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COURSE BROCHURE

International Maritime Transport and Carriage of Goods Training Course

27 September – 1 October 2027
New York

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Registered in the United Kingdom and Saudi Arabia

International Maritime Transport and Carriage of Goods Training Course

Ref: 1030_38951 **Date:** 27 September – 1 October 2027 **Location:** New York **Fees:** 9500 GBP

International Maritime Transport and Carriage of Goods is a 1-week training course for shipping professionals, logistics managers and maritime administrators, built around a carriage option appraisal that compares vessel type, carrier contract and cargo cover for one shipment. Cargo interests now face shifting carrier liability, tighter documentary scrutiny and costly claims when a bill of lading is misread. Jupiter Prime Training offers this course on international maritime transport and carriage of goods.

Why International Maritime Transport and Carriage of Goods Matters Now

Three groups shape the subject today: carriers who write their own liability terms into bills of lading and sea waybills, cargo owners and banks who rely on those documents to transfer title and release payment, and underwriters who price cargo risk on how well a shipment is documented. A shipper who reads carrier terms closely recovers losses; one who signs blind absorbs damage and shortage alone. The course rests on the three main carriage regimes, the Hague-Visby Rules, the Hamburg Rules and the Rotterdam Rules.

Who Gains Most from International Maritime Transport and Carriage of Goods

- Staff responsible for booking vessel space and choosing between liner and tramp carriers
- Staff responsible for issuing, checking and endorsing bills of lading and sea waybills
- Staff responsible for placing cargo cover and lodging loss or damage claims
- Officers responsible for port state and flag administration duties under maritime conventions
- Staff responsible for advising traders on carrier selection

Exporters, importers and forwarding houses gain most when their booking, documentation and claims staff attend together and read carrier terms the same way.

International Maritime Transport and Carriage of Goods Capabilities

Participants move from naming ship types to defending a carrier choice.

- Assess which vessel type and trade suits a given cargo — booking decisions
- Compare carrier liability under the Hague-Visby, Hamburg and Rotterdam Rules — cargo claims staff
- Apply bill of lading functions as receipt, contract evidence and title document — banks and buyers
- Specify cargo insurance cover and claim evidence — underwriters and loss adjusters
- Weigh liner, tramp and charter options for a shipment — commercial managers
- Build a carriage option appraisal for one cargo movement — senior logistics leads

Key International Maritime Transport and Carriage of Goods Terms

- Bill of lading — a carrier's document that acknowledges receipt of cargo, evidences the carriage contract and can transfer title.
- Sea waybill — a non-negotiable carriage document used when title does not need to pass during the voyage.
- Liner shipping — scheduled services on fixed routes carrying many shippers' cargo, usually in containers.
- Tramp shipping — vessels hired voyage by voyage to carry bulk or project cargo wherever demand arises.
- Clean bill — a bill of lading carrying no remarks about damaged packaging or short quantity.
- General average — the sharing of an intentional sacrifice or expense, made to save a voyage, among ship and cargo interests.

International Maritime Transport and Carriage of Goods Day by Day

Day 1: Ships, Trades and Maritime Markets

- Tankers, Bulk Carriers, Container and Ro-Ro Vessels — Matching Ship to Cargo
- Liner Versus Tramp Market Structures — Choosing Scheduled or Hired Tonnage
- Freight Market Cycles and Charter Types — Timing Cargo Bookings
- Port Functions, Berth Types and Cargo Handling — Gateway Suitability Checks
- Flag, Classification and Ship Registration — Carrier Credibility Screening

Day 2: International Maritime Conventions

- Hague-Visby Rules Duties and Defences — Carrier Liability Baseline
- Hamburg Rules Liability Model — Shipper Protection Differences
- Rotterdam Rules Door-to-Door Scope — Multimodal Contract Implications
- Safety and Pollution Conventions Overview — Vessel Acceptability for Cargo
- Limitation of Liability and Time Bars — Claim Deadline Planning

Day 3: Bills of Lading and Carriage Documents

- Bill of Lading Three Functions — Title, Receipt and Contract Evidence
- Negotiable, Straight and Sea Waybill Forms — Document Choice by Trade
- Clausing, Letters of Indemnity and Clean Bills — Payment Release Risk
- Electronic Bills of Lading Platforms — Paperless Title Transfer
- Delivery Without Original Bill — Misdelivery Exposure Control

Day 4: Marine Cargo Insurance and Claims

- Cargo Insurance Clauses and Cover Levels — Insured Risk Selection
- Insurable Interest and Valuation — Policy Wording Decisions
- Survey Reports and Notice of Loss — Claim Evidence Building
- General Average and Salvage Contributions — Cargo Owner Security
- Subrogation and Recovery From Carriers — Underwriter Recovery Actions

Day 5: Practising the Carriage Option Appraisal

- Vessel and Market Choice for a Case Cargo — Applying Ship Type Criteria
- Regime Comparison for the Chosen Route — Applying Liability Rules
- Document Set Selection and Checking — Applying Bill of Lading Tests
- Cover and Claim Scenario for a Damaged Consignment — Applying Insurance Clauses
- Carriage Option Appraisal for One Shipment — Carrier Contract Recommendation

Applying International Maritime Transport and Carriage of Goods After the Course

- Audit five recent bills of lading against the three-function test and flag clausing that weakened payment or claims.
- Match cargo insurance cover on one live contract to the carrier liability regime that applies on its route.

International Maritime Transport and Carriage of Goods Questions FAQ

What is international maritime transport and carriage of goods, and why does it matter now?

It is the field covering how cargo moves by sea under carrier contracts, conventions and insurance. It matters now because carrier terms, document checks and claims decide who bears loss when a voyage goes wrong.

Which roles gain most from international maritime transport and carriage of goods?

Booking, documentation and claims staff at exporters, importers and forwarders gain most, along with maritime administrators.

How does international maritime transport and carriage of goods differ from a trade terms course?

It focuses on the contract between shipper and carrier rather than the sale contract between buyer and seller.

What do you bring back from international maritime transport and carriage of goods?

You bring back a carriage option appraisal for one shipment. It sets out the vessel choice, the applicable regime, the document set and the cargo cover you would recommend.

International Maritime Transport and Carriage of Goods: The Way Forward

The carriage option appraisal first informs which carrier and document form a shipment should use. Booking staff use it to select tonnage, documentation staff to check bills, and claims staff to align cargo cover. After the first claim it meets, revisit the liability regime assumed, as route changes can move cargo under other rules.