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**Konu** : FONASBA - ACB Çevrimiçi Eğitimleri Hk.

Sirküler No: 495

Sayın Üyemiz,

Gemi Brokerleri ve Acenteleri Ulusal Birlikleri Federasyonu (FONASBA) tarafından Odamıza gönderilen yazıda; FONASBA ile Barcelona Gemi Acenteleri Birliği (ACB) tarafından düzenlenen çevrimiçi eğitimler için başvuruların alındığı belirtilmektedir.

Söz konusu eğitimler; "Hat Taşımacılığı" (Liner Shipping), "Ro-Ro Yük Taşımacılığı" ile "Denizcilik Teknolojileri ve Dijital Dönüşüm" dâhil olmak üzere denizcilik ve lojistik sektörlerinin temel alanlarında bilgi vermeyi hedeflemektedir.

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Saygılarımla,

*e-imza*İsmet SALİHOĞLU  
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- 1- Hat Taşımacılığı Kursu Broşürü (17 Sayfa)
- 2- Ro-Ro Kargo Taşımacılığı Kursu Broşürü (8 Sayfa)
- 3- Denizcilik Teknolojileri ve Dijital Dönüşüm Kursu Broşürü (5 Sayfa)

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- Türkiye Gemi İnşa Sanayicileri Birliği Derneği (GİSBİR)
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# Liner shipping transportation

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### COURSE OBJECTIVES

This course has been designed to introduce you to international liner shipping both containerized and general cargo offering a large transport capacity that supports worldwide trade in high-value goods. The learner will study this subject in depth increasing their knowledge in both shipping transportation and the liner shipping agency.

With this aim in mind the objective of this course is to study and understand the following topics:

The history and evolution of shipping transportation. Definitions of liner service. Definitions and interaction between the different actors in the maritime transportation.

An overview of the common international rules and current legal framework involving regular line transport covered by a Bill of Lading (B/L). Identifying the different figures, responsibilities of the parties and the main functions represented by the Bill of Lading as the relevant document in this particular trade.

The Container. An indispensable element in the current logistics chain. Types, uses, international coding and verification. Models of lashing for the correct stowage.

Route, scale and itinerary of a regular line. The container ship. Identifying the infrastructure and the machinery of container terminals and explaining their logistic organization. The roles of actors involved in the container husbandry and logistics.

The cost structure of liner freight and particularly the cost of utilization of maritime transport in the liner sector, what we know as sea freight.

The intermodality and the properties and characteristics of intermodal and multimodal systems. Functions and responsibilities of ship agents and carriers, for intermodal and multimodal transportation.

Non-containerized Shipping Lines. Bulk cargo and project cargo.

Economic and organization aspects of a liner ship agency. Differentiating the tramp and liner shipping sectors studying their main characteristics and scope of action. Describing and analysing the different departments that compose a liner ship agency.

The most common claims in maritime transport with regular lines. P&I Clubs, learning their structure and how they work.

***NO BASIC KNOWLEDGE IS NEEDED TO SIGN UP.***



This course is specifically designed for employees of shipping companies and liner shipping agencies who need to have up-to-date knowledge that allows them to fully understand the scope of their work in the organization. Also for those professionals who want to update their knowledge.

This course is also suitable for Import/Export companies, freight forwarders, customs agents, port terminals and logistic companies interested in liner shipping transportation.

Our training is also useful for those students of international trade and transportation, as well as for anyone who wishes to expand their knowledge to have better job opportunities.

 **LECTURERS**

**The Experts, our core value!** All of them are managers both of liner shipping agencies and shipping companies with extensive experience as lecturers in training programmes, seminars and conferences.



Marck Poveda  
Cosco Shipping Lines (Spain) S.A.  
General Manager



Jaime Paz  
*Ocean Network Express (Spain)*  
Head of Customer Service



Gregorio Chiner  
*Noatum Maritime Services*  
Agency Network Operations Manager



Ignacio Amaro  
*Liner Shipping Transportation Specialist*



Salvador Richart  
*Mediterranean Shipping Company España S.L.U.*  
Barcelona Branch Manager



Albert Pallarés  
*Noatum Maritime*  
CCO



Albert Oñate  
*SeaLead Shipping*  
Managing Director



Eulàlia Arana  
*Agencia Marítima Española Evge, S.A.*  
General Manager



Jordi Trius  
*Liner Shipping Transportation Specialist*



Beatriz Pérez del Molino  
*Practising lawyer specialized in maritime law*



## COURSE OUTLINE

### **UNIT 1.- INTRODUCTION TO SHIPPING LINER SERVICES**

**Lecturer:** Marck Poveda.

**Objective:** The goal of this first topic is to give a general overview of Liner shipping transportation that will be dealt with in greater detail in the subsequent topics following this one. Starting from a brief journey through history, we will see the milestones that have marked not only shipping transportation, but navigation in general and how these have resulted in increasingly specialized and efficient ships.

#### TABLE OF CONTENTS

#### **1. HISTORY AND EVOLUTION OF SHIPPING TRANSPORTATION.**

#### **2. LINER SERVICE.**

2.1. Definition.

2.2. Difference between Tramp services and Liner Services.

#### **3. DIFFERENT TYPES OF LINER SERVICES.**

#### **4. JOINT SERVICES & FREIGHT CONFERENCES.**

### **UNIT 2.- ACTORS (WHO'S WHO)**

**Lecturer:** Jaime Paz.

**Objective:** In the topic presented below, you will find the information necessary to achieve the following objectives:

Identify and define the entities and institutions involved in.

List and explain the functions of the main actors involved in liner shipping transportation.

Explain how the different entities and institutions interact with between them

#### TABLE OF CONTENTS

#### **2.1 MAIN ACTORS**

2.1.1. Owner - Ship owner - Carrier

2.1.2. Ship agent

2.1.3. Exporters / Importers

2.1.4. Forwarders

2.1.5. NVOCC

2.1.6. Ports / Port authorities

2.1.7. Container terminals

2.1.8. Stevedores

2.1.9. Truck companies

#### **2.2 SECONDARY ACTORS**

2.2.1. Container depots

2.2.2. Customs brokers

2.2.3. Customs

2.2.4. Insurers (P&I)

2.2.5. Railway operator

2.2.6. River transport operators

2.2.7. Banks

2.2.8. Digital platforms

2.2.9. Weighers / Tarers

- 2.2.10. Surveyors
- 2.2.11. Booking agents
- 2.2.12. Block chain
- 2.2.13. External port services

### **UNIT 3.- THE DOCUMENTARY PROCESSES IN THE MARITIME REGULAR LINE TRADE**

**Lecturer:** Gregorio Chiner.

**Objective:** An overview of the common international rules and current legal framework involving regular line transport covered by a Bill of Lading (B/L).

To identify the different figures, responsibilities of the parties and the main functions represented by the Bill of Lading as the relevant document in this particular trade.

To correctly interpret the most usual clauses inserted on a B/L.

To provide a review of the prevailing Bill forms used in Regular Line trade and a brief introduction to combined transport documents.

