

International Code for the Safe Carriage of Grain in Bulk MSC.552(108)

Notice to: Ship Owners/ Managers/ Operators/ Surveyors/ Auditors

URC25027 06 November 2025

This circular is to advise all parties concerned of significant amendments to the International Grain Code. During its 108th session, the IMO Maritime Safety Committee adopted Resolution **MSC.552(108)**.

These amendments are scheduled to **enter into force on 01 January 2026**.

The requirements introduced by this resolution are applicable to **all ships (both new and existing)** engaged in the carriage of grain in bulk.

Summary of Amendments

The primary change introduces a new, specific loading condition for compartments that are *not* filled to their maximum capacity.

This new condition is defined as follows:

- The compartment is filled level with or above the bottom edge of the hatch end beams.
- The grain has *not* been trimmed outside the periphery of the hatch opening and is permitted to be at its natural angle of repose.
- Following completion of loading, only the free grain surface *directly in way of the hatch opening* is required to be leveled.

To utilize this new condition, the compartment must first qualify as "**pecially suitable**" as defined under regulation A/2.7 of the Grain Code.

Furthermore, amendments to Part B of the Code provide new guidance on the assumed slope of the untrimmed grain ends, which is necessary for calculating the assumed volumetric heeling moment.

The full text of Resolution MSC.552(108) is provided in the appendix to this circular for your detailed reference.

Action Required for Vessels Intending to Use This Condition

Ship Owners and Managers who plan to utilize this new loading condition must ensure the following actions are taken:

- **Stability Manual:** The ship's approved Grain Loading Stability Manual must be revised to incorporate these amendments. This revision, or a formal Addendum to the existing manual, must be submitted to the ship's Flag Administration or Recognized Organization (RO) for approval.
- **Loading Computer:** The onboard Grain Loading Computer software must also be updated to accurately reflect the amendments to the Grain Code. This updated software (or software update) must similarly be submitted to the Flag Administration or RO for approval.

Recommendations

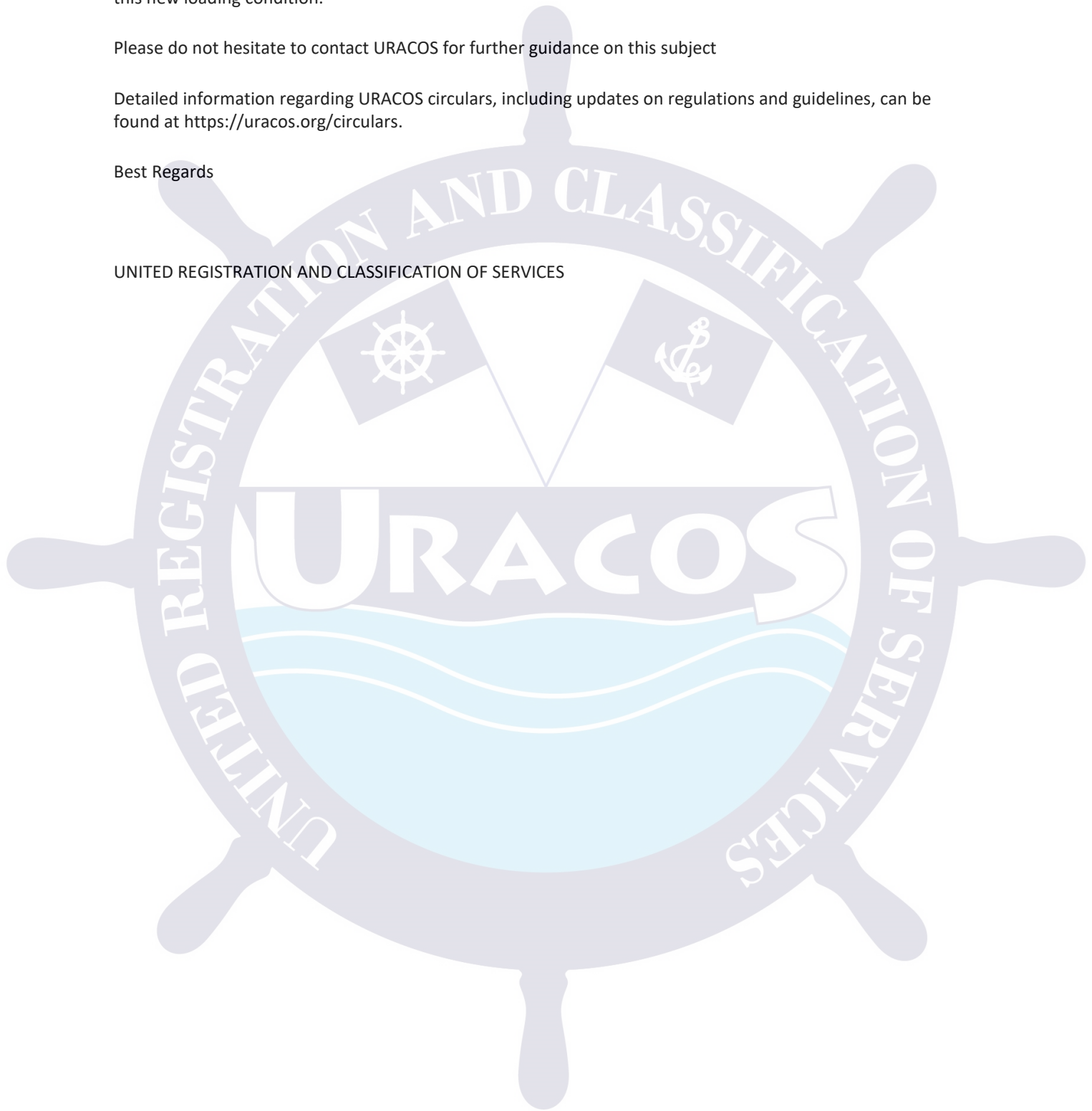
URACOS urges all Ship Owners, Managers, and Operators whose vessels carry grain in bulk to take note of these requirements and initiate the necessary updates to documentation and software if they intend to apply this new loading condition.

