JUPITER PRIME

Consulting • Training • Advisory

جوبيتر برايم للاستشارات والتدريب

COURSE BROCHURE

Maritime Law and Shipping Contracts Training Course

10 – 14 October 2027
Kuala Lumpur

jupiterprime.uk

info@jupiterprime.uk

Registered in the United Kingdom and Saudi Arabia

Maritime Law and Shipping Contracts Training Course

Ref: 843_31986 **Date:** 10 – 14 October 2027 **Location:** Kuala Lumpur **Fees:** 4900 GBP

Maritime Law and Shipping Contracts is a 1-week training course for legal, commercial and claims staff in shipping, built around one work product, a cargo and charter claims position file. Owners and charterers face tighter laytime margins, contested bills of lading and costlier casualties, so contract wording decides who absorbs loss. Jupiter Prime Training runs this course on maritime law and shipping contracts.

Why Maritime Law and Shipping Contracts Matters Now

Three forces shape maritime law and shipping contracts today: volatile freight and bunker markets that push parties to test every charterparty clause, cargo interests who pursue carriers more readily, and insurers who scrutinise casualty handling. Contracts read well recover demurrage and defend claims; read badly, they cost twice. The course rests on the Hague-Visby Rules, the Hamburg Rules and the Rotterdam Rules for carriage of goods, the BIMCO Laytime Definitions for Charter Parties, the International Convention on Salvage and the Special Compensation P&I Clause SCOPIC.

Who Gains Most from Maritime Law and Shipping Contracts

- In-house counsel who draft and negotiate voyage and time charterparties
- Chartering desks responsible for fixture recaps, laytime and freight terms
- Claims handlers who settle cargo shortage, damage and delay disputes
- Operations staff who issue notices of readiness and sign bills of lading
- Insurance liaisons who coordinate with P&I clubs and hull underwriters

Shipowning and chartering groups gain most when their legal, chartering and claims colleagues attend together and agree one reading of their standard clauses.

Maritime Law and Shipping Contracts Capabilities

These outcomes trace a dispute from fixture recap to arbitration award.

- Assess carrier liability under the Hague-Visby, Hamburg and Rotterdam regimes — cargo claim defence
- Calculate laytime, demurrage and despatch from statements of facts — owner and charterer settlement
- Specify bill of lading clauses that limit misdelivery exposure — documentary credit banks and receivers
- Weigh maritime lien and ship arrest options — security for unpaid claims
- Apply salvage, collision and general average principles — hull underwriters and P&I clubs
- Build an arbitration strategy with evidence and time bars — senior legal counsel

Key Maritime Law and Shipping Contracts Terms

- Charterparty — the contract under which a vessel or its cargo space is hired for a voyage or a period of time.
- Bill of Lading — a document issued by the carrier acting as receipt for cargo, evidence of carriage terms and a document of title.
- Laytime — the period agreed for loading or discharging cargo without extra payment to the shipowner.
- Demurrage — liquidated damages the charterer pays the owner when loading or discharge exceeds the agreed laytime.
- Maritime Lien — a claim attached to the ship itself that follows the vessel even after a change of ownership.
- General Average — the principle that all parties to a sea venture share a sacrifice made to save ship and cargo.

Maritime Law and Shipping Contracts Day by Day

Day 1: The Legal Framework of Sea Carriage

- Sources of Maritime Law — Choosing Governing Law and Jurisdiction Clauses
- Hague-Visby Rules — Carrier Duties, Defences and Package Limitation
- Hamburg and Rotterdam Rules — Comparing Liability Periods Across Regimes
- Contract Chain Mapping — Linking Sale, Charter and Carriage Contracts
- Time Bar Diary — Protecting Claims Before Limitation Periods Expire

Day 2: Bills of Lading and Cargo Claims

- Bill of Lading Functions — Receipt, Contract Evidence and Document of Title
- Clausing and Letters of Indemnity — Handling Remarks and Delivery Without Originals
- Cargo Shortage and Damage Surveys — Building Evidence for Liability Disputes
- Through and Multimodal Transport Documents — Allocating Risk Between Carriers
- Seaworthiness and Due Diligence — Testing Carrier Defences Against Claimants

Day 3: Charterparties, Laytime and Demurrage

- Voyage and Time Charter Forms — Selecting Terms for Each Trade
- Notice of Readiness and Arrived Ship — Starting the Laytime Clock
- BIMCO Laytime Definitions — Interpreting Exceptions, Weather and Holidays
- Laytime Statement Calculation — Settling Demurrage and Despatch Balances
- Off-Hire and Speed Claims — Deciding Time Charter Hire Deductions

Day 4: Liens, Casualties and Arbitration

- Maritime Liens and Ship Arrest — Securing Claims Against the Vessel
- Collision Liability Apportionment — Dividing Fault Between Colliding Ships
- Salvage Convention and SCOPIC — Assessing Salvage Rewards and Special Compensation
- General Average Adjustment — Recovering Contributions From Cargo Interests
- Maritime Arbitration Procedure — Choosing Tribunals, Evidence and Award Enforcement

Day 5: Practising the Cargo and Charter Claims Position File

- Demurrage Dispute Case — Applying Laytime Rules to a Disputed Statement
- Cargo Damage Case — Applying Carriage Regimes to a Misdelivery Claim
- Casualty Case — Applying Salvage and Average Principles to a Grounding
- Settlement Negotiation Simulation — Trading Claims Against Counterclaims
- Cargo and Charter Claims Position File — Completing Liability, Quantum and Strategy

Applying Maritime Law and Shipping Contracts After the Course

- Audit the standard charterparty rider clauses against the laytime and off-hire disputes of the past season.
- Set up a time bar diary for every open cargo claim and brief operations staff on letters of indemnity.

Maritime Law and Shipping Contracts Questions FAQ

What is maritime law and shipping contracts and why does it matter now?

Maritime law and shipping contracts is the body of rules governing charterparties, bills of lading, liens and casualties. It matters now because volatile markets make every clause a source of recovery or loss.

Which roles gain most from maritime law and shipping contracts training?

In-house counsel, chartering desks, claims handlers and operations staff gain most. It suits you if you fix vessels, sign bills of lading or settle claims.

How does maritime law and shipping contracts training differ from a ship chartering course?

It covers the full legal chain rather than commercial fixing alone. A chartering course centres on fixtures and freight; this one adds carriage regimes, liens, casualties and arbitration.

What do you bring back from maritime law and shipping contracts training?

You bring back a claims position file built on a realistic dispute. It sets out liability, a demurrage calculation, security options and a settlement strategy.

Maritime Law and Shipping Contracts: The Way Forward

The cargo and charter claims position file first informs whether to settle or arbitrate an open demurrage or cargo dispute. Claims handlers and counsel use it to agree quantum and security, while chartering desks use its findings to amend rider clauses. After its first use, revisit how each carriage regime and time bar shaped the outcome before the next fixture.