To study the importance of the Port Community Systems (PCS) and their role in the documentary and operational process. The scope of the future European Maritime Single Window environment (EMSWe).

To identify and describe the main functions of the shipping agent and the general flow of information in the logistic chain for import/export and the necessary interaction with all actors.

To study the evolution and importance of the integrative systems and electronic data interchange (EDI) for a fast transit of goods and smooth overall process in maritime commerce.

To pay special attention to those cargoes that due to their nature are considered as dangerous or have contaminating risk, which require additional information in accordance with EU directives

#### TABLE OF CONTENTS

#### **1. OBJECTIVES**

#### **2. GENERAL REGULATION IN MARITIME TRANSPORT UNDER BILL OF LADING**

- 2.1. Precedents
- 2.2. The Hague Rules of 1922
- 2.3. The Brussels Convention of 1924
- 2.4. The Brussels Protocol of 1968 and 1979 – Rules of the Hague-Visby
- 2.5. The Hamburg Rules of 1978
- 2.6. The Rotterdam Rules of 2009 – Comparative with Hague-Visby

#### **3. BILL OF LADING AS THE KEY DOCUMENT IN REGULAR LINE SHIPPING TRADE**

- 3.1. Personal aspects
- 3.2. Formal aspects

#### **4. DIFFERENT ROLES OF THE BILL OF LADING**

- 4.1. The B/L as a Contractual Document: Short form/Long form
- 4.2. The B/L as a Credit Title
- 4.3. Ownership Rights and Transferability of the B/L according to the Consignee's nature
- 4.4. The Probative Function of the B/L

#### **5. THE MOST COMMON CLAUSES IN THE B/L AND THEIR INTERPRETATION**

- 5.1. Shippers Load, Stow and Count
- 5.2. Said to Contain

- 5.3. Under Deck
- 5.4. Total Order Value
- 5.5. Temperature Clause
- 5.6. Shipped on Board
- 5.7. Received for Shipment
- 5.8. Clean on Board
- 5.9. No Transshipment Clause
- 6. BASIC TYPES OF B/L**
  - 6.1. Regular Line: Liner B/L and Sea Waybill (SWB)
  - 6.2. Combined Transport Documents – Multi Stage Bills (MSB)
- 7. EUROPEAN ELECTRONIC SINGLE WINDOW ENVIRONMENT**
  - 7.1. Port Authorities and Electronic Platforms (PCS)
  - 7.2. Examples of the roles of a PCS in a Single Window environment
  - 7.3. Vessel's Operating Agent (VOA) Vs Cargo agent (NVOA). The Joint Service
- 8. DOCUMENTARY FLOW IN THE IMPORT**
  - 8.1. The Ship's Manifest
  - 8.2. Risk Management: Import Control System (ICS)-Entry Summary Declaration (ENS)
  - 8.3. Advance Summary Declaration for Temporary Storage (DSDT)
  - 8.4. Discharge List
  - 8.5. Arrival Notice and Parcel Confirmation
  - 8.6. Cargo Release: Delivery Order
  - 8.7. Transport Order and Admittance Order for empty container in the Depot
- 9. DOCUMENTARY FLOW IN THE EXPORT**
  - 9.1. Booking Note
  - 9.2. Transport Order / Assignment
  - 9.3. Delivery Order for Empty Container / Admittance Order for Terminal
  - 9.4. Instructions and issuing of the B/L
  - 9.5. Cargo List
  - 9.6. Summary Export Declaration (DSE)
  - 9.7. Ship's documents: Manifest, Special Equipment and Dangerous Goods
- 10. DANGEROUS GOODS IN HARBOUR AREAS – D 2002/59/CE**
  - 10.1. Dangerous Goods: Port Entry by land or sea
  - 10.2. DG Declaration upon vessel's departure. Safe Sea Net and EMSA

#### **UNIT 4. THE CONTAINER. AN INDISPENSABLE ELEMENT IN THE CURRENT LOGISTICS CHAIN.**

**Lecturer:** Ignacio Amaro.

**Objectives:** To enumerate and define the different types of container, explaining their use.

To identify and explain the elements that make up the international coding of the container and how it is verified.

To identify the main breakdowns of maritime containers and explain the importance of their inspection, maintenance and repair.

To identify and explain some models of lashing inside the container for the correct stowage of the cargo.

#### **TABLE OF CONTENTS**

- 1. OBJECTIVES**
- 2. CONTAINER HISTORY. HOW IT CAME TO US.**
- 3. DIFFERENT TYPES OF CONTAINERS**
- 4. DIMENSIONS AND IDENTIFICATION OF CONTAINERS**

5. CONTAINER STRUCTURE AND COMPONENTS
6. CONTAINER SEALS AND THEIR CORRECT LOCATION
7. DEPOTS OF CONTAINERS
8. DAMAGES AND INSPECTION OF MARITIME CONTAINERS
9. STANDARDS ON MAINTENANCE AND REPAIR
10. CONTAINER RENTAL COMPANIES
11. CORRECT STOWAGE IN CONTAINERS

## **UNIT 5. OPERATIONAL ASPECTS OF LINER SHIPPING TRANSPORTATION**

**Lecturer:** Salva Richart.

**Objective:** In the subject presented below, you will find the necessary information to achieve the following objectives:

To define the route, scale and itinerary and explain the considerations necessary to start a regular line.

To define the container ship and explain its characteristics and its advantages for the transport of goods.

To identify the lashing materials and explain the rules for securing the cargo under and on deck.

To define the stowage and the planners and explain the factors and considerations necessary to carry out the stowage plan.

To identify the infrastructure and the machinery of container terminals and explain their logistic organization.

To explain the importance of obtaining and supplying the VGM to the ship agent and the legislation that regulates it.

To enumerate and explain the roles of actors involved in container husbandry and logistics.

### TABLE OF CONTENTS

#### **5.1 THE REGULAR LINE**

- 5.1.1 Differences between Regular Line and Tramp Service
- 5.1.2 The navigation route
- 5.1.3 Schedules

#### **5.2 THE CONTAINER SHIP**

- 5.2.1 Definition, description and structure
- 5.2.2 Capacity and tonnage of the ship
- 5.2.3 Ship's utilization
- 5.2.4 Lashing material and lashing of containers

#### **5.3 THE STOWAGE PLAN**

- 5.3.1 The stowage, a critical operation
- 5.3.2 Conditions when making a stowage plan
- 5.3.3 Discharging and loading of containers
- 5.3.4 Ship's stability and drafts

#### **5.4 THE RELATIONSHIP WITH THE TERMINALS**

- 5.4.1 The contract with the Terminal
- 5.4.2 Terminal operation
- 5.4.3 Information exchange
- 5.4.4 The closing time

## **5.5 VGM**

- 5.5.1 Background
- 5.5.2 Amendments of the OMI Maritime Safety Committee
- 5.5.3 Regulations of the Development & Transport Ministry

## **5.6 HUSBANDRY**

- 5.6.1 The Ship's agent
- 5.6.2 The Port Authorities
- 5.6.3 The Harbour Master
- 5.6.4 Customs
- 5.6.5 Health Controls
- 5.6.6 Immigration Offices
- 5.6.7 Services rendered to the ship

## **5.7 CONTAINER LOGISTICS**

- 5.7.1 Imbalance of containers
- 5.7.2 Dry Ports
- 5.7.3 Hub Ports and Feederings

## **UNIT 6. SEA FREIGHT**

**Lecturer:** Albert Pallarés.

**Objective:** The aim of this subject is designed to provide students with basic knowledge and some fundamental aspects related to the cost structure of liner freight and particularly the cost of utilization of maritime transport in the liner sector, what we know as sea freight.

