



Tanker Chartering, Laytime and Demurrage

SINGAPORE | 4 - 6 March 2024 | 15 - 17 July 2024



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Course Information

Face to Face Training

SINGAPORE

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Key Learning Objectives

- 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

Who Will Benefit

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



Course Information

Meet Your Course Director

About the Course

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.



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.



"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

Course Outline

MODULE 1

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

CASE STUDY SESSION 1: CASE STUDY ON SAFE PORT AND ASSESSMENT OF DAMAGES

MODULE 2

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

CASE STUDY SESSION 2: CASE STUDIES ON PIRACY AND DELIVERY WITHOUT ORIGINAL BILLS OF LADING

MODULE 3

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

COVID-19 IMPACTS ON EXISTING CHARTER CONTRACTS

- Force majeure / contract frustration
- Charterers' rights, owners' rights
- Particular issues with Time/Voyage charters
 - Vessel off-hire, quarantine
 - Delayed free pratique, WIFPON
 - Ship sanitation certificate (SSC)

- SIRE/CDI Inspection cancellation & liability
- Compliance with time bar provision
- Quarantine provision
- General Exceptions/Force Majeure Provisions Comparison
- Laytime and demurrage provision
- Covid-19 Vetting Inspection Clauses

COVID-19 VOYAGE CHARTERS (INTERTANKO 'CORONAVIRUS' CLAUSE) VS TIME CHARTER PARTIES

- Safe port, safe berth
- Load & discharges
- free pratique
- Demurrage, loss, damages and other expenses
- inspections and certification
- crew wellbeing & crew change
- Bills of Lading

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

CASE STUDY SESSION 3: CASE STUDY ON CONDITION OF THE VESSEL UNDER TIME CHARTER

MODULE 4

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

CASE STUDY SESSION 4: CASE STUDY ON WITHDRAWAL FOR NON-PAYMENT OF HIRE AND ANTI- TECHNICALITY CLAUSES

MODULE 5

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”?

CASE STUDY SESSION 5: CASE STUDIES ON LAYTIME AND DEMURRAGE

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Easy Ways to Register



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Tanker Chartering, Laytime and Demurrage

Course Code	Location/ Format	Course Dates	Early Bird price valid until SG - 16 Feb 24 SG02 - 28 Jun 24	Standard price valid after SG - 16 Feb 24 SG02 - 28 Jun 24	Great Savings: When you book 4 or more participants! Call us today on +65 6989 6507 or email sgtraining@informa.com to take advantage of the discount offers.
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