ADVISORY

NCB
SAFETY OF LIFE AND CARGO AT SEA

Amendment to the Grain Code 2026

The Grain Loading Manual of a vessel, when available, typically includes three types of heeling moments: when the holds are *Fully Loaded and Trimmed* (F-T), *Fully Loaded and Untrimmed* (F-UT), and *Partly Filled* (PF).

The International Grain Code (IGC) defines these load dispositions as:

> *A 2.2 The term "**filled compartment, trimmed**", refers to any cargo space in which, after loading and trimming as required under A 10.2, the bulk grain is at its highest possible level.*
>
> *A 2.3 The term "**filled compartment, untrimmed**", refers to a cargo space which is filled to the maximum extent possible in way of the hatch opening but which has not been trimmed outside the periphery of the hatch opening either by the provisions of A 10.3.1 for all ships, A 10.3.2 for specially suitable compartments.*
>
> *A 2.4 The term "**partly filled compartment**" refers to any cargo space wherein the bulk grain is not loaded in the manner prescribed in A 2.2 or A 2.3.*

"Trimming" as generally used in the context of grain loading, refers to the physical act of filling underdeck voids, typically outside the perimeter of the hatch coaming, to the maximum extent possible or practicable. Common methods include spout trimming, hand trimming, and use of mechanical trimming machines of various types.

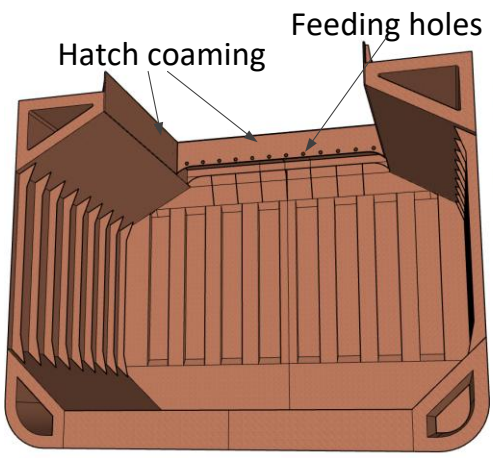

Figure 1. Typical hold of a bulk carrier

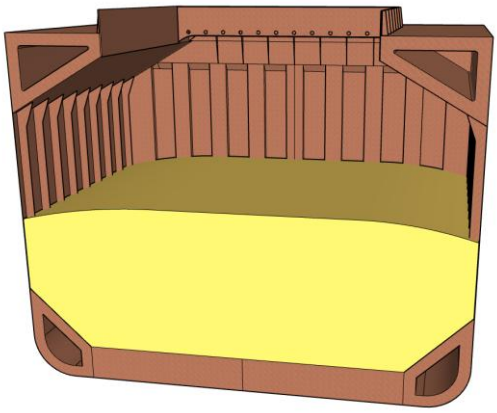

Figure 2. Partly Filled (PF)

Figure 3. Full Trimmed (F-T)

When a cargo hold is *nearly full* and reaches the level of the hatch coaming, the *Partly Filled* heeling moment values in the Grain Loading Manual assume that trimming has been carried out at the ends of the hold.

However, there have been instances where, after loading is completed, trimming had not been carried out for the same *Partly Filled* in-coaming level grain load, so untrimmed voids exist at the ends. In such cases, the applicable heeling moment is unclear, as the IGC did not require this specific condition to be addressed.

To resolve this ambiguity, **MSC.552(108)** introduces an amendment to the Grain Code, effective January 1, 2026. This amendment formally recognizes this intermediate loading condition and requires that the Grain Loading Manual include the corresponding heeling moment values for this scenario.
[Refer to the attached copy of MSC.552(108) for full details.]

This new load condition is defined in the new paragraph A 2.8:

> *A 2.8 The term **specially suitable compartment, partly filled in way of the hatch opening, with ends untrimmed** refers to a specially 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.*

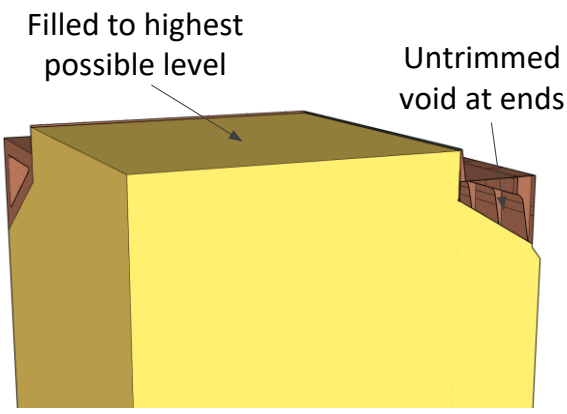

Figure 4. Full Untrimmed (F-UT)

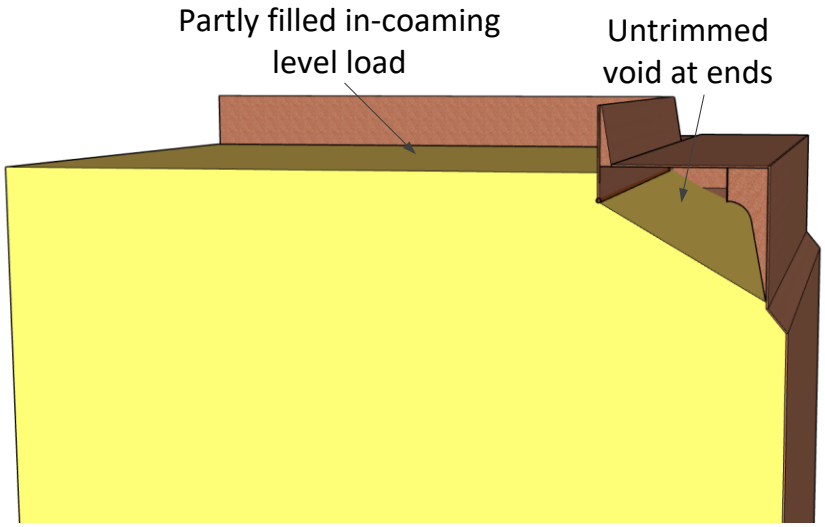

Figure 5. "Specially suitable compartment, partly filled in way of the hatch opening, with ends untrimmed"
(Feeding holes excluded in this illustration for ease and clarity)

This condition often arises unintentionally due to variations in cargo stowage factor, or operational and voyage order constraints.

The National Cargo Bureau (NCB) recommends that vessel operators proactively update their Grain Loading Manuals ahead of the enforcement date.

ANNEX 4

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 *specially suitable compartment, partly filled in way of the hatch opening, with ends untrimmed* refers to a specially 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 "specially 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 "specially 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:

".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".

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