader in the global maritime industry, with a rare perspective that spans the bridge, the boardroom, and now the technology frontier. He is passionate about connecting industry expertise with innovation to drive sustainable, future-ready shipping.



Ashok Srinivasan

Ashok is qualified and experienced as a Master Mariner, a certified Dynamic Positioning Officer, and a Marine Lead Auditor. In addition, he possesses a Master of Business Administration (MBA) from Copenhagen Business School.

As the Regional Manager, South Asia and Technical Manager at BIMCO Singapore,

Ashok is responsible for safeguarding the interests of BIMCO members and stakeholders in the technical aspects of maritime operations. His influence extends beyond the region as he serves as Vice-Chair of the Advisory Committee at the International Association of Classification Societies (IACS). With a proven track record spanning over 18 years in the maritime sector, Ashok has solidified his position as a maritime expert.

His extensive seafaring career with A.P. Moller Maersk encompasses a diverse range of vessel types, including container ships, car carriers, oil tankers (crude and product), and notably, gas tankers (LPG and LNG). His expertise further extends to the offshore sector where he held the roles of Master and Senior Dynamic Positioning Officer (SDPO) on platform supply vessels and cable layers.

Demonstrating a strong commitment to quality and safety, Ashok previously contributed to enhancing ship quality, safety, and security at V.Group. His qualifications as a Certified Lead Auditor and Integrated Marine Auditor by LRQA (Lloyd's Register Quality Assurance) underscore his expertise in preparing vessels for external audits such as ISM, ISPS, and MLC, as well as industry vetting inspections like OCIMF-SIRE and CDI.



Indu Chitran

Indu Chitran is an experienced maritime lawyer, currently serving as a Maritime Contracts Manager at BIMCO. Indu is heavily involved in the development of contractual solutions for the maritime industry, including the ongoing revision of BIMCO's recycling contract, RECYCLECON.

Prior to joining BIMCO, Indu was a manager in the claims department of an IG P&I Club in Singapore, where she was responsible for a broad spectrum of P&I and Defence matters. Her expertise in these areas has been instrumental in her current role, where she continues to contribute to the maritime sector's contractual frameworks.

Indu is a dual-qualified lawyer, holding qualifications in both Singapore and England. This legal background equips her with a unique perspective and a comprehensive understanding of international maritime law.

ORGANISERS



Wei Zhuang

Wei Zhuang is the Head of Asia Pacific at BIMCO. Wei started his BIMCO career with the Legal & Contractual Affairs Department in 2011 where he joined a wide range of BIMCO's standard contracts and clauses projects, including project development, revision and promotion. He was further promoted as China Liaison Officer as well as the General Manager of BIMCO Shanghai Centre. Now as the Head of Asia Pacific, he is committed to keeping a constructive relationship with regional regulators and industry stakeholders and, most importantly, to provide portfolio services to BIMCO members and potential members in Asia.

Wei's previous positions include eight years as a maritime lawyer and Senior Fellow at Maritime University. He has a master's degree in maritime law and a PhD in international law.

庄炜系波罗的海国际航运公会(BIMCO) 亚洲区总经理。他在2011年加入BIMCO的法律与合同事务部工作，期间参与了大量BIMCO标准合同和条款的项目，包括项目开发、修订以及推广。后来庄先生被任命为大中华区总经理兼BIMCO上海中心主任，目前其担任BIMCO亚洲区总经理，致力于加强BIMCO与亚洲的沟通和合作，积极推动国际航运界和航运政策制定者和产业利益者之间富有建设性的沟通与合作，重点是维系亚洲区BIMCO会员的利益并向他们提供高效的服务。

庄炜曾担任8年的海事律师和高校教师，拥有海商法硕士及国际法学博士学位。



Megan Lim

Megan joined BIMCO in 2022 as a Student Assistant supporting the Singapore office's membership activities and assisting former Deputy Secretary General, Søren Larsen. Her current role as Assistant Membership & Training Manager involves continued support for membership operations, along with efforts to expand BIMCO's presence in Singapore and broader Asia, in collaboration with the Asia team. Megan is an alumnus of Nanyang Technological University (NTU), holding a Bachelor's degree in Maritime Studies.

VENUE

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The BIMCO logo, featuring the word 'BIMCO' in a large, bold, blue sans-serif font. Above the letters 'i' and 'm' is a horizontal blue line with a small square in the center, resembling a stylized ship's mast or a bridge structure.