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

Notice to: Ship Owners/ Managers/ Operators

C25055 | 21 October 2025

At its 108th session, the IMO Maritime Safety Committee adopted Resolution [MSC.552\(108\)](#), which details amendments to the Grain Code.

The amendments enter into force on 01 January 2026 and apply to both new and existing ships that transport grain in bulk.

The amendments introduce a new class of loading condition for a compartment that is not filled to the maximum possible extent but is filled level with or above the bottom edge of the hatch end beams and has not been trimmed outside the periphery of the hatch opening but may be at its natural angle of repose.

After loading, only the free grain surface in way of the hatch opening is to be level. A compartment may qualify for this carriage condition if it is "specially suitable" as defined in regulation A/2.7 of the Grain Code.

Guidance on the assumed slope of the untrimmed ends, for the purpose of calculating the assumed volumetric heeling moment, is given in amendments to Part B of the Grain Code.

Points to Note:

Vessels intending to carry grain under this new loading condition should note:

- The ship's grain loading stability manual will need to be updated to meet the amendments and submitted to the ship's Flag Administration or Recognized Organization (RO) for approval.
- Alternatively, an addendum to the approved grain loading stability manual with the new condition may be prepared and submitted for approval.

- The grain loading computer will need to be updated to meet the amendments to the Grain Code and submitted for approval by the ship's Flag Administration or Recognized Organization (RO).

Act now

Ship Owners/ Managers/ Operators intending to carry grain under this new loading condition should take note of the requirements of the amendments as per [MSC.552\(108\)](#) and be guided accordingly. Dromon Bureau of Shipping may be contacted directly to provide guidance on the subject.