



Technical Information

No. : 005 - 2026

30 April 2026

- To : All BKI Clients and BKI Surveyors
- Subject : Issuance of New Classification Rules:
- NE July 2026 - Rules for Classification and Surveys (Pt.1, Vol.I)
 - NE July 2026 - Rules for Hull (Pt.1, Vol.II)
 - NE July 2026 - Rules for Machinery Installations (Pt.1, Vol.III)
 - NE July 2026 - Rules for Electrical Installations (Pt.1, Vol.IV)
 - NE July 2026 - Rules for Materials (Pt.1, Vol.V)
 - NE July 2026 - Rules for Welding (Pt.1, Vol.VI)
 - NE July 2026 - Rules for Automations (Pt.1, Vol.VII)
 - NE July 2026 - Rules for Approval of Manufacturers and Service Suppliers (Pt.1, Vol.XI)
 - NE July 2026 - Rules for Fishing Vessels (Pt.1, Vol.XII)
 - NE July 2026 - Rules for Container Ships (Pt.1, Vol.XVIII)
 - NE July 2026 - Rules for Construction of Polar Class Ship (Pt.1, Vol.XIX)

Summary

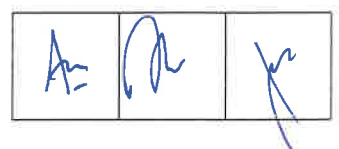
1. This technical information is to inform the issuance of Classification Rules as approved at Technical Committee meeting held on 21st April 2026 in Jakarta.
2. A total of eleven (11) Rules (Part 1) were approved by the Technical Committee. The amendments of these Rules are mainly derived from IACS, IMO MSC and MEPC, feedback obtained from classification services, and other relevant sources.
3. The list of amendments, including the effective date of the Rules, please refer to the attached Rules Change Notice.

Information

1. The aforementioned editions of the Classification Rules are now available on BKI website (www.bki.co.id) under the menu "Research, Research & Development, BKI Rules and Regulations".
2. This information is also available on the One Gate System (OGS) at <http://ogs.bki.co.id> and is intended for internal use only.

Further information:

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SUMMARY OF RULE CHANGES

1. NE July 2026 – Rules for Classification and Surveys (Pt.1, Vol.I)

- a. Amendments concerning the clarification of the ship classification process, the role of the BKI Technical Committee in the development of technical rules, and the function of BKI certificates and reports as evidence of compliance at the time of survey, rather than as a guarantee of condition after the survey.
- b. Updates to survey requirements to enhance the classification process, align dual class provisions with IACS PR 1B, and implement IACS PR 42 for ships still under construction. In addition, procedures for notification of withdrawal of classification and the obligation for the remaining society to comply with PR 1A in dual class arrangements are established, all in accordance with the provisions of PR 1B.

Effective date: 1 January 2027

- c. Amendments concerning the inclusion of additional requirements for survey reports to contain details on the partial completion of Conditions of Class, including work carried out and remaining outstanding items, in accordance with IACS PR 35 Rev.1.

2. NE July 2026 – Rules for Hull (Pt.1, Vol.II)

- a. Amendments related to IACS UR S10 are limited to the clarification of requirements for the rudder horn and rudder stock, particularly the refinement of the definitions of parameters A_t and F_t as the average area bounded by the outer and inner limits of the cross-section of the thin-walled rudder horn. In addition, the reference waterline is clarified as the scantling draught without trim, in order to ensure uniform interpretation of these requirements.

Effective date: 1 January 2027

- b. Amendments arising from IMO Resolution MSC.421 are incorporated through updates to requirements concerning double bottom arrangements, subdivision, and damage stability, aligned with the latest amendments to SOLAS Chapter II-1 for passenger ships and cargo ships other than tankers.

3. NE July 2026 – Rules for Machinery Installations (Pt.1, Vol.III)

- a. New requirements concerning the use of ammonia as a reductant in selective catalytic reduction (SCR) systems for exhaust gas cleaning, in accordance with IACS UR M77 Rev.5. This amendment aims to eliminate potential misunderstandings that UR M77 contradicts MSC.1/Circ.1687 regarding the use of ammonia on board, noting that MSC.1/Circ.1687 has now been fully developed. Furthermore, the current version of UR M77 primarily sets out general requirements and does not yet specifically include detailed technical provisions for the use of anhydrous ammonia or aqueous ammonia.

