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COURSE BROCHURE

LNG Shipping Economics and Freight Cost Calculation Training Course

14 – 18 June 2027
Milan

LNG Shipping Economics and Freight Cost Calculation Training Course

Ref: 1609_58922 **Date:** 14 – 18 June 2027 **Location:** Milan **Fees:** 7200 GBP

LNG Shipping Economics and Freight Cost Calculation is a 1-week training course for LNG shipping analysts, chartering staff and commercial teams who price cargoes and fleets, and it ends with a Voyage Cost and Charter Decision Model for one trade route. Freight rates for LNG carriers swing sharply with seasons, fleet growth and route disruptions, so shipping cost can make or break a delivered cargo margin. Jupiter Prime Training delivers LNG Shipping Economics and Freight Cost Calculation for gas shipping and commercial teams.

Why LNG Shipping Economics and Freight Cost Calculation Matters Now

Three forces shape LNG shipping today: a growing and changing fleet of carriers with different propulsion and containment systems, portfolio sellers and traders who divert cargoes between basins at short notice, and buyers who compare delivered prices across many suppliers. A company that calculates freight accurately chooses the right ship, route and charter type and protects its margin. One that relies on rough rules of thumb misprices offers and pays for idle or inefficient tonnage. The course rests on voyage cost estimation, the time charter equivalent method, boil-off accounting and netback logic linking shipping to delivered price.

Who Gains Most from LNG Shipping Economics and Freight Cost Calculation

- Shipping analysts responsible for voyage estimates and fleet cost reporting
- Chartering staff responsible for fixing vessels on time charter or spot terms
- Commercial and origination staff responsible for delivered price offers
- Scheduling staff responsible for matching cargoes, ships and terminal slots
- Finance staff responsible for freight budgets and charter hire commitments

An LNG marketing and shipping function gains most when its chartering, scheduling and commercial analysts attend together and use one voyage costing method.

LNG Shipping Economics and Freight Cost Calculation Capabilities

Participants leave able to build a freight number from first principles and defend it in a commercial negotiation.

- Compare carrier types by speed, capacity and fuel efficiency — guiding vessel selection
- Calculate voyage costs including fuel, port, canal and boil-off — informing cargo offers
- Convert between spot rates and time charter equivalents — supporting chartering decisions
- Assess charter party clauses on speed, consumption and off-hire — protecting the charterer
- Weigh time charter against spot exposure — balancing fleet cost and flexibility
- Build shipping cost into delivered and netback prices — serving traders and buyers

Key LNG Shipping Economics and Freight Cost Calculation Terms

- Boil-off gas — cargo that evaporates during the voyage because of heat ingress, either burned as fuel or reliquefied.
- Heel — the small quantity of LNG kept on board after discharge to keep cargo tanks cold for the return leg.
- Time charter equivalent — a voyage result expressed as a daily hire rate so different fixtures can be compared.
- Ballast leg — the empty return voyage to the loading terminal, whose cost must be recovered in the freight.
- Off-hire — a period when a time-chartered vessel cannot perform and the charterer stops paying hire.
- Delivered ex-ship — a sale where the seller arranges shipping and delivers LNG at the buyer's terminal.

LNG Shipping Economics and Freight Cost Calculation Day by Day

Day 1: The LNG Fleet and Trade Routes

- LNG Carrier Types And Containment Systems — Matching Ships To Trades
- Propulsion Options And Fuel Efficiency — Comparing Older And Newer Tonnage
- Trade Route Mapping — Distances, Canal Transits And Seasonal Factors
- Fleet Supply And Demand Balance — Reading Freight Market Cycles
- Sales Terms And Shipping Responsibility — Free-On-Board Versus Delivered

Day 2: Building the Voyage Cost

- Voyage Cost Components — Fuel, Port, Canal And Agency Charges
- Boil-Off And Heel Accounting — Valuing Cargo Lost In Transit
- Speed And Consumption Curves — Choosing Economic Sailing Speed
- Ballast Leg Treatment — Recovering Return Voyage Cost
- Voyage Estimate Template — Producing A Defensible Freight Figure

Day 3: Charter Parties and Freight Rates

- Time Charter Party Clauses — Speed Warranties, Consumption And Off-Hire
- Spot Voyage Fixtures — Terms For Single Cargo Movements
- Time Charter Equivalent Conversion — Comparing Fixtures Fairly
- Freight Rate Assessments — Using Published Benchmarks
- Repositioning And Ballast Bonus — Pricing Ship Availability

Day 4: Shipping in Commercial Decisions

- Time Charter Versus Spot Exposure — Sizing The Controlled Fleet
- Delivered Price Build-Up — Adding Freight To Free-On-Board Cost
- Netback Calculation By Destination — Choosing Where To Send Cargo
- Cargo Diversion Economics — Testing Arbitrage After Freight
- Freight Risk And Hedging Options — Limiting Rate Volatility

Day 5: Practising the Voyage Cost and Charter Decision Model

- Voyage Estimate Applied — Costing A Long-Haul Delivered Cargo
- Charter Comparison Applied — Evaluating A Time Charter Offer
- Netback Applied — Ranking Three Destination Markets
- Sensitivity Testing — Stressing Fuel, Speed And Rate Assumptions
- Voyage Cost And Charter Decision Model — Completing The Model For One Route

Applying LNG Shipping Economics and Freight Cost Calculation After the Course

- Rebuild the voyage estimate for the company's most frequent route with current fuel and port costs and compare it with the figure used in recent offers.
- Convert the latest spot fixtures into time charter equivalents and present the result to the chartering lead.

LNG Shipping Economics and Freight Cost Calculation Questions FAQ

What is LNG shipping economics and freight cost calculation and why does it matter now?

It is the method of costing LNG voyages and charters and building that cost into cargo prices. It matters now because volatile freight rates and frequent cargo diversions make shipping cost a deciding factor in delivered margins.

Which roles gain most from LNG shipping economics and freight cost calculation training?

Shipping analysts, chartering staff, commercial originators and scheduling staff gain most, since each sets or uses the freight figure in daily decisions.

How does LNG shipping economics and freight cost calculation differ from an LNG trading course?

It concentrates on the shipping leg rather than on trading strategy. A trading course covers hedging, hubs and cargo positions, while this one builds voyage costs, charter comparisons and freight inputs that trading decisions depend on.

What do you bring back from LNG shipping economics and freight cost calculation training?

You bring back a Voyage Cost and Charter Decision Model for one route, with a voyage estimate, time charter comparison, netback ranking and sensitivity tests.

LNG Shipping Economics and Freight Cost Calculation: The Way Forward

The Voyage Cost and Charter Decision Model first informs whether to fix the next vessel on spot or time charter terms. Shipping analysts maintain it, chartering staff use it in negotiations and commercial teams draw freight inputs from it. After the first season, revisit the boil-off and fuel assumptions, because newer tonnage changes them markedly.