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COURSE BROCHURE

# Cargo Insurance Claims and Carrier Recovery Training Course

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Registered in the United Kingdom and Saudi Arabia

# Cargo Insurance Claims and Carrier Recovery Training Course

Cargo Insurance Claims and Carrier Recovery is a 1-week training course for claims handlers, cargo underwriters, freight forwarders and shippers, built around a cargo claim and recovery file. Wet damage and short delivery become costs that only prepared claims and timely carrier notices recover. Jupiter Prime Training connects policy cover, loss evidence and recourse against carriers in one working discipline.

## Why Cargo Insurance Claims and Carrier Recovery Matters Now

Three forces shape cargo claims today: larger casualties that trigger general average and salvage on whole ships, underwriters tightening their scrutiny of packing and survey evidence, and carriers defending recovery demands with strict notice periods and liability limits. A cargo interest that documents losses well recovers its outlay; one that misses a time bar absorbs the full loss. The course rests on the main carriage regimes, the Hague-Visby Rules, the Hamburg Rules and the Rotterdam Rules, together with the International Convention on Salvage and the Special Compensation P&I Clause SCOPIC.

## Who Gains Most from Cargo Insurance Claims and Carrier Recovery

- Claims staff who receive loss notices, appoint surveyors and adjust cargo settlements
- Underwriting staff who set cover terms, exclusions and conditions for goods in transit
- Forwarding staff who issue transport documents and handle consignee complaints
- Recovery staff who pursue carriers, terminals and hauliers after an insurer pays

Insurer and broker teams that send claims and recovery staff together gain most.

## Cargo Insurance Claims and Carrier Recovery Capabilities

Participants trace each loss from policy wording to a recovery demand a carrier must answer.

- Assess whether a loss falls within all risks or named perils cover — accepting or declining the cargo claim
- Calculate a cargo interest's general average contribution and salvage security — releasing goods at destination
- Build a claim bundle of survey reports, invoices and delivery receipts — supporting the insurer's settlement
- Apply carrier liability limits under each carriage regime — estimating the realistic recovery amount
- Specify notice letters and time extension requests to carriers — protecting the subrogated right of recovery
- Weigh settlement offers against litigation or arbitration costs — advising underwriters on recovery strategy

## Key Cargo Insurance Claims and Carrier Recovery Terms

- General average — the sharing of an intentional sacrifice or expense made to save a ship and its cargo among all interests.
- Subrogation — the insurer's right, after paying a claim, to pursue the party responsible for the loss in the insured's name.
- Time bar — the period after delivery within which a cargo claim against a carrier must be brought or lost.
- Package limitation — the cap on a carrier's liability per package or per unit of weight under a carriage regime.
- Average bond — the undertaking cargo receivers sign to pay their share of general average before goods are released.
- Particular average — a partial loss of cargo borne by its owner or insurer alone, not shared with other interests.

## Cargo Insurance Claims and Carrier Recovery Day by Day

### Day 1: Cargo Cover and Policy Wording

- All Risks and Named Perils Cover — Choosing Cover for Each Trade
- Exclusions for Packing, Delay and Inherent Vice — Declining Doubtful Losses
- Warehouse to Warehouse Transit Clause — When Cover Starts and Ends
- Open Covers and Insurance Certificates — Declaring Shipments Under a Facility
- Insured Value and Sale Contract Risk Transfer — Who Holds Insurable Interest

### Day 2: General Average and Salvage

- General Average Acts and Allowable Expenses — Sharing Sacrifice Among Interests
- Average Bonds and Cash Deposit Options — Releasing Cargo at Discharge Port
- Average Adjuster's Statement — Checking Contributory Values and Allowances
- International Convention on Salvage Rewards — Cargo Share of Salvage Claims
- SCOPIC and Salvage Security — Underwriter Response After a Casualty

### Day 3: Building the Cargo Claim

- Loss Notice and Joint Survey Arrangements — Preserving Evidence at Delivery
- Survey Reports, Tallies and Outturn Records — Proving Loss Quantity
- Damage Cause Analysis for Wet, Heat and Crush Losses — Liability Allocation
- Claim Bundle and Measure of Indemnity — Settling With the Assured
- Salvage Sales and Mitigation Duties — Reducing the Net Loss

### Day 4: Carrier Recovery and Time Bars

- Hague-Visby Rules Defences and Limits — Assessing Carrier Exposure
- Hamburg and Rotterdam Rules Comparison — Regime Choice and Liability Shifts
- Notice Periods and Time Extension Requests — Keeping Recovery Rights Alive
- Subrogation Receipts and Letters of Subrogation — Transferring Rights to Insurers
- Multimodal Recovery Against Hauliers and Terminals — Identifying the Liable Leg

## Day 5: Practising the Cargo Claim and Recovery File

- Container Loss Case Using Day 1 Cover Tests — Accept or Decline Decision
- General Average Contribution Exercise — Cargo Share and Bond Release
- Survey Evidence Review for a Damaged Consignment — Gaps and Fixes
- Recovery Demand Drafting Under Limitation Rules — Realistic Recovery Figure
- Cargo Claim and Recovery File — Final File for Peer Challenge

## Applying Cargo Insurance Claims and Carrier Recovery After the Course

- Audit open cargo claims against carrier time bars and issue time extension requests where a deadline is near.
- Rebuild one recent claim bundle with joint survey evidence and a subrogation receipt.

## Cargo Insurance Claims and Carrier Recovery Questions FAQ

### What is cargo insurance claims and carrier recovery, and why does it matter now?

It is the practice of settling insured cargo losses and then recovering them from the carrier at fault. It matters now because strict carrier time bars punish every missed step.

### Which roles gain most from cargo insurance claims and carrier recovery skills?

Claims handlers, cargo underwriters, freight forwarders and shippers gain most, since each decides how a loss is proven and paid.

### How does cargo insurance claims and carrier recovery differ from a shipping law course?

It follows one cargo loss from policy cover to recovery. A shipping law course covers contracts and disputes across the wider shipping business.

### What do you bring back from cargo insurance claims and carrier recovery training?

You bring back a worked claim and recovery file, a general average method and notice letter templates.

## Cargo Insurance Claims and Carrier Recovery: The Way Forward

The cargo claim and recovery file first informs whether a loss is accepted and which carrier receives notice. Claims handlers and recovery staff use it to align each settlement with recourse against the carrier. After its first use, revisit how close the recovered amount came to the limitation figure estimated at the start.