Effective date: 1 January 2027

- b. Corrigenda to the RZH (equivalent roughness) value used in the calculation of the hardness ratio factor ZW , in accordance with IACS UR M56 Rev.4 Corr.3. The bounding values for RZH were originally specified in ISO 6336-2 but were inadvertently omitted during the development of UR M56 Rev.4. Without such limitations, extreme roughness values could result in non-physical hardness corrections and unrealistic load-carrying capacity results.

- c. New amendments concerning negative wall thickness tolerances for pipes, requirements for piping subject to the Protocol of 1988 relating to the International Convention on Load Lines, 1966, as well as editorial corrections in accordance with IACS UR P1 Rev.6.
- d. Reference for the interpretation of Structural Fire Protection Method IIIC, including requirements for fire alarm and fire detection systems for control rooms, in accordance with IACS UI SC160 Rev.2.
- e. Amendments to SOLAS Regulation II-2/7.5.5.3, as adopted through Resolution MSC.550(108), require the installation of fixed fire detection and fire alarm systems in all control stations and cargo control rooms, regardless of their location, for cargo ships constructed on or after 1 January 2026. This differs from IACS UI SC160 (Rev.1), which limits such installations only to locations within the accommodation block. Accordingly, IACS UI SC160 (Rev.1) should have been revised consequentially.
- f. New requirements for the minimum number and distribution of portable fire extinguishers in ro-ro cargo spaces and vehicle spaces, in accordance with IACS UI SC73 Rev.3.
- g. Adoption of Resolution MSC.550(108), introducing amendments to fire safety requirements for ro-ro passenger ships, including the introduction of specific fire safety provisions for weather decks used for vehicle carriage.
- h. Additional interpretation of the IMSBC Code, Appendix 1, in accordance with UI SC308 Rev.1, providing clarification on ventilation requirements for cargo holds on ships carrying DIRECT REDUCED IRON (D) (by-product fines with a minimum moisture content of 2%), in order to prevent misinterpretation in the application of the Load Line Convention, Annex I, Reg. 19(3).

Effective date: 1 July 2027

- i. Amendments concerning steering system response following failure, in accordance with IACS UR E25 Rev.3. This revision includes the removal of specific clarification regarding steering system response to hydraulic locking caused by mechanical failure.
- j. The revision of UR E25 (Rev.3) removes the aforementioned clarification as it is considered inappropriate, given that requirements related to hydraulic locking are already addressed and covered under UR M42. Therefore, the clarification is deleted from UR E25 and retained only in UR M42. Substantively, this change aims to eliminate redundancy and consolidate hydraulic locking requirements within the appropriate rule, namely UR M42.

Effective date: 1 January 2027

4. NE July 2026 – Rules for Electrical Installations (Pt.1, Vol.IV)

- a. Existing requirements concerning battery ventilation do not cover natural ventilation. Therefore, in the July 2026 edition, a new formulation for the calculation of natural ventilation (opening area) is introduced, based on IEC publications as referenced in IACS UR E18 Rev.2.
- b. Updates from IACS UR E15 Rev.6 concerning revisions to IEC publications on fire-resistant cables, as well as fibre optic and Ethernet cables.
- c. Introduction of a new additional notation for electric propulsion systems complying with the requirements of Chapter 13, *Additional Rules for Electrical Main Propulsion Plants*.
- d. New amendments originating from IACS UI SC180 Rev.5 and IMO MSC.482(103) concerning water level detectors in cargo holds, ballast tanks, and dry spaces, as well as the

Performance Standards for Water Level Detectors on Ships in accordance with SOLAS Regulations II-1/25, II-1/25-1, and XII/12 (Resolution MSC.188(79)/Rev.2). The scope is expanded to cover various types of cargo ships other than bulk carriers and tankers, including updated rule references and the introduction of new requirements related to detector location, overriding devices, alarm systems, explosion protection for detectors and cables, pre-alarm levels for certain cargo holds, alarm indication on the navigation bridge, malfunction alarms and indications, and alarm overriding functions.

Effective date: 1 January 2027

- e. Cybersecurity requirements are introduced for existing ships, including additional non-mandatory requirements related to ship asset inventories, as well as the introduction of new references as a basis for developing ship asset inventories, in accordance with IACS Recommendations 190 and 194.

5. NE July 2026 – Rules for Materials (Pt.1, Vol.V)

- a. New amendments adopting updates from IACS UR W8 Rev.5, W10 Rev.3/Corr.1, W11 Rev.10, and W16 Rev.4 concerning material requirements for steel castings, spheroidal graphite iron castings, hull structural steels, and high strength steels for welded structures.
- b. The main updates include clearer definitions of test block types and mechanical testing for castings, harmonization of welding approval for high heat input with related welding requirements, including the introduction of heat input notation in the grading and certification process, as well as strengthened provisions regarding manufacturer responsibilities, traceability, inspection, and approval documentation.
- c. These amendments are highly relevant for material manufacturers and shipyards, as they directly affect material approval processes, sampling and testing arrangements, certification review, and control of materials used for high heat input welding applications.

