

Abstract

The purpose of this thesis is to offer an overview of current legislative situation in international carriage of goods. Special attention is dedicated to carrier's liability in international transport of goods. In a global world, it is vital to keep balance between the rights and duties of both the carrier and the shipper. Otherwise, international trade would become next to impossible to perform. Therefore, dealing with the topic of carrier's liability might clarify certain aspects and possibly bring benefits to both contracting parties.

This thesis consists of nine chapters. The three initial chapters present private international law and its methods. Next, the question of liability is briefly introduced. Finally, basic terms such as the carrier and the shipper are defined. In one of its subdivisions, the third chapter also mentions national regulations relevant to the topic discussed. On the contrary, the thesis as a whole addresses rules contained in international treaties. The following chapters are targeted on individual modes of transport, in order of appearance: carriage by rail, carriage by road, carriage by air, carriage by sea, carriage by inland waterways. However, not all of them are granted equal attention. The chapters covering carriage by road and by sea are essential. The reason for this is that compared to other modes of transport, they are the most frequently used ones. This is not meant to suggest that the remaining modes are menial. Especially carriage by rail and carriage by inland waterways are more than promising. Future development of these modes would overcome some major drawbacks of carriage by road and carriage by sea, such as poor safety often resulting in carrier's liability. To achieve this, a working legal background is needed. The final chapter concentrates on multimodal transport. Much expected international treaty in this area would facilitate a more efficient employment of individual transport modes. Nevertheless, other forms of international cooperation can also perform a suitable solution.

To sum up, there are some areas with well-designed and stable legislation. Other issues in international carriage of goods are yet to be solved in order to meet the demand of both the carriers and the shippers.