Basic tools and fundamental elements are explained so that students become familiar with the cost and concepts of transporting commodities in shipping.

Understanding the developments and the structure of a liner and containerized sea freight rate, including the analysis of the tariffs, advantages and disadvantages of the tariff per unit and its relevance in liner shipping.

Understanding of a base rate and awareness of some other concepts that are additional to the base, as well as costs that are not considered part of sea freight but are linked to the transport of containers, such as port handlings, demurrages, storages or connections.

### **TABLE OF CONTENTS**

#### **1.INTRODUCTION**

- 1.1. Freight rates across all markets

#### **2. BASICS, CONCEPT AND CHARACTERISTICS**

- 2.1. Definition
- 2.2. Evolution
- 2.3. Structure

#### **3. SEA FREIGHT**

- 3.1. Sea freight Levels
- 3.2. Tariffs
- 3.3. Contracts
- 3.4. Surcharges: BAF, CAF, IMO, PSS, etc.

#### **4.SHIPPING TERMS AND CONDITIONS**

- 4.1. Sea freight terms
- 4.2. Sea freight conditions
- 4.3. Sea freight payment conditions

## **5. OTHER ASSOCIATED CONCEPTS**

- 5.1. Handlings, THC
- 5.2. Demurrages, detentions
- 5.3. Plug in, port storages

## **UNIT 7.- INTERMODALITY IN LINER SHIPPING TRANSPORTATION**

**Lecturer:** Albert Oñate.

**Objective:** In this chapter, you will find the basic information to achieve the following targets:

To define the basic language of intermodality and to explain the properties and characteristics of intermodal and multimodal systems

To identify the means of intermodal transportation, maritime, road and rail, and to explain their characteristics and contracting modalities

To describe and to explain the functions and responsibilities of ship agents and carriers, for intermodal and multimodal transportation

To explain the interchange of information, between the different people involved in the intermodal process

To determine the environmental impact for the transportation of goods, and why companies must identify and reduce this impact.

### **TABLE OF CONTENTS**

#### **1.- PRESENTATION**

#### **2.- INTRODUCTION**

- 2.1. Definition of specific concepts
- 2.2. Intermodality and multimodality in the world
- 2.3. Why different transport modes are used

#### **3.- MARITIME TRANSPORTATION**

- 3.1. Different vessel types and sizes
- 3.2. Port Container Terminals
- 3.3. How to reflect intermodality in bills of lading
- 3.4. Customs regulations and intermodality

#### **4.- ROAD HAULAGE TRANSPORTATION**

- 4.1. Lorry sizes and maximum weight authorized
- 4.2. Licences for drivers. Personal competencies
- 4.3. Land infrastructures

#### **5.- RAIL TRANSPORTATION**

- 5.1. Rail infrastructures for cargo
- 5.2. Different modes of rail operators in the world
- 5.3. Future of rail transportation in the world

#### **6.- TECHNOLOGIES LINKED TO INTERMODALITY**

- 6.1. EDI messages for intermodality
- 6.2. E-commerce development and intermodality
- 6.3. Block Chain for transportation

#### **7.- SUSTAINABILITY AND INTERMODALITY**

- 7.1. Carbon footprint for maritime transport
- 7.2. Comparison of emissions for each mode of transportation
- 7.3. Market demands for sustainable intermodal transport

#### **8.- SUMMARY**

## **UNIT 8.- NON-CONTAINERIZED LINER SHIPPING**

**Lecturer:** Eulàlia Arana

**Objective:** If you think about cargo ships, the first image one perceives is that of a container ship.

But beyond the container, there is a less well-known world that is no less important than that related to conventional, static, rolling, bulk, project cargo and extra-sized and/or over-heavy parts.

In order to approach this world, in this unit we will learn about the non-containerized regular lines. These are the objectives for this unit:

To study the different types of non-containerized shipping lines (basic concepts)

To identify a regular, non-containerized shipping line and brief presentation of the main operators and the effect they have on international trade.

To familiarize the student with the different actors and factors involved in the development of new regular services that are non-containerized.

To provide basic knowledge, tools and above all to gain the interest of the student, so that at the end of the unit, they will be able to apply them in their professional activity even for those who had never thought of it.

### TABLE OF CONTENTS

#### **1. NON-CONTAINERIZED SHIPPING LINES**

- 1.1. Introduction
- 1.2. Basics
- 1.3. Regular Shipping Line: goods, travellers or both.

#### **2. THE MARKET**

- 2.1. Market evolution
- 2.2. Ferry - Passenger Ship
- 2.3. Regular cargo
- 2.4. Spot Shipment

#### **3. BULK CARGO**

- 3.1. Break bulk
- 3.2. Project Cargo
- 3.3. Ro-Ro Cargo

#### **4. VESSELS**

- 4.1. Description and characteristics
- 4.2. Fleet at market demand
- 4.3. Logistics equipment (roll trailers, bolsters..)

#### **5. THE KEY: DON'T BE SCARED**

- 5.1. Goods cannot be loaded into a container. What can I do?
- 5.2. Shipping Lines. There are always choices.
- 5.3. Goods: Handling, packing, lashing etc.
- 5.4. Trusting the professionals, everything is possible.

## **UNIT 9.- ECONOMIC AND ORGANIZATIONAL ASPECTS OF A LINER SHIP AGENCY**

**Lecturer:** Jordi Trius

**Objective:** In the course of this topic, you will find the necessary information to reach the following objectives:

Differentiate the tramp and liner sectors in their different scopes and concepts.

Define and understand the different types of shipping agents that you can find in the market.

Describe and analyse the various departments in which the liner agents are organized.

Identify and analyse the basic elements that compose the P&L account of a liner shipping agency.

Recognise the main challenges and opportunities that maritime agents have to confront in the current times.

