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## The Liability of Persons in the Chain of Carriage

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## Research Statement

Mary Ppasiou

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Shipping is a huge part of our lives today. Millions of tons of products are shipped from every corner of the world to our doorstep every day. The laptop that I am writing this statement on has probably been carried from a warehouse in mainland China to the port in Shanghai via rail, from Shanghai to the port in Vancouver via sea, from Vancouver to Toronto via air, and from Toronto to London via road. If the laptop was lost or damaged in transit, the question would be: who is responsible?

My research revolves around the legal liability of persons involved in the chain of carriage. The carrier's employees, agents or contractors can exclude their liability for loss or damage to cargo by virtue of broad exemption clauses in the contract of carriage. As a result, in most cases, the cargo owner is left empty-handed. In my work, I seek to find ways in which the law can maintain a balance between the interests of cargo owners and carriers in the context of carriage of goods by sea.