

Callidus News

ADVOCATES, CONSULTANTS & NOTARY



BRANCHES: DUBAI | MALAYSIA | DELHI | MUMBAI | KOLKATA | CHENNAI | COCHIN info@calliduscmc.com

Dubai
Business Avenue Building
Office # 713, Port Saeed Road,
P.O. Box # 90992, Dubai, UAE.
Tel : +97142956664
Fax : +97142956099

Malaysia
19-19, Menara Mutiara
Central, Jalan Desa Aman 1
Cheras Business Centre
56000 Kuala Lumpur
HP: +6012-213 5619

Delhi
D 1st 145 Basement (Rear)
Lajpat Nagar R 1
New Delhi - 110 024
Tel: +91 11 4132 1037

Mumbai
8-B, Dariya Building
2nd Floor, In between American
Dry Fruits & Zara, Dr. D.N.Road
Fort, Mumbai 400 001
Tel: 022-22853371

Chennai
Old No. 123, New No.255,
3rd Floor, Hussiana Manzil,
Ankapanaiken Street,
Parrys, Chennai - 600 001
Tel: +91 98 40 844463

Cochin
Near St. Joseph's High
School Chittoor Road,
Cochin - 12, India
Tel : +91 484 2391895
office@callidusindia.com

CALLIDUS EVENING 2025

A NIGHT TO REMEMBER ABOARD THE QUEEN ELIZABETH 2

Callidus Evening 2025 was an unforgettable celebration of camaraderie, success, and shared vision, held aboard the iconic Queen Elizabeth 2 in Dubai. The event brought together distinguished clients, partners, and colleagues from the maritime and logistics industry for an evening of meaningful conversations and heartfelt connections.

The night began with a warm networking session on the upper deck, followed by engaging interactions, entertainment, and expressions of gratitude from the Callidus team. The gathering reflected the firm's continued commitment to building lasting relationships and celebrating the people who contribute to its growth story.

It was truly a memorable evening that captured the essence of the Callidus spirit — where professionalism meets friendship, and every milestone is shared with those who matter most ■



**THOUGHT
for the MONTH**

Smooth seas never made
skilled sailors — nor great
maritime lawyers

**FRANKLIN D.
ROOSEVELT**



VESSEL REGISTRATION UNDER THE NEW MARITIME LAW: THE SURROUNDING LAW & ITS IMPLICATIONS

Simra Zuberi, LLB Hons, Business Law, De Montfort University



UAE's Maritime sector has always been a part of the strong backbone of the country's economy. From an infamous pearl diving and fishing heritage to connecting and serving as a renowned global logistics and trade hub. The maritime sector contributes around AED 135 billion to the national GDP. In 2022, it contributed 129 billion, which was an 18% increase from the previous year. Evidently, its importance cannot be undermined. With such importance also comes the need to evolve to stay ahead of the ever-changing environment of maritime culture.

The 'New Maritime Law' (UAE's Federal Decree-Law No. 43 of 2023) came into force in March of 2024, superseding the well-established 1981 Commercial Maritime Law. These reforms are aimed at boosting UAE's position as an international maritime hub, optimizing operations and modernizing traditional regulations to better align with international practices. One of the key substantial changes made is the law surrounding vessel registration.

The Law:

1. Eligibility:

Prior to the New Maritime Law, registration was an option viable only to vessels owned by UAE/GCC nationals and companies where directors, and majority of their shares were owned by UAE nationals. This blocked foreign entities and joint ventures from registering their vessels. While there were exceptions, such as bareboat charters, these were under strict regulations and considerably narrow.

The New Maritime Law has opened vessel registration to vessels owned by companies with a domicile, business center or ship management office in the UAE. Further, foreign owners who are found to have a genuine presence in UAE are also eligible to register their vessels. The Cabinet also has the ability to grant nationality to vessel owned by other entities if it is decided to be beneficial.

2. Maintenance of Registers:

The Ministry maintained a single 'Ship Register'. This lacked sub-registers

and did not recognize ships that were under construction. Further, its limited commercial utility caused it to fall behind in international competition.

Now, the Ministry of Energy and Infrastructure maintains a 'Ship Register' for sea vessels and a 'Register of Ships Being Built' for vessels under construction. This empowers individuals to secure mortgages and legal interests even before delivery.

3. Mortgages and Securities:

Prior to the New Maritime Law, taking out a mortgage on a ship was restrictive due to heavy procedures. Further, it was not significantly recognized internationally. Foreign flags such as Panama, rivalled in competition due to strong, cost-effective and efficient legal regulations.