## TABLE OF CONTENTS

### **1.- PRESENTATION**

### **2.- SHIPPING AGENTS TYPOLOGY**

- 2.1. Tramp and liner agents
- 2.2. Agent's types depending on their scope of work
- 2.3. Own and third-party agents (TPA)
- 2.4. Generalist and specialist agents

### **3.- LINER AGENCY ORGANIZATION**

- 3.1. Commercial and sales department
- 3.2. Operations department
- 3.3. Documentation and customer service department
- 3.4. Transport and logistic department
- 3.5. Administration and finance department
- 3.6. Central and corporate services

### **4.- BASIC STRUCTURE OF A LINER AGENCY P&L ACCOUNT**

### **5.- MAIN CHALLENGES AND OPPORTUNITIES FOR LINER AGENCIES**

- 5.1. Economies of scale
- 5.2. Automations and process management
- 5.3. New technologies and IT systems
- 5.4. Centralizations and externalizations
- 5.5. Diversification and internal synergies
- 5.6. Shipping industry uncertainties and drivers

### **6.- SUMMARY**

## **UNIT 10. MARITIME CLAIMS, INSURANCE CONTRACTS AND P&I CLUBS**

**Lecturer:** Beatriz Pérez del Molino.

**Objective:** With this topic, the aim is for the student to get an idea of the accidents and, therefore, of the most common claims in maritime transport with regular lines. The student will also get an idea on what the legal situation is of parties before the different claims being able to understand the responsibilities of each one, the concepts that can be claimed for, the amounts to be claimed, against whom you can claim and where you can claim.

Furthermore, we also consider it important to know how to mitigate the effects of an accident and a claim, through the subscription of insurance policies, both by the shipping companies and by the cargo owners, learning, in general lines, the different types of insurance policies, insurers and the corresponding coverage.

Finally, we hope that students will become familiar with P&I Clubs, learning their structure and how they work.

## TABLE OF CONTENTS

### **1.OBJECTIVES**

### **2.CLAIMS**

- 2.1. Types: cargo damages, losses, delay, shortages, lack of delivery etc.
- 2.2. Liable parties
- 2.3. Limitation of liability
- 2.4. Limitation periods
- 2.5. Jurisdiction and competence
- 2.6. Parties entitled to claim and legitimation

### **3.INSURANCE CONTRACT**

- 3.1. Basic notions: parties, interest, assured value, co-insurance and insurance concurrence
- 3.2. Cargo damages insurance
- 3.3. Civil liability insurance

### **4.P&I CLUBS**

- 4.1. Introduction and history
- 4.2. Structure. Directors, managers, correspondents
- 4.3. How they work. Characteristics
- 4.4. Risks covered
- 4.5. The role of the P&I Club before the claims.
- 4.6. Direct action against P&I Clubs and the “pay to be paid” rule.



This online course consists of 10 units that must be completed within 10 weeks. The course consists of the study of the contents that are offered to the learner (text, charts, videos, audios, magazines, tests,...).

The contents have been prepared by the lecturers and their presentation has been organized by the teaching team of the *Universitat Oberta de Catalunya* (Corporate Area of the University). The objective is to facilitate better quality study and understanding for the learner.

The estimated time the student will need is about **60 hours** to successfully complete the 10 training units and evaluation tests. The course also offers a total of **60 hours of tutoring** where lecturers will be online to resolve any issues and share information. **10 hours of these tutorials will be by videoconference** (MS Teams).

We encourage students to participate in discussion forums. Furthermore, your participation is part of the course evaluation. Your participation is a key point.

After every unit you will be given a 10-question multiple choice test to complete which you are expected to pass with a mark of 80%. Don't worry about that! At the end of the course you will have a second opportunity to take any failed tests. On successful completion of the course you will receive a certificate and a statement of completion.

After every unit, students can download a PDF with all the contents organized in a very special format that facilitates study and understanding.

## Course programme

Before starting the online course registered students will receive the course programme and schedule with the start dates for each of the 10 units and the dates between which the assessment tests must be taken. You will also find the tutoring schedule.



## Excellent Support and Guidance !

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**UOC** (UOC Corporate Consulting) offers an online learning solution designed with a pioneering methodology that provides maximum impact and efficiency. The contents have been designed by the teachers and organised by the teaching team of the Universitat Oberta de Catalunya (Corporate Area of the University). The aim is provide students with a higher quality of study and understanding.

Students will benefit from a good deal of support throughout the course with the tutors that are there to guide and advise them. Similarly, The technical Service team of the **Barcelona Chamber of Commerce - Corporate Campus** and Jaime Paz (**Academic Coordinator**) will offer excellent support and guidance.



Confirm your interest by sending an email to [acb@consignatarios.com](mailto:acb@consignatarios.com). With this email you will reserve your place and you will receive all the additional information you need. With your details, we will issue the invoice and its payment will be considered the final registration.



On passing your course you will receive an aptitude certificate that certifies you have passed the evaluation test and a statement of completion.



**500 Eur**+VAT (where applicable).

How to pay for your course: Bank Transfer:

Payment currency: Eur - Bank name: Banco Sabadell

Account: ES05 0081 0057 3600 0153 0461

Swift Code: bsabesbbxxx - Bank Country: Spain

**Please ensure that all charges are debited from your account and not passed forward for deduction from the amount remitted to Barcelona Shipping Agents' Association.**



## WHAT OUR STUDENTS SAY

*"I would like to thank you for all the interesting courses, I really enjoyed all the informative slides, as well as the on line courses. The contents were very helpful for me as I was not totally familiar with the liner shipping aspects and activities. Once again, thank you for the wonderful experience."*

**Panagiotis Valavanis.** COSCO SHIPPING Lines (Greece) S.A.. Accounting Department.

*"Let me to extend my congratulations to you and the Tutors of the different topics we had, the truth it was an intriguing course where you can understand and learn about the different concepts and forms of operation in maritime logistics. This environment is enveloping, fascinating, and this course open your mind and increase the knowledge. My respects and congrats."*

**Elvia Rochin. MSC.** Branch Manager Ensenada

*"A very interesting and valuable experience. I learnt a lot and it gave me a good grounding in the basics. It really made me think and use my experience and work competency, I liked how it enabled me to interact with students and instructors through the online forums . I'm sure the course and certificate will drive me to another level in shipping and transportation, more opportunities to come and I will keep learning as always. I do recommend this course for all people involve in the shipping field."*

**Mohamed Veffa. TEISSIR SHIPPING SA**

*"I don't know how to express my great appreciation for the great opportunity that was given to me to join the online course of **FONASBA ACB Liner Shipping Transportation** It was really such a tremendous journey. This programme from A to Z is interesting, I didn't actually expect the amount of information and the way this is related to every single detail in Liner Shipping Transportation. This programme has raised up my professional experience to a better level and added more enthusiasm to move on and achieve more in my logistics career. A special thanks to all the tutors who were always available to answer our enquiries and provide any support or follow up during the programme."*

**Amina Faiz. Hamag Project&Forwarding.**

*"I very much enjoyed this course, I would recommend it to people in the business as well as non-involved, since it gives a comprehensive and very clear explanation of where the Liner Shipping Transportation stands today and where it's going. The platform used for studying is friendly and easy to navigate, you will find that the forums created by the mentors brings valuable knowledge from different people all around the world, but bear in mind, it's crucial to actively participate, to fully get the course experience"*

**Matias Ulloa. Gerleinco.**

*"I had the honor to participate in your online course of "FONASBA ACB Liner shipping transportation". This training allowed me to consolidate my knowledge and confirm my passion for the field of shipping agent. I appreciate the effort put into the courses and I want to thank you for the enriching contribution, the opportunity and the professionalism. I also want to thank the tutors for their time and effort, indeed, their pedagogy made the courses fascinating and enjoyable especially in the video conference. this experience was very enriching and will necessarily help me to excel throughout my career. I Hope we will meet again in a training similar in the near future."*

