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COURSE BROCHURE

Seaborne Crude Supply Routing and Vessel Size Selection Training Course

31 October – 4 November 2027
Doha

Seaborne Crude Supply Routing and Vessel Size Selection Training Course

Ref: 2513_95377 **Date:** 31 October – 4 November 2027 **Location:** Doha **Fees:** 6500 GBP

Seaborne Crude Supply Routing and Vessel Size Selection is a 1-week training course for supply planners, shipping coordinators and logistics staff who decide how crude oil and refined products travel from loading terminal to receiving refinery, and who leave with a seaborne supply and shipping plan. Route choices, tanker class and freight exposure now shift faster than annual contracts, so supply teams need a repeatable way to weigh them. The course is delivered by Jupiter Prime Training.

Why Seaborne Crude Supply Routing Matters Now

Three forces shape the subject. Refiners keep changing their crude diets, so cargo origins and parcel sizes move with each run plan. Narrow sea passages, canal draught limits and port congestion can close or slow a route at short notice. An organisation that matches route and vessel class well keeps tanks supplied at a sensible delivered cost; one that matches them badly pays for idle ships, part cargoes and emergency purchases. The course rests on general voyage charter terms, port and terminal acceptance rules and the established methods of freight cost estimation.

Who Gains Most from Seaborne Crude Supply Routing

- Those who build monthly crude and product lifting schedules against refinery and depot demand
- Those who nominate tankers, check vessel acceptance and agree loading windows with terminals
- Those who estimate freight, bunker and canal costs for delivered price comparisons
- Those who track cargoes at sea and handle delays, diversions and time bar claims
- Those who measure transit volume differences and follow up quantity disputes

Supply and shipping desks gain most when planners, operators and claims staff attend together and agree one routing logic.

Seaborne Crude Supply Routing Capabilities

Participants learn to compare sea routes and tanker classes on delivered cost, timing and port fit.

- Assess alternative sea routes for distance, passage limits and congestion — route selection for each cargo
- Calculate delivered cost per barrel across vessel classes — supply versus freight trade-offs
- Specify vessel acceptance criteria for draught, length and manifold layout — terminal and refinery operators
- Apply laytime and demurrage terms to loading and discharge windows — commercial exposure on each voyage

- Test the supply schedule against delay and diversion scenarios — refinery run planning
- Communicate the routing and vessel choice — traders, finance and senior management

Key Seaborne Crude Supply Routing Terms

- Vessel class — a band of tanker sizes, set by cargo capacity and dimensions.
- Parcel size — the quantity of crude or product lifted in one cargo, matched to tank space and refinery demand.
- Laycan — the agreed window of days in which a tanker must arrive at the loading port.
- Lightering — transferring part of a cargo from a large tanker to a smaller one so it can enter a shallow port.
- Flat rate — a published nominal freight rate per route that tanker markets quote as a percentage of when pricing voyages.
- Transit loss — the difference between the volume loaded and the volume discharged.

Seaborne Crude Supply Routing Day by Day

Day 1: Supply Chains and Sea Lanes

- Crude and Product Flow Maps — Where Supply Gaps Open First
- Refinery Crude Diet Changes — Cargo Origin and Parcel Size
- Narrow Passages and Canal Draught Limits — Route Feasibility
- Port Congestion Indicators — Arrival Timing Risk
- Supply Chain Roles From Seller to Receiver — Hand-Off Responsibilities

Day 2: Tanker Classes and Port Fit

- Tanker Size Bands and Cargo Capacity — Economies of Scale
- Terminal Acceptance Rules and Vessel Vetting — Nomination Approval
- Draught, Length and Manifold Checks — Berth Compatibility
- Lightering and Ship-to-Ship Transfer — Access to Shallow Ports
- Co-Loading and Part Cargoes — Use of Spare Capacity

Day 3: Freight Economics and Charter Terms

- Flat Rate Percentages and Lump Sum Freight — Voyage Cost Comparison
- Bunker, Canal and Port Charges — Delivered Cost per Barrel
- Voyage Versus Time Charter Choice — Fleet Exposure Level
- Laycan, Laytime and Demurrage Clauses — Timing Liabilities
- Freight Rate Swings — When to Fix Tonnage

Day 4: Scheduling, Disruption and Quantity Control

- Monthly Lifting Schedule Build — Tank Cover at Receiving Sites
- Delay and Diversion Scenario Testing — Contingency Routing
- Voyage Tracking and Arrival Notices — Early Warning of Slippage
- Ship and Shore Figure Comparison — Transit Volume Differences
- Claims Files and Time Bars — Recovery of Losses

Day 5: Practising the Seaborne Supply and Shipping Plan

- Route Option Scoring Matrix — Applying Passage and Congestion Checks
- Vessel Class Shortlist — Applying Port Fit and Freight Results
- Exposure Register for Timing and Quantity — Applying Charter Terms
- Plan Presentation to Commercial Colleagues — Challenge and Sign-Off
- Seaborne Supply and Shipping Plan — Final Routing and Vessel Choice

Applying Seaborne Crude Supply Routing After the Course

- Rerun the delivered cost comparison for next month's cargoes across two tanker classes and share the result with the trading desk.
- Build a route option scoring matrix for the main supply lane, including one passage closure scenario, and review it with the scheduling team.

Seaborne Crude Supply Routing Questions FAQ

What is seaborne crude supply routing, and why does it matter now?

It is the choice of sea route and tanker class for each crude or product cargo. It matters now because refinery crude diets, passage restrictions and freight swings change faster than annual contracts, and poor choices raise delivered cost.

Which roles gain most from seaborne crude supply routing?

Supply planners, shipping coordinators, freight analysts and voyage operators gain most.

How does seaborne crude supply routing differ from a chartering course?

It looks at the supply decision first: which route and which tanker size suit each cargo. A chartering course goes deeper into charter party negotiation and claims.

What do you bring back from seaborne crude supply routing?

You bring back a seaborne supply and shipping plan for a real supply lane, with a route scoring matrix, a vessel class shortlist and an exposure register that colleagues can test and update.

Seaborne Crude Supply Routing: The Way Forward

The seaborne supply and shipping plan first informs which tanker class to nominate for next month's cargoes. Supply planners, shipping operators and the trading desk use it to agree routes and timing. After its first use, revisit the passage closure scenario and the freight assumptions, since both shift with markets and port conditions.