Please do not hesitate to contact URACOS for further guidance on this subject

Detailed information regarding URACOS circulars, including updates on regulations and guidelines, can be found at <https://uracos.org/circulars>.

Best Regards

UNITED REGISTRATION AND CLASSIFICATION OF SERVICES



RESOLUTION MSC.552(108)
(adopted on 23 May 2024)

**AMENDMENTS TO THE INTERNATIONAL CODE
FOR THE SAFE CARRIAGE OF GRAIN IN BULK (RESOLUTION MSC.23(59))**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING resolution MSC.23(59), by which it adopted the International Code for the Safe Carriage of Grain in Bulk ("the Grain Code"), which has become mandatory under chapter VI of the International Convention for the Safety of Life at Sea, 1974 ("the Convention"),

NOTING ALSO article VIII(b) and regulation VI/8.1 of the Convention concerning the procedure for amending the Grain Code,

HAVING CONSIDERED, at its 108th session, amendments to the Grain Code proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1 ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the Grain Code, the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on 1 July 2025, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet have notified the Secretary-General of their objections to the amendments;

3 INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2026 upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention;

5 ALSO REQUESTS the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization which are not Contracting Governments to the Convention.

ANNEX

AMENDMENTS TO THE INTERNATIONAL CODE FOR THE SAFE CARRIAGE OF GRAIN IN BULK (RESOLUTION MSC.23(59))

Part A Specific requirements

2 Definitions

- 1 The following new definition is added after existing paragraph 2.7:

"2.8 The term *specialty suitable compartment, partly filled in way of the hatch opening, with ends untrimmed* refers to a specialty suitable compartment which is not filled to the maximum extent possible in way of the hatch opening but is filled to a level equal with or above the bottom edge of the hatch end beams and has not been trimmed outside the periphery of the hatch opening by the provisions of A 10.4."

10 Stowage of bulk grain

- 2 The reference to "B 6" in paragraph 10.3.1 is replaced with "B 7".