Effective date: 1 January 2027

6. NE July 2026 – Rules for Welding (Pt.1, Vol.VI)

- a. Amendments based on IACS UR W23 Rev.3 and IACS UR W28 Rev.3 to enhance clarity, consistency, and risk control in welding qualification and application.
- b. The changes include provisions for the acceptance of welding procedures qualified in accordance with national and international standards (such as ISO, EN, and AWS) through a technical equivalency approach, while maintaining consistency in the use of the same standard throughout the qualification process. In addition, updates are made to welding test methods and test assemblies to improve the representativeness and reliability of test results.
- c. New requirements govern the application of welding with high heat input, including the use of plates that have obtained special approval and the application of the W notation as evidence of verified material weldability.
- d. Provisions concerning the use of undermatching weld metal for high strength steels (890 MPa and 960 MPa) are clarified, including requirements for tensile, impact, and hardness testing subject to design approval.
- e. Furthermore, improvements are made to provisions regarding the range of approval, multi-process welding procedures, post-heating, post weld heat treatment (PWHT), and non-

destructive testing (NDT) delay times, to ensure proper control of hydrogen-assisted cracking and consistent application of welding procedures in production processes.

Effective date: 1 January 2027

7. NE July 2026 – Rules for Automations (Pt.1, Vol.VII)

New amendments concerning requirements for oil mist concentration in internal combustion engines, both trunk piston and crosshead engine types, in accordance with IACS UR M35.

8. NE July 2026 – Rules for Approval of Manufacturers and Service Suppliers (Pt.1, Vol.XI)

This amendment is developed based on IACS UR Z17 Rev.22 and includes updates to requirements for service providers performing underwater surveys using divers or remotely operated vehicles (ROVs), inspection and testing of radio communication equipment, as well as surveys using Remote Inspection Techniques (RIT). In addition, adjustments are made to provisions regarding personnel competence, EPIRB training, and the extent of engagement, in order to enhance clarity and uniformity in the application of the requirements.

Effective date: 1 January 2027

9. NE July 2026 – Rules for Fishing Vessels (Pt.1, Vol.XII)

- a. New amendments and revisions aligned with the Cape Town Agreement (2012), the IMO/FAO/ILO Code, and relevant FAO guidelines, with the aim of enhancing safety, structural integrity, stability, and operational reliability of fishing vessels.
- b. Major revisions have been made to Chapters 1 through 7, where existing provisions are replaced and supplemented with new requirements covering general provisions, buoyancy and stability, hull structure, hull outfit, anchoring and mooring equipment, fishing gear and lifting appliances, as well as structural fire protection.
- c. Chapters 8 through 12 are newly introduced, establishing comprehensive technical requirements for fire protection and firefighting, machinery installations, refrigeration installations, electrical installations, and automation, reflecting developments in vessel technology and modern safety standards.

10. NE July 2026 – Rules for Container Ships (Pt.1, Vol.XVIII)

- a. Amendments related to IACS UR S10 are limited to the clarification of requirements for the rudder horn and rudder stock, particularly the refinement of the definitions of parameters A_t and F_t as the average area bounded by the outer and inner limits of the cross-section of the thin-walled rudder horn. In addition, the reference waterline is clarified as the scantling draught without trim, in order to ensure uniform interpretation of these requirements.

Effective date: 1 January 2027

- b. Amendments have been introduced to requirements for subdivision, watertight integrity, and weathertight integrity, including double bottom arrangements, particularly for container ships, in order to align with IMO Resolution MSC.421(98) amending SOLAS Chapter II-1, Regulation 9.
- c. The corrigendum includes editorial corrections, clarification of meanings, and alignment of interpretations with respect to existing formulae.

11. NE July 2026 – Rules for Construction of Polar Class Ship (Pt.1, Vol.XIX)

Rules for the Construction of Polar Class Ships are issued as a new publication, developed based on IACS Unified Requirements UR I1, I2, and I3. These Rules introduce classification requirements for Polar Class ships (PC1–PC7), covering ice load-based structural design as well as machinery and system capabilities for operations in polar regions.

This new publication is intended to support the implementation of the IMO Polar Code and will have implications for design, approval, and survey activities for ships intended to operate independently in polar environments.