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COURSE BROCHURE

Oil and Liquefied Natural Gas Terminal Operating Plan Training Course

10 – 14 May 2027
Casablanca

Oil and Liquefied Natural Gas Terminal Operating Plan Training Course

Ref: 2476_93732 **Date:** 10 – 14 May 2027 **Location:** Casablanca **Fees:** 4900 GBP

Oil and Liquefied Natural Gas Terminal Operating Plan is a 1-week training course for terminal supervisors and marine loading coordinators who run berths and truck racks for crude, refined products and liquefied natural gas, ending with a terminal loading operations plan for their own site. Terminals now face tighter cargo windows, mixed product slates and closer scrutiny of every transfer. Jupiter Prime Training delivers this course for supervisors who join those movements into one plan.

Why Oil and Liquefied Natural Gas Terminal Operating Plan Matters Now

Three forces shape terminal operation today: shippers demanding shorter turnaround and firm arrival slots, growing volumes of cryogenic cargo alongside crude and products, and buyers who question every metered figure. A terminal with a clear operating plan clears ships within laytime and defends its quantities; one without it pays demurrage and loses cargo disputes. The course draws on recognised marine terminal safety guidance, ship-shore safety checklist practice and fiscal measurement principles, described in general terms.

Who Gains Most from Oil and Liquefied Natural Gas Terminal Operating Plan

- Supervisors who release berths and approve the start of each transfer
- Marine loading coordinators who sequence vessels, pilots and tidal windows
- Rack leads who control truck bays, batch controllers and dispatch
- Quantity and quality staff who hold meter, gauge and sample records
- Control room operators who line up tanks, pumps and transfer routes

Terminal crews that send a berth supervisor, a rack lead and a measurement specialist together gain most.

Oil and Liquefied Natural Gas Terminal Operating Plan Capabilities

Participants turn berth calendars, rack schedules and measurement checks into one coordinated set of movements.

- Assess vessel compatibility and berth availability — berth allocation decision
- Design loading rate and topping-off sequences — cargo officer and loading master agreement
- Specify truck slot rules and bay interlocks — rack release and contractor access
- Calculate cargo loss or gain against meters and gauges — buyer and shipper settlement
- Weigh demurrage exposure against berth sequencing — commercial team priorities
- Build a site loading plan with hold points — terminal manager sign-off

Key Oil and Liquefied Natural Gas Terminal Operating Plan Terms

- Laytime — time allowed in the charter for loading before demurrage accrues.
- Topping off — the final slow-rate stage of loading a tank or cargo hold up to its planned ullage.
- Vessel experience factor — the average ratio between ship and shore figures, used to judge cargo quantity differences.
- Boil-off gas — vapour from a cryogenic cargo as heat enters the tanks, returned or handled during loading.
- Overfill protection — an independent sensor and interlock stopping a tanker compartment before it overflows.
- Berth occupancy — the share of time a berth holds a vessel, used to judge spare capacity for new nominations.

Oil and Liquefied Natural Gas Terminal Operating Plan Day by Day

Day 1: Terminal Duty, Throughput and Interfaces

- Terminal Throughput Profile by Product — Berth and Rack Capacity Needs
- Crude, Refined Product and Cryogenic Cargo Differences — Separate Operating Rules
- Interfaces With Refinery, Pipeline and Shipper — Nomination Hand-Off Points
- Operating Envelope and Design Limits — What the Plan Must Respect
- Shift Structure and Control Room Roles — Accountability for Each Movement

Day 2: Jetty and Marine Loading Sequences

- Vessel Nomination, Acceptance and Compatibility Check — Berth Allocation Choice
- Berth Occupancy Calendar and Tidal Windows — Arrival Slot Assignment
- Ship-Shore Safety Checklist and Pre-Transfer Meeting — Start of Loading Approval
- Loading Rate Profile, Topping Off and Line Displacement — Final Ullage Control
- Cool-Down, Vapour Return and Boil-Off Handling at Cryogenic Berths — Gas Cargo Readiness

Day 3: Road Tanker Racks and Product Dispatch

- Truck Slot Booking and Queue Management — Gate-to-Gate Turnaround
- Bottom Loading, Overfill Protection and Earthing Interlocks — Bay Release Decision
- Additive Injection and Batch Controllers — Product Grade Integrity
- Driver Induction and Bay Permit Rules — Contractor Access Control
- Rack Downtime Records — Maintenance Window Scheduling

Day 4: Measurement, Quantity and Cargo Documents

- Fiscal Meter Runs and Prover Checks — Quantity Accepted by Buyer
- Shore Tank Gauging and Ship Figures Comparison — Vessel Experience Factor Use
- Sampling and Quality Certificates — Release of Bill of Lading
- Loss and Gain Reconciliation per Cargo — Investigation Trigger Thresholds
- Demurrage Exposure and Laytime Statements — Commercial Claim Readiness

Day 5: Practising the Terminal Loading Operations Plan

- Throughput and Berth Calendar Applied to a Sample Month — Slot Conflicts
- Marine Transfer Sequence Written for a Cryogenic Cargo — Hold Points
- Rack Dispatch Plan Matched to Measurement Checks — Release Steps
- Emergency Shutdown and Disconnection Drill Sequence — Escalation Roles
- Assembling the Terminal Loading Operations Plan — Sign-Off by Terminal Manager

Applying Oil and Liquefied Natural Gas Terminal Operating Plan After the Course

- Build a berth occupancy calendar for the next month and flag slot conflicts.
- Lead a cargo loss and gain reconciliation for the last ten loadings.

Oil and Liquefied Natural Gas Terminal Operating Plan Questions FAQ

What is an Oil and Liquefied Natural Gas Terminal Operating Plan and why does it matter now?

It is the coordinated set of rules and sequences a terminal follows for every berth and rack movement. It matters now because shippers expect firm slots and buyers check every metered quantity.

Which roles gain most from Oil and Liquefied Natural Gas Terminal Operating Plan training?

Berth supervisors, marine loading coordinators, rack leads, measurement staff and control room operators gain most. You benefit most when the people who release, sequence and measure transfers attend together.

How does Oil and Liquefied Natural Gas Terminal Operating Plan training differ from a loading master course?

It plans the whole terminal rather than one transfer. A loading master course centres on the shipboard interface during a single cargo, while this course joins berths, racks, measurement and commercial exposure into one site plan.

What do you bring back from Oil and Liquefied Natural Gas Terminal Operating Plan training?

You bring back a draft site plan covering berth allocation, marine sequences, rack dispatch, measurement checks and emergency disconnection.

Oil and Liquefied Natural Gas Terminal Operating Plan: The Way Forward

The terminal loading operations plan first informs how next month's vessel nominations are slotted against berth and rack capacity. Supervisors, coordinators and measurement staff use it at every shift handover. After its first use, revisit the topping-off hold points and loss thresholds against actual cargo records.