- 3 The following new paragraph is inserted after existing paragraph 10.3 and the subsequent paragraphs are renumbered accordingly:

"10.4 In any "specialty suitable compartment, partly filled in way of the hatch opening, with ends untrimmed", the bulk grain shall be filled to a level equal with or above the bottom edge of the hatch end beams but may be at its natural angle of repose outside the periphery of the hatch opening. A compartment may qualify for this classification if it is "specialty suitable" as defined in A 2.7, in which case dispensation may be granted from trimming the ends of that compartment."

- 4 Renumbered paragraph 10.7 (existing paragraph 10.6) is replaced by the following:

"10.7 After loading, all free grain surfaces in partly filled compartments shall be level unless the compartment is partly filled in accordance with the provisions of A 10.4, in which case the free grain surface in way of the hatch opening only shall be level."

- 5 The reference to "B 5.2" in renumbered paragraph 10.10.3 (existing paragraph 10.9.3) is replaced with "B 6.2".

12 Divisions loaded on both sides

- 6 The reference to "A 12.1.3" in paragraph 12.3.3 is replaced with "A 12.1.2".

14 Saucers

- 7 The reference to "A 10.9" in paragraph 14.1 is replaced with "A 10.10".

Part B

Calculation of assumed heeling moments and general assumptions

1 General assumptions

8 The following new paragraph 1.1.5 is added after existing paragraph 1.1.4:

"1.5 In a "specially suitable compartment, partly filled in way of the hatch opening, with ends untrimmed" which is exempted from trimming under the provisions of A 10.4, it shall be assumed that the surface of the grain after loading will slope in all directions away from the filling area at an angle of 30° from the lower edge of the hatch end beam. However, if feeding holes are provided in the hatch end beams in accordance with table B 1-2 and the free grain surface in way of the hatch opening is above the level of the feeding holes, then the surface of the grain after loading shall be assumed to slope in all directions, at an angle of 30° from a line on the hatch end beam which is the mean of the peaks and valleys of the actual grain surface as shown in figure B-1."

9 The reference to "B 5" in paragraph 1.2 is replaced with "B 6".

10 Paragraph 1.5 is replaced by the following:

"1.5 In "partly filled compartments" and "specially suitable compartments, partly filled in way of the hatch opening, with ends untrimmed", the adverse effect of the vertical shift of grain surfaces shall be taken into account as follows:

Total heeling moment = 1.12 x calculated transverse heeling moment."

2 Assumed volumetric heeling moment of a filled compartment, trimmed

11 The reference to "A 10.9" in paragraph 2.6 is replaced with "A 10.10".

12 The reference to "A 10.9" in the Note (2) for figure B 2-1 in paragraph 2.8 is replaced with "A 10.10".

13 The reference to "A 10.9" in the Note (3) for figure B 2-3 in paragraph 2.9 is replaced with "A 10.10".

3 Assumed volumetric heeling moment of a filled compartment, untrimmed

14 In paragraph 3.1, the word "provision" is replaced with "provisions".

15 The following new section 4 is inserted after existing section 3 (Assumed volumetric heeling moment of a filled compartment, untrimmed) and the subsequent sections and paragraphs are renumbered accordingly:

"4 Assumed volumetric heeling moment of a specially suitable compartment, partly filled in way of the hatch opening, with ends untrimmed

4.1 All the provisions for "filled compartments, trimmed" set forth in B 2 shall also apply to "specially suitable compartments, partly filled in way of the hatch opening, with ends untrimmed" except as noted below.

4.2 In a "specially suitable compartment, partly filled in way of the hatch opening, with ends untrimmed" which is exempted from trimming under the provisions of A 10.4, the resulting grain surface in way of the hatch opening and the resulting grain surface in the ends, forward and aft of the hatchway, after shifting shall be assumed to be at an angle of 25° to the horizontal."

16 The references to "figure B 4" in renumbered section 5 (Assumed volumetric heeling moments in trunks) are replaced with "figure B 5".

RESOLUTION MSC.552(108) (adopted on 23 May 2024)
AMENDMENTS TO THE INTERNATIONAL CODE
FOR THE SAFE CARRIAGE OF GRAIN IN BULK (RESOLUTION MSC.23(59))