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COURSE BROCHURE

# Bills of Lading Risk and Carrier Liability Advanced Training Course

28 June – 9 July 2027
Rome

# Bills of Lading Risk and Carrier Liability Advanced Training Course

**Ref:** 380_13441 **Date:** 28 June – 9 July 2027 **Location:** Rome **Fees:** 10500 GBP

Bills of Lading Risk and Carrier Liability is a 2-week advanced training course for documentary credit officers, freight forwarders, carrier claims staff and trade finance lawyers who issue, check or rely on shipping documents, and each participant completes a Bill of Lading Risk Review. Fraudulent presentations, misdelivery and the move to electronic records make one wrongly worded clause a source of loss for banks, cargo interests and carriers alike. The course is delivered by Jupiter Prime Training.

## Why Bills of Lading Risk and Carrier Liability Matter Now

Three groups now pull the bill of lading in different directions: banks that need clean documents as security, carriers that face pressure to release cargo without the original, and cargo owners pursuing loss and damage across several liability regimes. Platforms for electronic records add a fourth pressure, changing how possession and transfer are proved. An organisation that reads these documents precisely protects its security and limits its exposure; one that does not funds misdelivery losses and indemnity claims it never priced. The course rests on the Hague-Visby Rules, the Hamburg Rules and the Rotterdam Rules, compared article by theme.

## Who Gains Most from Bills of Lading Risk and Carrier Liability

- Document examiners responsible for accepting or refusing transport documents under documentary credits
- Forwarding desks responsible for issuing house bills and instructing carriers on consignee details
- Carrier claims units responsible for defending cargo loss, damage and misdelivery claims
- Trade finance and shipping lawyers responsible for advising on title, indemnities and jurisdiction
- Commodity traders' operations staff responsible for switch bills and chain sales documentation

A trade finance group gains most when its document examiners, operations staff and legal advisers attend together, because each sees a different risk in the same document and the gaps sit between their checks.

## Bills of Lading Risk and Carrier Liability Capabilities

Participants learn to read a bill of lading as security, as contract evidence and as a liability map at the same time.

- Assess whether a bill of lading performs as receipt, contract evidence and document of title — banks and cargo buyers
- Apply the carrier liability regimes to loss, damage and delay scenarios — claims handlers and insurers
- Weigh the risk of a letter of indemnity before releasing or accepting it — carriers and their P&I advisers
- Test switch bill and chain sale requests against fraud indicators — traders and document examiners
- Specify safeguards for electronic bills of lading on a trade platform — operations and technology leads
- Build a defensible position on misdelivery and jurisdiction disputes — legal counsel and senior management

## Key Bills of Lading Risk and Carrier Liability Terms

- Document of Title — a document whose transfer passes the right to demand delivery of the goods from the carrier.
- Clean Bill of Lading — a bill carrying no clause that declares a defective condition of the goods or packaging.
- Letter of Indemnity — an undertaking to compensate a carrier for losses arising from delivering cargo without the original bill.
- Switch Bill — a second set of bills issued to replace the originals, often to change parties, ports or quantities shown.
- Package Limitation — a cap on the carrier's liability calculated per package or unit of weight under the applicable regime.
- Electronic Bill of Lading — a digital record that replicates the functions of a paper bill on a controlled transfer platform.

## Bills of Lading Risk and Carrier Liability Day by Day

## Day 1: The Document in Modern Trade

- Receipt, Contract Evidence and Title Functions — Mapping Who Relies on Each
- Order, Straight and Bearer Bills — Choosing the Right Form for the Sale
- Sea Waybills and Delivery Orders — Deciding When Title Transfer Is Unnecessary
- House and Master Bills — Separating Forwarder and Carrier Responsibility
- Bill of Lading Fraud Patterns — Recognising Where Losses Typically Begin

## Day 2: Issuing and Signing Bills

- Master's and Agent's Signature Authority — Binding the Correct Carrier
- Identity of Carrier and Demise Clauses — Finding the Party to Sue
- Date of Shipment and Antedating Risk — Protecting Banks and Buyers
- Number of Originals and Their Control — Limiting Misuse of Spare Sets
- Charterparty Bills and Incorporation Clauses — Importing Charter Terms Safely

## Day 3: Description of the Goods

- Clean Versus Claused Bills — Deciding When a Remark Is Justified
- Said to Contain and Weight Unknown Wording — Testing Its Protective Effect
- Tally Records and Mate's Receipts — Supporting Condition Statements
- Container Seal and Shipper's Load and Count — Allocating Evidential Burden
- Bulk Cargo Quantity Disputes — Reconciling Draft Survey and Shore Figures