**Chouaib Rizk. Operations Coordinator chez HAMAG Group**

*"I really liked and recommend the FONASBA ACB Liner Shipping Transportation online course because it really overcome all the expectations as we say here in Portugal. The organization of online course with previous agenda, alerts for the classes, for the forums as well the way of communicate and prepare the people for the platform use was very good prepared and considering the different participants over the different continents and with different professional and academic experiences.*

*I would like to highlight the experience of the teachers, from all the main carriers and from several sectors of transports and logistic chain. I appreciate the forums to all of us express the ideas as the online classes to motivate the brainstorming's and the debates considering the current circumstances worldwide regarding COVID 19, Suez Congestion and in general the economic situation in the world. I loved to know the opinions about the future of transportation of the teachers and colleagues. The correct ones/politically correct answers and the personal opinions. I underline also the very good availability of all teachers and responsible of the course during the three months and the answers for the commented real cases of the past and the present in our daily tasks. Was very good the training in English (to keep practice this foreign language) and the classmates were the best ones as the teachers. Thousand of thanks."*

**Susana Borges Ferreira. Inside Sales Representative and Customer Service Representative. MARMEDSA / NOATUM Portugal.**

*I did the LINER SHIPPING TRANSPORTATION course online during October-December 2022. Although I'm not fan of online trainings, I must say that the methodology and platform were (are) very appealing. Yes, it demands several hours of study (reading, hearing and watching the videos, as well as online talks) but the same were very fluent and entertained. The academic and supporting staff were very kind and expedite to assist on any doubt. The content is a very nice walk around all this industry, from history to technical aspects, from today's topics of arguments to advance knowledge of the field, from written discussions on the forums to valuable interchanges on video calls. Very much appreciated this training and highly recommendable.*

**René Flores – MEXICO.**

*"Liner Shipping Transportation course is a coming sunrises experience. Why? Tons of info spreaded in every single way, angle, practice and development, historically and actually. From the beginning till present. Who? Top Masters, AAA teachers and professionals who are willing to share with you theirs huges amounts of knowledge. With? 24/7 partners in/out the business available at the platform. This is a MUST if you are about Line Shipping. DON'T REGRET IT, COME FOR IT!"*

**Odón Loraque**

*"First, I want to thank everyone involved in giving me the chance to participate in this interesting training, where we had a lot of interactions and debates mainly in the video calls led by the tutors, which I judge as the best part in the learning process.*

*This course has detailed the history of shipping transportation from the beginning to its modern and actual practices following the current developments. FONASBA ACB Liner shipping program is divided to 10 units, it helped me understand the maritime field with its all concerned parties, leading me to the best and rational solutions when facing challenges in my daily routine as I am still using the courses as a reference.*

*Finally, special thanks to the tutors who followed us during this training. Thus, I am so grateful for this experience which I recommend for everyone interested to improve and enhance his knowledge in the shipping transportation."*

**El Houcine Jawhari - Agency coordinator at HAMAG AGENCY**

*"I found it very interesting and it met my expectations. Apart from the knowledge, it gives us a more global vision of the work we do and its importance and responsibility."*

**Alfonso Ramirez, Doc. Central Service (Spain). Assistant at Cosco Shipping.**

*"The liner shipping course has allowed me to expand my knowledge related to the sector as well as through a more transversal vision, to understand in a more efficient way the daily operations in ports."*

**Hans Rubio Branch. Manager at Bayport.**

*"It is a course that is adapted both for those who already have some experience in the sector, and for those who have just started in it. My case is the second and I have already recommended the course to some colleagues."*

**Fran Ávalos, Control Area-Administration at Noatum Logistics.**

*"This course has been very interesting since even though I don't work in a shipping company directly, I have been able to understand the procedures that come after the management that we do as a distributor. It is a very complete course, where they give you a lot of information, the teachers respond quickly and are ready for any questions that may arise."*

**Mónica. GM Food Ibérica. Import/Export Dept.**

*"It is a very satisfactory course, it covers many concepts and makes it easier to learn. I encourage everyone to do it. The knowledge acquired and the information of each unit is very useful."*

**Alba Sierra - Hapag-Lloyd Spain, S.L. - Port Terminal OPS.**

*"This course is amazing, not only gives you a full view of all the actors and process involved on maritime, but it also rises new topics and interesting issues on the forums thanks to how the teachers and the more experienced pupils get involved. I really recommend it not only for beginners, for whom is a must, but even for experienced professionals who will get a glimpse of the new tendencies which are opening on this sector."*

**Marco Crespo. Information Systems Department. Noatum**

*"Attending the "Liner Shipping Transportation" course at ACB's virtual campus had been a truly invaluable learning experience for me. It not only provided a thorough introduction to Liner agency exploring every aspects of it in detail but also gave a nuanced understanding about the duties and responsibilities of a liner agent. Besides, the insight and knowledge it helped gain in-depth over the duration of the course had in fact challenged and revolutionized my previously held thinking and approach in regard to Liner Shipping Transportation in a very positive way.*

*Furthermore, the course having been structured into 10 different lessons with plenty of information sets out in an easy to understand format. And the "One lesson each week" arrangement enabled us to weave the course time conveniently into our normally busy work schedule. And notably the tutors choice of topics for the forum discussions every week were much broader in nature and by not limiting itself to the curriculum of the course, the discussions helped us gain added perspectives to the subjects being learnt on that particular week.*

*It is worth mentioning here that the tutors who taught us were all well seasoned leaders possessing profound field knowledge and expertise in their own respective fields. They were very sincere, down to earth and were quite kind enough to go out of their way to clarify every doubts of ours. And last but not least, as such the virtual campus of ACB stands well organised as an institution. Their platform, which I found easy to navigate not only had all the features necessary for an online institute but also was being managed well professionally*

*Well, in short, ACB's liner agency course is one good training that no shipping personnel should miss!!"*

**Roshan Miranda. Macsons Shipping Agencies Private Ltd., India**

*Very well structured, dynamic, interesting and productive course lectured by the most experienced and dedicated professionals on the maritime industry. The 10 units are very comprehensive with clear and concise explanations, which makes it suitable for all levels. Along with the theoretical part, the course addresses forums in which tutors and participants can suggest different threats to be discussed during the week that each unit lasts. I think that this is a very useful and enriching tool since you can also learn from the opinions and comments of your colleagues. Thus, I am very satisfied with the completion of this course and I think that it is highly recommended for anyone who wishes to improve their knowledge of the Liner Shipping Transportation.*





**Laia Servet. Operations Manager Marmedsa Cruise Services.**

*"I am a newcomer to the world of logistics and everything is new. For this reason I needed to acquire basic and general knowledge to help me. This course has allowed me to get started, the materials are clear and dynamic and the teachers are always ready to help. I think it's a great way to start and I would definitely recommend it."*

