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COURSE BROCHURE

Shipping Fleet Performance Data Analytics Training Course

12 – 16 July 2027
Rome

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Registered in the United Kingdom and Saudi Arabia

Shipping Fleet Performance Data Analytics Training Course

Ref: 3084_117191 **Date:** 12 – 16 July 2027 **Location:** Rome **Fees:** 7200 GBP

Shipping Fleet Performance Data Analytics is a 1-week training course for operations, fleet performance and chartering analysts who must turn voyage, engine and port-call records into a fleet performance dashboard that owners and charterers trust. As fuel costs, emissions reporting and charter party claims tighten margins, organisations that read their vessel data well make faster and fairer commercial calls. Jupiter Prime Training delivers this course on shipping fleet performance data analytics.

Why Shipping Fleet Performance Data Analytics Matters Now

Three forces shape fleet performance work today. Charterers increasingly challenge speed and consumption warranties with independent weather evidence, so owners need defensible voyage records. Carbon intensity reporting places each vessel on a rating that affects its commercial appeal and its access to cargo. Onboard sensors and satellite position feeds now produce far more readings than noon reports ever did, yet much of that stream sits unused. Fleets that combine these sources settle claims quickly, plan hull cleaning on evidence and route ships with confidence; fleets that do not argue over numbers, burn extra fuel and lose charter credibility.

Who Gains Most from Shipping Fleet Performance Data Analytics

- Analysts who check noon reports and voyage logs
- Specialists tracking hull, propeller and engine condition
- Post-fixture staff defending speed and consumption claims
- Operations staff briefing masters on routing and arrival
- Analysts reporting fuel use and emissions intensity

A fleet performance cell sending operations, technical and commercial analysts together gains most, sharing one baseline method.

Shipping Fleet Performance Data Analytics Capabilities

Participants move from raw noon entries and sensor channels to evidence for commercial and technical decisions.

- Assess noon report and logbook quality against sensor readings — the post-fixture analyst defending a claim
- Build speed and consumption baselines corrected for draught and weather — the charterer negotiating a warranty
- Calculate hull and propeller fouling penalties over time — the superintendent scheduling underwater cleaning
- Weigh route and arrival options using weather and port congestion data — the operator briefing the master
- Apply carbon intensity measures to voyage records — the manager reporting vessel ratings
- Design a fleet dashboard that ranks vessels by performance gap — the fleet director allocating budget

Key Shipping Fleet Performance Data Analytics Terms

- Noon report — the daily vessel message giving position, distance, speed, fuel used and weather.
- Speed and consumption warranty — the charter party promise of a stated speed on a stated daily fuel burn.
- Good weather day — a voyage day whose wind and sea fall inside charter party claim limits.
- Fouling penalty — extra fuel needed because marine growth roughens hull and propeller.
- Carbon intensity indicator — carbon dioxide emitted per unit of cargo transport work.
- Laytime — time allowed for loading and discharging before demurrage is payable.

Shipping Fleet Performance Data Analytics Day by Day

Day 1: The Vessel Data Landscape

- Noon Reports, Logbooks and Sensor Channels — Which Source Governs Each Decision
- Satellite Position Feeds and Port Call Records — Voyage Timeline Accuracy
- Charter Party Performance Clauses — What Evidence Owners Must Hold
- Emissions Reporting Duties — Which Voyage Fields Must Be Complete
- Fleet Data Inventory Sheet — Gaps Blocking Reliable Performance Comparison

Day 2: Cleaning and Validating Voyage Records

- Outlier Rules for Speed, Distance and Consumption — Rejecting Faulty Entries
- Reconciling Bunker Delivery Notes With Tank Soundings — Fuel Balance Disputes
- Time Zone and Steaming Hour Corrections — Distance and Speed Integrity
- High-Frequency Sensor Resampling — Matching Readings to Noon Intervals
- Data Quality Scorecard per Vessel — Where Crews Need Reporting Guidance

Day 3: Speed, Power and Fuel Baselines

- Speed–Power Curves From Sea Trial and Service Data — Expected Performance
- Draught and Trim Normalisation — Fair Comparison Across Loading Conditions
- Wind and Wave Correction Using Hindcast Weather — Good Weather Filtering
- Hull and Propeller Fouling Trend Lines — Cleaning and Dry-Dock Timing
- Main Engine Specific Fuel Oil Consumption Tracking — Overhaul Priorities

Day 4: Routes, Ports and Commercial Decisions

- Weather Routing Comparisons — Choosing Between Shorter and Calmer Passages
- Arrival Time Optimisation and Port Congestion Data — Slow Steaming Choices
- Speed and Consumption Claim Calculations — Settling Charter Disputes
- Laytime and Waiting Time Analysis — Demurrage Exposure Across Terminals
- Carbon Intensity Projection per Voyage Plan — Vessel Rating Outlook

Day 5: Practising the Fleet Performance Dashboard

- Applying Cleaned Voyage Records to a Container and Tanker Case — Baseline Choice
- Ranking Vessels by Fouling and Engine Gaps — Maintenance Budget Allocation
- Presenting a Disputed Warranty Claim With Weather Evidence — Commercial Response
- Indicator Selection and Alert Thresholds — Who Acts on Each Signal
- Fleet Performance Dashboard Build and Peer Review — Monthly Fleet Meeting Pack

Applying Shipping Fleet Performance Data Analytics After the Course

- Run a data quality scorecard across the fleet's last quarter of noon reports and share crew reporting guidance with the worst performers.
- Recalculate one vessel's fouling trend with draught and weather correction and propose a cleaning date to the technical superintendent.

Shipping Fleet Performance Data Analytics Questions FAQ

What is shipping fleet performance data analytics and why does it matter now?

It turns voyage, engine, weather and port data into evidence of how each ship performs. It matters now because charter claims, fuel costs and carbon ratings depend on defensible numbers.

Which roles gain most from shipping fleet performance data analytics training?

Analysts validating noon reports, superintendents watching hull and engine condition, and chartering staff handling warranty claims gain most, along with operations staff who brief masters.

How does shipping fleet performance data analytics differ from a general big data course?

It applies data methods to ship records. A general big data course covers platforms across industries; this subject focuses on noon reports, speed–power baselines, weather correction and charter party evidence.

What do you bring back from shipping fleet performance data analytics training?

You bring back a dashboard design ranking vessels by performance gap, plus cleaning rules for voyage records and a reusable claim calculation.

Shipping Fleet Performance Data Analytics: The Way Forward

The fleet performance dashboard first informs which vessels receive hull cleaning or engine attention in the coming quarter. Technical superintendents, chartering teams and fleet directors use it at monthly fleet meetings. After its first use, revisit the alert thresholds and the good weather limits, since route patterns, cargo mix and charter terms shift and the baseline must follow them.