## Day 4: Liability Regimes Compared

- Hague-Visby Rules Carrier Duties — Applying Seaworthiness and Cargo Care
- Hamburg Rules Presumed Fault Basis — Comparing the Burden of Proof
- Rotterdam Rules Door-to-Door Coverage — Assessing Multimodal Exposure
- Carrier Defences Catalogue — Weighing Nautical Fault and Perils of the Sea
- Package and Weight Limitation — Calculating the Maximum Recoverable Sum

## Day 5: Cargo Claims Practice

- Notice of Loss and Time Limits — Preserving a Cargo Claim
- Survey Reports and Joint Inspections — Building the Evidential Record
- Title to Sue and Assignment — Confirming Who Can Bring the Claim
- Deviation and Deck Cargo Issues — Testing Loss of Limitation Rights
- Cargo Insurer Subrogation — Coordinating Recovery With Underwriters

## Day 6: Delivery Without the Original

- Misdelivery Liability Principles — Assessing Carrier Exposure on Release
- Letters of Indemnity Wording — Deciding Whether to Accept or Refuse
- Bank Countersigned Indemnities — Weighing Security Behind the Undertaking
- P&I Cover Exclusions for Misdelivery — Identifying Uninsured Exposure
- Delivery in Discharge Ports With Custom Practices — Managing Local Release Risk

## Day 7: Banks and Documentary Credits

- Transport Document Examination Criteria — Accepting or Refusing a Presentation
- Discrepancy Patterns in Bills of Lading — Advising Applicants and Beneficiaries
- Bank as Holder of the Bill — Enforcing Security Over Cargo
- Trust Receipts and Release Arrangements — Balancing Security and Trade Flow
- Sanctions and Vessel Screening Checks — Flagging Documents Needing Escalation

## Day 8: Switch Bills and Chain Sales

- Legitimate Switch Bill Requests — Setting Conditions Before Reissue
- Chain Sale Documentation Flow — Tracking Title Across Multiple Buyers
- Surrender and Cancellation Procedures — Preventing Duplicate Originals
- Fraud Red Flag Checklist — Escalating Suspicious Requests
- Commodity and Container Trade Examples — Comparing Switch Practice by Sector

## Day 9: Electronic Records and Disputes

- Electronic Bill Platforms and Rulebooks — Assessing Legal Recognition
- Control and Transfer of Electronic Records — Proving Exclusive Possession
- Paper to Electronic Conversion — Managing Hybrid Document Chains
- Jurisdiction and Arbitration Clauses — Choosing Where Disputes Are Heard
- Himalaya Clauses and Third Parties — Extending Defences to Terminals and Stevedores

## Day 10: Practising the Bill of Lading Risk Review

- Clause and Description Audit — Applying Issuance Checks to a Live Bill
- Liability Regime Selection — Applying Limitation Calculations to the Case Cargo
- Indemnity and Release Decision — Applying Misdelivery Analysis Under Pressure
- Bank Presentation Simulation — Applying Examination Criteria to a Document Set
- Bill of Lading Risk Review — Completing Exposures, Controls and Escalation Points

## Applying Bills of Lading Risk and Carrier Liability After the Course

- Review the last ten letters of indemnity accepted or issued and grade each against the wording and security criteria covered in the course.
- Lead a joint session between document examiners and operations staff to agree a single fraud red flag checklist for switch bill requests.

## Bills of Lading Risk and Carrier Liability Questions FAQ

### What is bills of lading risk and carrier liability, and why does it matter now?

It is the study of how a bill of lading creates rights, security and liability for carriers, banks and cargo owners. It matters now because fraud, misdelivery and electronic records are changing who carries loss when a document is wrong.

### Which roles gain most from bills of lading risk and carrier liability training?

Document examiners, forwarders, carrier claims staff and trade finance lawyers gain most. You will see the same bill from the bank counter, the forwarding desk and the claims file, so you can close gaps between those checks.

### How does bills of lading risk and carrier liability training differ from a general shipping documentation course?

It goes beyond completing documents correctly to the legal and financial consequences when they fail. A general documentation course teaches preparation; this one tests title, indemnities, liability limits and fraud scenarios that decide who pays.

## What do you bring back from bills of lading risk and carrier liability training?

You bring back a risk review of the bills your organisation issues or accepts. It lists exposures, controls and escalation points that colleagues in banking, operations and claims can apply on their next shipment.

## Bills of Lading Risk and Carrier Liability: The Way Forward

The Bill of Lading Risk Review first informs whether current letter of indemnity and switch bill practices should continue unchanged. Operations heads, document examiners and legal counsel use it to agree who signs off exceptions. After its first use, revisit the electronic records section, because platform rulebooks and counterparties' readiness change faster than paper practice ever did.