**Aitana. Logistics.**

# REGISTER NOW!

[acb@consignatarios.com](mailto:acb@consignatarios.com)

	<p><b>MORE INFO</b> <a href="mailto:acb@consignatarios.com">acb@consignatarios.com</a> <b>Barcelona Shipping Agents Association</b> Avda. Drassanes, 6-8 planta 13-1 Barcelona <b>Alex Ferrándiz – Manager</b> - Telephone 34 93 270 27 88 <a href="http://www.consignatarios.com">www.consignatarios.com</a></p> <p>  </p>
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Barcelona Shipping  
Agents Association

Ek-2

# Ro-Ro Cargo Shipping

## FONASBA ACB Online Course. 5<sup>th</sup> Edition.

**From October 10<sup>th</sup> to November 13<sup>th</sup>, 2026**

**ENROLMENT NOW OPEN!**

[acb@consignatarios.com](mailto:acb@consignatarios.com)



This course has been designed to introduce the student to ro-ro cargo shipping. Ro-ro cargo shipping is extremely important due to its capacity to transport high value goods such as cars and trucks, as well as oversized cargo such as public works machinery, railway cargo such as train wagons, containers and many other types of goods and rolling cargo.

The student will gain in-depth knowledge of the subject throughout the course, gradually increasing their understanding of both ro-ro cargo shipping and short sea shipping. And from the perspective of both the shipowner and the shipping agency.

The aim of this course is to gain knowledge and understanding of the origin and evolution of vehicle shipping and the different types of vessels for ro-ro shipping. It is essential to take a look at the agents involved in the logistics chain, both logistics companies as well as maritime and intermodal terminals and distributors. In this course, the main characteristics of the Pure Car and Truck Carrier (PCTC) vessel will be studied, followed by a detailed look at the operating costs of this type of vessel, the types of charter contracts, the costs associated with port calls and the shipping terms.

Once familiarised with the context of ro-ro cargo shipping, the student will examine the functioning of the logistics chain right from the beginning, the manufacture of the vehicle, through to the contracting of shipping between shipping companies and their clients. To do this, the different logistical stages will be analysed, the logistics at the plant, the logistics to the port and, in particular, the logistics linked to the port area.

In ro-ro cargo shipping, extensive knowledge of port logistics is vital. The student will gain a complete overview of all the necessary operational and documentary procedures from the reception of the unit to its loading on board, for vehicles as well as for rolling cargo and project cargo on ro-ro vessels. It is essential to understand what we are going to load, its lifting and lashing points, the packaging, etc. The student will be given training contents with the main recommendations of the shipping companies in terms of loading and lashing and the means and procedures for handling, thereby preventing any possible damage to the cargo.

This syllabus includes, due to its importance within the context of ro-ro cargo shipping and at European level, a unit focusing on Short Sea Shipping. The student will learn about the legal basis for the development of cabotage within the EU and with neighbouring countries, Customs regulations and will identify the alternative shipping routes for ro-ro cargo shipping, instead of road haulage. To do this, the legislation will be studied along with the regulatory framework for Short Sea Shipping, the types of vessels used, the types of good shipped and the operating procedures.

The course table of contents specifies the targets to be achieved in each of the subjects.

***NO PRIOR KNOWLEDGE IS REQUIRED TO ENROL.***



This course is designed for employees of shipping companies and shipping agencies who want to learn about the operating procedures of this section of the shipping business, as well as for those who are involved in ro-ro cargo shipping and who need to increase and update their knowledge.

This course is also suitable for import/export companies, freight forwarders, customs agents, port terminals and logistics companies interested in this type of shipping. It is also useful for professionals in the vehicle manufacturing industry and the companies that provide transport and logistics services to this industry.

Our training is also useful to supplement the knowledge of students on vocational training programmes of international trade and international transport, as well as for anyone who wants to broaden their knowledge in order to gain better job opportunities.



**The experts, our principal value!** All of them are managers of shipping agencies and shipping companies and specialists in the ro-ro cargo shipping business. All of them have extensive experience as speakers at training programmes, seminars and conferences.



**David Soro García**  
*Agunsa Europa, S.A.*  
*Executive Director*



**Iñaki Echevarría**  
*Höegh Autoliners (Spain)*  
*Head of Sales*



**Cristóbal Ruíz Hidalgo**  
*Bergé Marítima, S.A.*  
*Specialist in Ro-Ro Cargo Shipping*



**Arturo Fernández García**  
*Vapores Suardiaz Mediterráneo, S.A.*  
*Commercial Director*



## **UNIT 1.- Introduction to Ro-Ro shipping**

**Instructor:** David Soro

**Objective:** The first unit of this course is designed to explain the evolution of ro-ro shipping to the student, from its beginning right through to the present day. This syllabus will give a general overview of the types of ro-ro vessels and the different agents who interact with them, defining the concepts for the subsequent units. We will study the costs faced by shipowners in their activity from the purchase of the vessel to the calculation of the costs of a port call and to conclude we will examine the most common ways of contracting a vessel or space on board.

### **Table of contents:**

#### **1. History and evolution of ro-ro shipping**

## **2. Types of vessels for ro-ro cargo shipping**

- 2.1. Con-Ro.
- 2.2. PCC-PCTC.
- 2.3. Ro-Pax.
- 2.4. Ferry.
- 2.5. Gen-Ro
- 2.6. Other types of ships for roll-on/roll-off cargo transport.

## **3.- Key Players in the Logistics Chain.**

- 3.1. Vehicle factories (OEM).
- 3.2. Logistics companies.
  - 3.2.1. 3PL.
  - 3.2.2. 4PL.
  - 3.2.3. 5PL.
- 3.3. Maritime and intermodal terminals.
  - 3.3.1. Storage Yards.
  - 3.3.2. Ro-Ro Maritime Terminals.
- 3.4. Deep Sea & Short Sea Shipowners
- 3.5. Distributors (Road and rail transport).

## **4.- Main characteristics of PCC – PCTC vessels.**

## **5.- Operating costs of PCC – PCTC vessels.**

- 5.1. Vessel Costs.
- 5.2. Types of Charterparties..
- 5.3. Costs Associated with Port Call.

## **6.- Standard clauses of charter contracts between the shipowner and OEMs (Shipping terms).**

## **UNIT 2- Operation and documentation of the logistics chain for pcc / pctic vessels**

**Instructor:** Iñaki Echevarría

**Objective:** The aim is for the student to learn about the whole process involving cars, the most significant volume of cargo carried on ro-ro services, from the moment they leave the production line right through to the ramp of the ship used to carry them to their final destination.

- They will learn how to identify a car and in general any mass produced vehicle. And discover what data is provided by each of the 17 characters that make up the VIN.
- They will find out who takes charge of the vehicle after it has been manufactured and the process it goes through until it is assigned to a means of transport to take it to the port. We will study the different options, by land and even by sea, as well as the supporting documents.
- Continuing through the different links in the chain, we will get to the port where we will analyse the terminals the receive and prepare the vehicles for export and, in particular, the central link in the port process, the shipping agent who coordinates the different steps and we will learn about the documents required for shipping by sea.
- We will also take a look at the different links in the chain that make the port calls of the PCCs and PCTCs possible, the technical-nautical maritime services.
- And to complete the picture, we will examine how ro-ro shipments are contracted.

