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Academy



Tanker Chartering, Laytime and Demurrage

Dive into the World of Tanker Chartering, Laytime, and Demurrage – A 5-Module Masterclass Unveiling the Legal and Operational Dynamics of Quality Tanker Operations in Today's Shipping Landscape.



[Click here to visit website](#)

Course Overview

Tanker Chartering, Laytime and Demurrage training is a 5-module comprehensive masterclass that offers an in-depth analysis of the contractual and legal framework behind quality tanker operations and an assessment of the tools necessary to manage these contracts in today's highly volatile shipping market.

This Tanker Chartering Shipping course will cover common issues in this field and will provide practical case studies, insights and remedies to these issues. This course is especially relevant for those who deal in tanker chartering and operations in their daily work, such as shipowners, charterers, shipbrokers, traders, P&I personnel, claims and cargo handlers, and maritime lawyers.

Who Should Participate

Our Tanker Chartering Shipping course will be particularly beneficial to the following professionals:

- Tanker shipowners and charterers
- Traders
- Shipbrokers
- Marine insurance and P&I personnel
- Maritime lawyers and in-house legal advisers
- Claims and cargo handlers
- Surveyors
- Salvage and recovery agents

Key Benefits

- Commonly used standard tanker forms such as Asbatankvoy and Shelltime 4
- Fixing the charter and knowing when a binding contract is made and in what terms
- Negotiating fixtures between brokers
- Understanding what 'subjects' are and their legal effect
- Delivery against bills of lading and letters of indemnity
- Charterparty indemnity clauses
- Safe ports and safe berths, force majeure, war and terrorism
- Delivery, final voyage and redelivery in time charters
- The nature of hire and off-hire for time charters
- Laytime, demurrage and the importance of notice of readiness
- The principle of "once on demurrage, always on demurrage" and the rare exceptions
- Incorporation of charter-party clauses into bills of lading



Fixing the Charter (TV)

- When is a binding contract made, and in what terms?
- Negotiations between brokers
- The legal effect of “subjects”
- The difference between qualifying the intention to be bound and qualifying the obligation to perform

Safe Ports, Safe Berths (TV)

- The elements of the legal definition of safety
- The nature of the obligation: absolute warranty or due diligence?
- The consequences of unsafety

Freezing Injunction Compared with Ship Arrest

- The main differences
- What to use when
- Limitations and advantages of each

ACTIVE LEARNING

Case Study Session 1: Case Study on Safe Port and Assessment of Damages

Force Majeure, War and Terrorism (TV)

- War risk clauses
- Force majeure clauses
- ISPS Code clauses
- The effect of not providing for changed circumstances

Delivery: Bills of Lading, Letters of Indemnity, Charterparty Indemnity Clauses (TV)

- The consequences of delivering without presentation of original bills of lading
- of lading
- Methods of protection against those consequences

- The risks faced, despite the methods of protection
- Allocation of those risks

ACTIVE LEARNING

Case Study Session 2: Case Studies on Piracy and Delivery without Original Bills of Lading

Condition and Description of the Vessel (T)

- Vetting clauses, inspections, SIRE

Duration of the Charter, Delivery and Redelivery (T)

- Overlap/underlap and the concept of the legitimate last voyage
- Damages for late redelivery
- Extending the voyage beyond the final terminal date
- Adding off-hire periods to the period of the charter

Tanker Freight Rates Updates Floating Storage – Practical Considerations

- Contractual issues with voyage and time charter parties
 - “Waiting for charterers’ order” & demurrage
- Precautionary measures and P&I coverage
 - Vessel surveys
 - Cargo quantities, loading/discharging
 - Cargo degradation, loss
- Storage clauses
 - Intertanko, BIMCO clauses
 - Hull fouling
 - Bunkering
 - Charterers’ indemnity for loss, damage and delays
 - Bill of lading
 - Contract for carriage

