JUPITER PRIME

Consulting • Training • Advisory

جوبيتر برايم للاستشارات والتدريب

COURSE BROCHURE

Liner Networks and Port Hinterland Logistics Training Course

22 – 26 November 2026
Sharm El-Sheikh

jupiterprime.uk

info@jupiterprime.uk

Registered in the United Kingdom and Saudi Arabia

Liner Networks and Port Hinterland Logistics Training Course

Ref: 848_32160 **Date:** 22 – 26 November 2026 **Location:** Sharm El-Sheikh **Fees:** 5500 GBP

Liner Networks and Port Hinterland Logistics is a 1-week training course for maritime logistics specialists and port staff who coordinate carrier calls, inland corridors and cargo flows, building a corridor connectivity map for one trade lane. Carrier alliances, larger ships and shifting inland routes now decide which ports win cargo. The course is delivered by Jupiter Prime Training.

Why Liner Networks and Port Hinterland Logistics Matter Now

Three forces shape this field today. Carrier alliances redraw service loops and cut or add port calls with little notice. Shippers judge a port by the whole door-to-door transit, so rail, barge and truck links behind the quay weigh as much as crane rates. A port that reads these links well keeps services and attracts distribution centres; one that ignores them watches cargo divert. The course draws on the landlord port model, the hub-and-spoke and transhipment network models, and the logistics performance measures used to compare corridors.

Who Gains Most from Liner Networks and Port Hinterland Logistics

- Staff who plan berth windows and respond to changes in carrier service rotations
- Specialists who arrange rail, barge and road connections between quay and inland depots
- Commercial staff who win and retain shipping line calls and cargo owner volumes
- Analysts who track dwell time, transit time and corridor reliability
- Officers who prepare concession, tariff and access decisions for the port authority

Ports, freight forwarders and inland terminal operators gain most when commercial, planning and corridor staff attend together and share one picture of their trade lanes.

Liner Networks and Port Hinterland Logistics Capabilities

Participants learn to read a port as one node in carrier loops and inland corridors.

- Map a liner service rotation and its feeder links — port call retention discussions with carriers
- Compare landlord, tool and service port arrangements — concession and investment choices
- Assess rail, barge and road options for a hinterland corridor — modal split proposals
- Calculate door-to-door transit time and dwell time for a trade lane — cargo owner routing decisions
- Specify corridor performance indicators — reporting to port authority and terminal operators
- Communicate a connectivity case — shipping lines, inland operators and shippers

Key Liner Networks and Port Hinterland Logistics Terms

- Liner service rotation — the fixed sequence of ports a container service calls at on each round voyage.
- Transhipment hub — a port where containers move between deep-sea vessels and feeder vessels instead of entering the local market.
- Hinterland — the inland area whose importers and exporters route cargo through a given port.
- Dry port — an inland terminal linked to a seaport by rail or road where cargo is cleared and consolidated.
- Landlord port model — an arrangement where the port authority owns land and infrastructure while private operators run terminals under concession.
- Dwell time — the period a container stays in a terminal between discharge and departure, or arrival and loading.

Liner Networks and Port Hinterland Logistics Day by Day

Day 1: Carrier Networks and Port Choice

- Container Alliance Structures — Which Partners Control Port Call Decisions
- Hub-and-Spoke and Pendulum Service Loops — Port Position in Carrier Networks
- Vessel Size Cascading — Berth Depth and Crane Reach Requirements
- Feeder and Relay Connections — Choosing Transhipment or Direct Call Strategy
- Port Choice Criteria of Carriers — Retaining Services Under Alliance Reshuffles

Day 2: Port Governance and Concessions

- Landlord, Tool and Service Port Models — Allocating Roles and Investment
- Terminal Concession Agreements — Throughput Commitments and Performance Clauses
- Port Tariff Structures — Pricing Signals for Carriers and Cargo Owners
- Port Community Systems — Information Sharing Among Port Actors
- Stakeholder Map of a Port Cluster — Coordinating Authority, Operators and Users

Day 3: Hinterland Corridors and Modal Links

- Hinterland Catchment Mapping — Contestable and Captive Cargo Areas
- Rail Shuttle and Barge Services — Modal Split Targets for Corridors
- Dry Ports and Inland Container Depots — Extending the Port Gate Inland
- Truck Appointment Systems — Gate Congestion and Road Access Choices
- Empty Container Repositioning — Balancing Equipment Across Inland Depots

Day 4: Logistics Performance and Reliability

- Door-to-Door Transit Time Analysis — Routing Advice for Cargo Owners
- Dwell Time and Berth Productivity Indicators — Terminal Service Level Targets
- Schedule Reliability Tracking — Buffer Planning for Shippers and Forwarders
- Corridor Cost Comparison Models — Choosing Between Competing Gateway Ports
- Connectivity Indices for Ports — Benchmarking Against Rival Gateways

Day 5: Practising the Corridor Connectivity Map

- Service Rotation Overlay for One Trade Lane — Applying Carrier Network Analysis
- Governance Roles Along the Corridor — Applying Port Model Comparison
- Modal Options and Transit Timeline — Applying Hinterland Corridor Methods
- Corridor Indicator Set — Applying Performance and Reliability Measures
- Corridor Connectivity Map — Presenting Findings to Carriers and Inland Operators

Applying Liner Networks and Port Hinterland Logistics After the Course

- Trace one major trade lane from vessel call to inland destination and record transit and dwell time at each handover.
- Hold a review with rail, barge or trucking partners using the corridor indicator set to agree two reliability improvements.

Liner Networks and Port Hinterland Logistics Questions FAQ

What are liner networks and port hinterland logistics, and why do they matter now?

They describe how container services and inland corridors link a port to its markets. Alliance changes and larger vessels make these links decisive for cargo volumes.

Which roles gain most from liner networks and port hinterland logistics training?

Planning, commercial and corridor staff at ports, terminals, forwarders and inland depots gain most.

How does liner networks and port hinterland logistics differ from a terminal operations course?

It looks beyond the quay. A terminal operations course improves yard and berth activity inside the gate, while this subject studies carrier loops, port governance and inland corridors that decide where cargo flows.

What do you bring back from liner networks and port hinterland logistics training?

You bring back a corridor map for one trade lane covering service rotations, modal options and performance indicators.

Liner Networks and Port Hinterland Logistics: The Way Forward

The corridor connectivity map first informs which inland link or carrier service deserves attention next. Commercial staff use it with shipping lines, planners use it with rail and trucking partners, and port officers use it in concession talks. After its first use, revisit how alliance changes have shifted the trade lane and whether the chosen indicators still reflect what cargo owners value.