At the end of the unit the student will know how a vehicles travels from the factory to the dealership from A to Z.

## **Table of contents:**

### **1. The trigger... the vehicle.**

- 1.1 Vehicle identification, the **VIN** and its different parts. WMI, VDS, VIS, others (VAN, logical VIN...).

### **2. The “links” in the chain.**

- 2.1. In-plant logistics.
  - 2.1.1. Programming. Customer Service.
  - 2.1.2. The plant output. Releasing Agent.
    - 2.1.2.1. Takeover.
    - 2.1.2.2. Storage and space control.
    - 2.1.2.3. Dispatching. Distribution and delivery to means of transport.
  - 2.1.3. Transfer of Liability and Damages, VLDR.
  - 2.1.4. CMR, CIM and B/L Transport Documentation.
- 2.2. Logistics to port.
  - 2.2.1. The carrier. The truck. The railway. Others.
- 2.3. At the port.
  - 2.3.1. The Survey. The Surveyor. Standards, Calibro, Flash AVES.
  - 2.3.2. The terminals.
    - 2.3.2.1. The Compound.
    - 2.3.2.2. Documentation, receipt and delivery.
  - 2.3.3. The customs broker. Types of exports. Clearance Authorisations. DAE, EXS, TI documents.
  - 2.3.4. The shipowner's representative. The shipping agent. Preparation of the port call. Summary declarations and cargo manifests.
  - 2.3.5. Nautical-Technical maritime port services.
    - 2.3.5.1. The pilot.
    - 2.3.5.2. Towage.
    - 2.3.5.3. Mooring.
  - 2.3.6. Shipping documentation. The B/L. Originals. Sea Waybill. EDI.
  - 2.3.7. Purchasing.
    - 2.3.7.1. The regular line - Industrial projects.
    - 2.3.7.2. "OEM's" - The tenders. RFI. RFQ.
    - 2.3.7.3. The new requirements.

## **UNIT 3.- Reception, loading and stowage on ro-ro vessels**

**Instructor:** Cristóbal Ruíz

**Objective:** The aim of the course is for students to get a clear view of how goods are handled on arrival at the terminal, what technical resources are required, and how they are stowed on board the ro-ro vessel. To do this, we will study the different types of lashing, equipment and loading and stowage instructions specific to this type of vessel, gaining a good level of theoretical knowledge that is important and necessary for the students' professional development.

## **Table of contents:**

### **1. Introduction**

### **2. Reception of cargoes at compound (Auto – H/H - Project cargo)**

- 2.1 Cargo classification by models / destinations.
- 2.2 Technical tools for geolocalisation.
- 2.3 Types of equipment on Ro-Ro vessels (RTs, bolsters, Multi Purpose Bogie, Samson, Cassettes and Blocks and Beams).

- 2.4 Lashing material. Breaking limits. Lashing rules (rules of thumbs, advanced lashing). Types of lashing (direct, loop, etc). Dunnage.
- 2.5 Cargo Marking on goods (COG, IMO labels, lifting and lashing points, etc.)
- 2.6 Crane contracting. Preliminary studies. Lifting points. Filling on special equipment. Horizontal transfers.
- 2.7 Preparation prior to stowage. (Different stowage plans, Marilash Cargo Securing System, Autocad)
- 2.8 BMSB (Brown marmorated stink bug) regulations and the effects on Ro-Ro vessels.

### **3. Cargo pre-operations**

- 3.1 Pre-operations meeting. Cargo supervision. Foreman. Cargo superintendent responsibilities.
- 3.2 Ramp meeting.
- 3.3 Check list
- 3.4 Dress code.
- 3.5 Prohibitions on board

### **4. Unlashing and unloading**

- 4.1 Unlashing units.
- 4.2 Signalman.
- 4.3 Broken stowage.
- 4.4 Driving on board.
- 4.5 Inspections (prior or before loading).

### **5. Loading or lashing**

- 5.1 Driving recommendations during loading.
- 5.2 Parking sequences – Flow system.
- 5.3 Lashing on board suitable for different types of rolling cargoes (Auto - high and heavy - rolltrailers).
- 5.4 Damage to the cargo on board.
- 5.5 Damage to the cargo at the port – vandalism – stowaways – security.

## **UNIT 4.- Short sea shipping**

**Instructor:** Arturo Fernández

**Objective:** In the following unit, you will find all the necessary information to achieve the following objectives:

- To define and explain Short Sea Shipping as well as the different agents involved in this multimodal shipping.
- To study the legal basis for undertaking cabotage within the EU and with neighbouring countries.
- To understand the SSS customs regulations.
- To identify alternative maritime SSS routes instead of road transport.

### **Table of contents:**

#### **1. Short Sea Shipping**

- 1.1 Definition.
- 1.2 History.

#### **2. Legislation and regulatory framework**

- 2.1 European Union: Regulations.
- 2.2 Union Customs Code. Regulations.

- 2.3. Single Window Environment for Customs.
  - 2.4. TSF Temporary Storage Facility (Maritime Terminals TSF).
3. **Types of ro-ro cargo vessels**
    - 3.1. Container vessels.
    - 3.2. RO-RO vessel.
    - 3.3. Ferry – RO-PAX vessels.
    - 3.4. CON-RO vessels.
    - 3.5. Barges.
  4. **Types of goods and cargo operations**
    - 4.1. Types of cargo: self-propelled and non-self-propelled.
    - 4.2. Types of goods: dry, groupage and dangerous goods.
  5. **Motorways of the sea**
  6. **Environmental characteristics**
  7. **Route simulator**
- 8. Bibliography**



This online training consists of **4 units** to be completed throughout the course. The course includes the study of the different contents offered to the student (text, graphics, videos, audio, magazine...).

The contents have been designed by the teachers and the presentation has been organised by specialists from the *Universitat Oberta de Catalunya* (Corporate Area of the University). The aim is to offer the student quality content designed and organised in a way that facilitates their study and understanding.

The course consists of a total of **24 hours** of tutorials (**6 hours** of tutorials for each unit). In the tutorials the teachers will be online to answer students' questions and to share information relevant to the course content. Participation in the tutorials is part of the course evaluation.

At the end of each of the 4 units, the student will take a **test** of 10 multiple choice questions that must be passed. At the end of the course the student will have a second opportunity to take any tests they have not passed. Once the course has been successfully completed, the student will receive a diploma and a certificate for taking part. In order to be awarded the diploma and the certificate, all 4 tests must be completed.

After each unit, students can download a PDF file with all the contents. The information contained in these PDF files is provided in a format that makes it easy to study and understand.

Before starting the course the enrolled students will receive the syllabus and the course schedule with start dates for each of the 4 units and the dates between which the assessment tests must be taken. They will also be able to see the timetable for the teachers' tutorials.



