

ABSTRACT

According to the expansion of International Trade nowadays, this leads to the development of International Carriage as well as other relevant services connected International Trade. Carriage of goods by sea is considered to be one of the most significant means of International Carriage. As if the gradual extension of the Carriage of goods by sea, the evolution of applicable equipment together with transport-related services have been in progress constantly. The conversion of Carriage of goods of a Conventional System into a Container system is deliberated to be one of the most vital ways; as a result, there is the number of some containerized services such as loading and discharging that creates a heavy congestion inside the ports. In the meantime, the location of the port these days is not situated within the premises of manufacturing; therefore, Inland Container Depot is taken place in order to provide convenience, along with operating the containerized goods which are transported off the port.

Inland Container Depot has importantly performed a big role in gathering and distributing containerized goods. "Inland Container Depot" under this study, means Off-Dock Container Freight Station and Inland Container depots. Thus, The equipment and apparatus materials are in need of use for operating services to goods and containers, for this reason, it appears to have a numerous parties, operators and service users inside Inland Container Depot; hence, the loss of, damage to, or delay in handling goods in containerized goods whilst they are under the charge of Inland Container Depot operators.

The United Nations Convention on the Liability of Operators of Transport Terminals in International Trade 1991 is based upon a draft prepared by the United Nations Commission on International Trade Law (UNCITRAL) and an earlier preliminary draft Convention elaborated by the International Institute for the Unification of Private Law (UNIDROIT).The Convention establishes a uniform legal regime governing the liability of an operator of a transport terminal for loss of or damage to goods and for delay in handing goods over. The Convention was prepared in order to eliminate or

reduce the deficiencies in the legal regimes applicable to the international carriage of goods. The solutions adopted bear in mind the legitimate interests of cargo owners, carriers and terminal operators.

Although, Inland Container Depot is affirmed to be the essential link between International Carriage modes and the number of transport-related services to containerized goods which shall have the statutory regulation of civil rights and liabilities that closely resembles the regulation of International Carriage, In the absence of such the regulation of Civil Liability related to goods of Inland Container Depot operators in Thailand, consequently, the civil and commercial code is applied to the dispute of liability for goods operated by Inland Container Depot operators. Moreover, we must consider each form of services provided by Inland Container Depot operators, that is to say, lifting container services, relocating goods or containerized goods, loading and discharging goods out of containers whether it's operated under a contract of hire of work. Furthermore, services to the storage of goods whether it's manipulated under a contract of deposit. A foregone conclusion is that Inland Container Depot operators must have liabilities to goods complied with the statutory regulation under the civil and commercial code.

Due to the fact that the Inland Container Depot is an important service related to International Carriage and International Trade. Therefore Thailand should have the regulation about liability, exemption of liability, limitation and a certain legal status of the Inland Container Depot operator. From the studying of the rules of The United Nations Convention on the Liability of Operators of Transport Terminals in International Trade 1991, the researcher suggests that being the parties to the Convention will be able to solve legal problems toward civil liability related to goods of Inland Container Depot operators.