ACTIVE LEARNING

Case Study Session 3: Case Study on Condition of the Vessel Under Time Charter

Hire and Off-Hire (T)

- When are deductions from hire permitted?
- Withdrawal for non-payment of hire and the effect of “antitechnicality”
- Clauses
- Different types of off-hire clauses:
- Period clauses v. net loss of time clauses

ACTIVE LEARNING

Case Study Session 4: Case Study on Withdrawal for Non-Payment of Hire and Anti-Technicality Clauses

Laytime and Demurrage (V)

- When can a ship give effective notice of readiness (NOR)?
- Cancelling for late arrival: the lay/can period
- Exceptions to the running of laytime and demurrage
- Is it true that “once on demurrage, always on demurrage”?

ACTIVE LEARNING

Case Study Session 5: Case Studies on Laytime and Demurrage

Assessment At The End Of The Course

- MCQs And/Or Short Essay Questions

“The presentation was really well prepared, and the trainer kept the atmosphere fun & inspiring. Interesting mix of participants”

Account Manager

Wartsila Singapore Pte

“There are quite a lot of case studies to explore different perspectives and participants’ opinions. Professor Davies showed a lot of true, practical events as examples, enabling our improved understanding of the tanker business market, notices of readiness”

Planner

Sumitomo Chemical Asia Pte

Professor Martin Davies

Member, INTERTANKO Documentary Committee

Maritime Law and Director of the Maritime Law Center, Tulane University Law School, USA;
Consultant to Norton Rose Fulbright, an international law firm.

Martin Davies is author (and co-author) of text books on maritime law, international trade law, conflict of laws, and the law of torts. He has taught maritime law at universities in the United States, Australia, China, Singapore and Italy. He frequently speaks at conferences and seminars around the world. He also has extensive practical experience as a consultant in maritime matters and general international litigation and arbitration.

Martin has advised on cargo claims, arrest and admiralty matters, drafting bills of lading, sea waybills and charterparties, collisions and limitation of liability, oil pollution, salvage, marine insurance, maritime arbitrations and international sale of goods. He is a member of the Documentary Committee of Intertanko.



Tanker Chartering, Laytime and Demurrage

BOOK NOW

Course Name	Location	Course Dates	Early Bird price valid until 30 May 25	Standard price valid after 30 May 25
Tanker Chartering, Laytime and Demurrage	Singapore	14 - 16 July 2025	SGD \$4,350	SGD \$4,550

A 9% Goods & Services Tax (GST) is applicable to all Singapore based companies.

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ABOUT TIMINGS, PRICING AND DOCUMENTATION

Course fees include documentation, luncheon and refreshments for in-person learners. Delegates who attend all sessions and successfully complete the assessment, will receive a Informa Certificate and any applicable partner certificates. A hard copy will be provided to in-person learners and a soft-copy will be provided to virtual learners.

AVOID VISA DELAYS - BOOK NOW

Delegates requiring visas should contact the hotel they wish to stay at directly, as soon as possible.

To avoid delays, please ensure you apply for your visa several weeks before your intended travel date. Visa processing times can vary.

REGISTRATION, PAYMENTS AND CANCELLATION

All registrations are subject to our terms and conditions which are available at <https://informaconnect.com/delegate-terms-and-conditions>. Please read them as they include important information. By submitting your registration, you agree to be bound by the terms and conditions in full. All registrations are subject to acceptance by Informa Connect which will be confirmed to you in writing.

A confirmation letter and invoice will be sent upon receipt of your registration. Please note that full payment must be received prior to the course. Only those delegates whose fees have been paid in full will be admitted to the course.

For full cancellation details, please visit <https://informaconnect.com/delegate-terms-and-conditions>. All cancellations must be sent by email to sgtraining@informa.com, marked for the attention of Customer Services Cancellation. Due to unforeseen circumstances, Informa Connect reserves the right to cancel the course, change the programme, alter the venue, speaker or topics. For full details, please visit www.informaconnect.com/academy.



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