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Students interested in this online course should send an email to [acb@consignatarios.com](mailto:acb@consignatarios.com). With this email the student will book their place and will receive all the additional information as necessary.

After confirming the booking, an invoice will be issued and once this has been paid, the enrolment will be considered definitive.



On passing the course, the student will receive a certificate of aptitude certifying that they have passed the assessment test and completed the course.




**550 Eur** (+ VAT if applicable)

How to pay for your course:

Bank transfer: Banco Sabadell. **ES05 0081 0057 3600 0153 0461.**

## ENROLMENT NOW OPEN!

[acb@consignatarios.com](mailto:acb@consignatarios.com)

	<b>MORE INFORMATION:</b> <a href="mailto:acb@consignatarios.com">acb@consignatarios.com</a> Associació d'Agents Consignataris de Vaixells de Barcelona Avda. Drassanes, 6-8 planta 13-1 Barcelona Alex Ferrándiz – Manager – Telephone 93 270 27 88 WEB: <a href="http://www.consignatarios.com">www.consignatarios.com</a> 
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Barcelona Shipping  
Agents Association



FONASBA

Ek-3

# **Maritime Tech and Digital Transformation: GenAI, Big Data and Blockchain for present and future of logistics.**

**FONASBA ACB Online Course. 3<sup>RD</sup> Edition**

**From November 3<sup>rd</sup> to December 9<sup>th</sup>, 2026**

**REGISTER NOW**  
[acb@consignatarios.com](mailto:acb@consignatarios.com)

## **KEY OBJECTIVES**

1. Understand the technological foundations: Provide participants with a clear and accessible understanding of blockchain, big data analytics, and generative AI, tailored to the specific context of maritime transport and global supply chains.
2. Explore practical applications in shipping: Demonstrate how these technologies are already being used to optimize port operations, secure transactions through smart contracts, enhance cargo traceability, improve demand forecasting, and support more sustainable and efficient shipping practices.
3. Develop analytical and decision-making skills: Enable professionals to critically analyze the opportunities and risks of digital transformation, assessing how these technologies can be implemented in their organizations to improve competitiveness and compliance.
4. Foster innovation and future readiness: Encourage participants to design innovative solutions that leverage emerging technologies, preparing them to anticipate and adapt to future scenarios of disruption and transformation in the maritime sector.

5.

### **KEY BENEFITS**

- Practical knowledge with real-world relevance: Participants will not only learn about the concepts but also see concrete case studies of blockchain-enabled documentation, big data-powered route optimization, and AI-driven decision support systems applied across international shipping.
- Enhanced professional value: By mastering these technologies, participants will strengthen their strategic and operational capabilities, positioning themselves as key drivers of innovation within their companies and the wider shipping ecosystem.
- Networking and collaboration: The course provides a collaborative learning environment where professionals from different regions and functions of the maritime industry can exchange perspectives, share experiences, and explore joint opportunities.
- Future-oriented mindset: Participants will leave the course with a clear vision of how blockchain, big data, and generative AI are likely to shape shipping in the coming years, enabling them to make informed strategic decisions and lead digital initiatives within their organizations.

By the end of the course, participants will not only gain a comprehensive understanding of these transformative technologies but also acquire the tools to translate knowledge into innovative, applicable, and original solutions for the maritime industry.

### **AUDIENCE**

This course is designed specifically for professionals in international shipping, port operations, and maritime logistics as well as for employees of shipping companies and shipping agents who want to learn about technology in shipping and logistics and how it is already affecting the way their companies operate and will operate in the future.

It is also suitable for employees of import/export companies, freight forwarders, customs agents, port terminals and logistics companies interested in this subject.

### **ACADEMIC COORDINATOR PROFILE**

Jaime Paz, with his extensive career in the logistics and shipping sector, will be in charge of delivering the classes, which will follow an approach based on clear explanations, real-world cases, interactive activities, and project-based learning



**Jaime Paz**

*Head of Customer Service Spain at Ocean Network Express*

*Data Center of Excellence Lead for Spain at Ocean Network Express*

*Master degree in Blockchain Management*

*Master degree in big data / data analytics*

*Master degree in Generative AI*

*Executive Program - Singularity University - Silicon Valley.*

**CONTENT**

***NO TECHNICAL KNOWLEDGE IS REQUIRED TO ENROL.***

**Module 1 – Introduction: Digitalization of Shipping**

**Content**

- **Global trends:** automation, IoT, sustainability pressures, digital twins.
  - **Current challenges:** fragmentation, interoperability, cybersecurity, regulatory gaps.
  - **Examples:** Maersk-IBM blockchain (TradeLens), predictive analytics in congestion, automated ports, digital twins.
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**Module 2 – Blockchain in Maritime Logistics**

**Objectives**

- Understand blockchain fundamentals and applications.

**Content**

- Blockchain basics (blocks, ledgers, consensus explained simply).
  - **Electronic Bill of Lading (e-BL):** efficiency, fraud prevention.
  - Use cases: smart contracts, customs clearance, cargo traceability.
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**Module 3 – Big Data Analytics for Shipping**

**Objectives**

- Equip participants with tools to use data in decisions.

**Content**

- **What is big data?** Sources: AIS, sensors, weather, ports.
  - Data analysis tools: dashboards, descriptive vs predictive analytics.
  - Applications
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## **Module 4 – Generative AI in Shipping**

### **Objectives**

- Explain genAI and link to shipping applications.

### **Content**

- **Technological baseline:** GPT, LLMs(non-technical).
  - Current capabilities: text, images, predictive scenario generation.
  - Maritime uses: automating documentation, customer communication, training simulations.
  - Risks: bias, hallucination, over-reliance.
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**Evaluation:** Mid-project checkpoint — students present **integrated project outline**.

### **Evaluation Checklist**

- Applicability to maritime logistics.
- Originality and creativity.
- Clarity of explanation.
- Consideration of risks and benefits.

## **COURSE STRUCTURE**

This online course starts on **3rd November** and ends on **9th December** 2026 with a total duration of **10.5 hours**. The course offers **7** online sessions of **1.5 hours** each conducted over the **MS Teams** platform.

**Dates:** 3, 10, 17, 24 and 29 November; 1 and 9 December. Classes start at 17.30h and finish at 19.00h. Reference time zone: CET.

Students will be given the course syllabus (PDF, presentations, etc.) prior to the start of the course.

## **ENROLMENTS**

To confirm your interest send an email to [acb@consignatarios.com](mailto:acb@consignatarios.com). With this email you can book your place on the course. Once you have paid for the course, your enrolment will be considered definitive.

## **CERTIFICATE**

Final course work is required. On passing the course you will receive a certificate of aptitude.

## **COURSE FEE**

**375 Eur** (+ VAT if applicable)

How to pay for your course:

**Bank Transfer:**

Payment currency: Eur

Bank name: Banco Sabadell

Account: ES05 0081 0057 3600 0153 0461.

Swift Code: bsabesbbxxx - Bank Country: Spain

**ENROLMENTS:**  
[acb@consignatarios.com](mailto:acb@consignatarios.com)

**More info:**

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