However, the New Maritime Law positions UAE to overcome this by modernizing mortgage regulations. The law surrounding ship mortgages has been clarified and better aligned with international practices. It provides a clear hierarchy of claims to better protect creditors. Further by recognizing under-construction mortgages, UAE provides what foreign flags like Panama would be seen to lack, i.e. transparency, clarity and strict regulation credibility.

4. Arrest and Maritime Claims:

The 1981 maritime law offered a limited list of maritime claims that warranted arrest. Sister-ships could not be arrested. Matters had a considerable amount of court discretion which caused uncertainty and unpredictability. Arrests were limited to vessels that belonged to the debtor at the time debt was incurred.

Under the New Maritime Law, the list

of maritime claims has broadened to accommodate towing, bunker supply, etc. Sister-ships are also subject to arrest in specified cases. Formerly uncertain acceptability of P&I Letters of Undertaking has also been officially clarified to be accepted. The New Maritime Law also specifies cases of marine debt subject to a precautionary arrest and that chartered ships can only be arrested during the specified time-period which is stipulated in the charter party agreement.

The Implications:

The New Maritime Law attracts foreign ownership, ship managers, and financiers to establish themselves locally in UAE, boosting its status as a regional maritime hub. These changes make the UAE a compelling option for ship finance as banks can secure interests more efficiently and with greater legal certainty. They

also open the flag to foreign investment and ship management operations to take base in UAE. Positioning the UAE as a stronger competitor in the region.

By introducing the ‘Register of Ships Being Built’ and clarifying existing speculations, UAE has strengthened financing opportunities, provided reliable legal structure and increased confidence of vessel-owners. The shift has reduced the burden of uncertainty from court discretion onto flexible, well-established stipulations. Although operators may hesitate to register vessels considering stricter regulations and clearer processes, creditors are now better protected with serious repercussions on default by debtors.

Most of the procedures to register a vessel, such as submission of documents, can now be done through

online government-verified portals with integrated digital registration systems (UAE PASS, Ministry Portals) with alignment to International Maritime Organization (IMO) Conventions. Old paper-work heavy bureaucratic systems have been dismissed, and online forums are easier to navigate. This makes it accessible to foreign entities and P&I insurers so they can rely on the system.

All-in-all these changes move UAE towards better transparency, commercial certainty and compatibility with international practices. UAE flagging has become much more accessible. However, the momentum of these reforms depends on consistency and implementation within the UAE. The regions must be able to build credibility against well established registries like Panama and Liberia ■



HOT NEWS

DP WORLD LAUNCHES HYDERABAD’S FIRST REEFER RAIL FREIGHT SERVICE TO NHAVA SHEVA

DP World has launched a dedicated reefer rail freight service from Thimmapur, Hyderabad, to Nhava Sheva (JNPA) in collaboration with Ocean Network Express (ONE). This initiative marks the first-ever refrigerated rail freight movement from DP World Thimmapur ICD to Nhava Sheva, providing a customised logistics solution for the region’s pharmaceutical exporters. By shifting cargo from road to rail, the service delivers environmental benefits while maintaining stable temperatures critical to preserving the efficacy and potency of pharmaceutical products.

By consolidating cargo in a single train, the service ensures the entire shipment reaches the port together, aligning seamlessly with vessel schedules.



Achieving this level of assured connectivity is more challenging via road transport, where cargo often arrives in smaller, staggered lots. The new weekly rail service can carry up to 43 40ft containers per train. With four scheduled services per month, DP World aims to shift more than 172 containers from road to rail, reducing road congestion by the equivalent of 43 truck journeys per day.

Each container is equipped with DP

World’s proprietary powerpacks, designed to maintain precise temperature control throughout the journey, ensuring safe and reliable transport for sensitive pharmaceutical cargo.

The launch of this service underscores DP World’s commitment to strengthening Hyderabad’s role as a hub for pharma exports and demonstrating the benefits of intermodal rail connectivity for India’s export supply chains. ■

Courtesy : www.maritime-executive.com

Address: Near St. Joseph’s High School, Chittoor Road, Cochin- 12, India, T:+91 484 2391895, office@callidusindia.com

Disclaimer The materials contained in our News Letter and our accompanying e-mail have been prepared solely for information purpose. Neither Callidus nor any of its affiliates make any warranties in relation to the use or reproduction of its contents. The information contained in the news letter is solely for academic and discourse purposes, meant for private circulation; this e-mail message and it’s attachments may be confidential, subject to legal privilege, or otherwise protected from disclosure, and is intended solely for the use of the intended recipient(s). If you have received this communication in error, please notify the sender immediately and delete all copies in your possession.