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COURSE BROCHURE

Dry Cargo Laytime and Demurrage Claims Training Course

21 – 25 February 2027
Amman

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Registered in the United Kingdom and Saudi Arabia

Dry Cargo Laytime and Demurrage Claims Training Course

Ref: 995_37658 **Date:** 21 – 25 February 2027 **Location:** Amman **Fees:** 4200 GBP

Dry Cargo Laytime and Demurrage Claims is a 1-week training course for chartering staff, ship operators, claims handlers and commodity traders, centred on a Defensible Laytime Statement Pack that withstands counterparty scrutiny. As freight markets swing and port congestion lengthens waiting times for bulk carriers, demurrage has become one of the largest unplanned costs in a voyage. Jupiter Prime Training delivers this course for practitioners who sign off or contest laytime figures.

Why Dry Cargo Laytime and Demurrage Claims Matters Now

Three forces shape dry cargo claims today: congestion at grain, coal and ore loading ports that stretches vessel waiting time, traders who pass demurrage exposure along sale contracts with mismatched terms, and tighter time bars that punish late or incomplete claim documents. Owners who present clear statements recover sums quickly; charterers who check notices and exceptions carefully avoid paying for time they never caused. The course rests on the BIMCO Laytime Definitions for Charter Parties, published jointly with CMI, FONASBA and INTERCARGO, together with the standard voyage charterparty clauses used across dry bulk trades.

Who Gains Most from Dry Cargo Laytime and Demurrage Claims

- Chartering desks responsible for negotiating laytime and demurrage clauses
- Vessel operators responsible for port calls, notices and statements of facts
- Claims handlers responsible for presenting, checking and settling demurrage
- Commodity traders responsible for aligning sale contracts with charter terms
- Port agency staff responsible for recording time and events at berth

A shipowner, charterer or trading house gains most when its chartering, operations and claims staff attend together.

Dry Cargo Laytime and Demurrage Claims Capabilities

Participants work from charterparty wording, statements of facts and port logs to produce figures that hold up in negotiation.

- Assess the validity of a notice of readiness against charterparty wording — acceptance or rejection
- Calculate laytime used with exceptions, shifting and weather interruptions — the statement total
- Apply reversible and averaged laytime options — loading and discharge port balances
- Weigh despatch against demurrage exposure — charterer and receiver negotiations
- Build a claim file before the time bar — owners and claims committees
- Communicate a rebuttal of a counterparty statement — settlement discussions

Key Dry Cargo Laytime and Demurrage Claims Terms

- Laytime — the time allowed in a voyage charter for loading and discharging without extra payment.
- Notice of readiness — the master's notice that the vessel has arrived and is ready to load or discharge.
- Arrived ship — the point at which a vessel reaches the agreed place so that laytime can begin.
- Demurrage — agreed liquidated damages paid by the charterer when laytime is exceeded.
- Despatch — an amount paid by the owner when cargo operations finish before laytime ends.
- Time bar — a contractual deadline after which a claim presented without documents is lost.

Dry Cargo Laytime and Demurrage Claims Day by Day

Day 1: Voyage Charter Foundations for Dry Bulk

- Voyage Charterparty Structure — Where Laytime and Demurrage Clauses Sit
- BIMCO Laytime Definitions — Agreed Meanings in Disputes
- Berth, Port and Wibon Charters — Who Bears Waiting Risk
- Sale Contract and Charter Alignment — Trader Exposure Between Two Contracts
- Statement of Facts Review — Reliable Records From Port Agents

Day 2: Commencement and the Arrived Ship

- Notice of Readiness Tests — Validity, Tender Time and Rejection
- Arrived Ship Doctrine — Laytime Start at Congested Bulk Ports
- Turn Time and Notice Time Clauses — Delay Before Counting Begins
- Free Pratique and Hold Inspections — Readiness Failures in Grain Cargoes
- Shifting Time Between Anchorage and Berth — Counting or Excluding

Day 3: Exceptions and Interruptions

- Weather Working Day Clauses — Rain Stoppages at Open Berths
- Sundays and Holidays Excepted Terms — Calendar Effects on Laytime
- Strike and Breakdown Exceptions — Shore Equipment Versus Ship Gear
- Once on Demurrage Rule — Whether Exceptions Still Apply
- Reversible and Averaged Laytime — Combining Load and Discharge Ports

Day 4: Calculation and Claim Presentation

- Laytime Calculation Worksheet — Hours Used Against Hours Allowed
- Demurrage and Despatch Rates — Pro Rata and Half Despatch Terms
- Claim Documentation Checklist — Meeting the Time Bar With Evidence
- Counterparty Statement Comparison — Spotting Discrepancies Line by Line
- Settlement Negotiation Tactics — Compromise Ranges for Owners and Charterers

Day 5: Practising the Defensible Laytime Statement Pack

- Coal Discharge Case — Applying Notice Validity and Arrived Ship Tests
- Grain Loading Case — Applying Weather and Holiday Exceptions
- Iron Ore Voyage Case — Applying Reversible Laytime Calculation
- Rebuttal Letter Drafting — Responding to a Disputed Claim
- Defensible Laytime Statement Pack — Final Statement and Claim File

Applying Dry Cargo Laytime and Demurrage Claims After the Course

- Re-run the laytime calculation on one open demurrage claim using the worksheet and exception checks taught.
- Build a time bar register for current voyages listing document deadlines and responsible staff.

Dry Cargo Laytime and Demurrage Claims Questions FAQ

What is dry cargo laytime and demurrage claims work, and why does it matter now?

It is the calculation and negotiation of time used in loading and discharging bulk cargoes under voyage charters. It matters now because congestion and contract mismatches make demurrage a major voyage cost.

Which roles gain most from dry cargo laytime and demurrage claims training?

Chartering staff, vessel operators, claims handlers, commodity traders and port agents gain most. Each controls part of the record that decides who pays for waiting time.

How does dry cargo laytime and demurrage claims training differ from a tanker laytime course?

It focuses on dry bulk ports, weather working days, hold readiness and reversible laytime. Tanker courses centre on pumping warranties, shore tank limits and different charter forms.

What do you bring back from dry cargo laytime and demurrage claims training?

You bring back a tested laytime statement, a rebuttal letter and a claim file checklist. These can be applied to live claims immediately.

Dry Cargo Laytime and Demurrage Claims: The Way Forward

The Defensible Laytime Statement Pack first informs whether to present, accept or contest a demurrage figure. Claims handlers, operators and traders use it to keep evidence and calculations consistent across contracts. After its first use, revisit how notices of readiness and exception clauses are worded in new fixtures, since many disputes begin with drafting choices made long before the vessel arrives.