



**REPUBLIC OF
THE MARSHALL ISLANDS**

MARITIME ADMINISTRATOR

Marine Notice

No. 2-011-3

Rev. Nov/2025

**TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF
MERCHANT SHIPS, AND RECOGNIZED ORGANIZATIONS**

SUBJECT: Carriage of Grain

- References:**
- (a) **SOLAS**, *International Convention for the Safety of Life at Sea*, Consolidated Edition 2024
 - (b) **2008 IS Code**, *International Code on Intact Stability, 2008*
 - (c) **IMO Resolution [MSC.23\(59\)](#)**, *Adoption of the International Code for the Safe Carriage of Grain in Bulk*, adopted 23 May 1991, as amended by IMO Resolution [MSC.552\(108\)](#), *Amendments To The International Code For The Safe Carriage Of Grain In Bulk (Resolution MSC.23(59))* adopted 23 May 2024
 - (d) **RMI [Maritime Act 1990](#)**
 - (e) **RMI Marine Notice [2-015-1](#)**, *Intact Stability, Damage Stability, and Strength of Vessels*
 - (f) **RMI [Technical Circular 24](#)**, *Stability Instruments*

PURPOSE

This Marine Notice (MN) is to ensure that Republic of the Marshall Islands (RMI)-flagged vessels are properly approved for grain loading with adequate documentation in accordance with the International Code for the Safe Carriage of Grain in Bulk (the “International Grain Code”), which is mandatory under SOLAS Chapter VI.

This version supersedes Rev. Mar/2023. Section 1.3 was added and reference (c) was amended to include IMO Resolution [MSC.552\(108\)](#) which contains amendments to the International Grain Code.

APPLICABILITY

This MN applies to all RMI-flagged vessels regardless of size, including those of less than 500 gross tons, engaged in the carriage of grain in bulk. This includes non-self-propelled barges constructed or used for the carriage of grain.

REQUIREMENTS

1.0 General

- 1.1 Carriers must “properly and carefully load, handle, stow, carry, keep, care for, and discharge the goods carried” under the RMI [Maritime Act](#) 1990, §404.
- 1.2 As per SOLAS Regulation VI/9.1 a cargo ship carrying grain must comply with the requirements of the International Grain Code, (IMO Resolution [MSC.23\(59\)](#)), and hold a document of authorization as required by the Code.
- 1.3 The recent amendments to the Grain Code (IMO Resolution [MSC.552\(108\)](#)) introduce a new class of loading conditions for “specially suitable compartment, partly filled in way of the hatch opening, with ends untrimmed.” New and existing cargo ships which intend to carry grain under such loading conditions, must update their Stability Booklet and ensure compliance before the first loading on or after 1 January 2026.
- 1.4 Grain loading arrangements must be approved by an RMI Recognized Organization (RO)¹ in accordance with the provisions of SOLAS Chapter VI. These ROs have been authorized to issue grain loading document authorizations and approve loading manuals on behalf of the RMI Maritime Administrator (the “Administrator”).

2.0 Documents of Authorization

- 2.1 A ship not having on board a document of authorization issued previously in accordance Part A-3 of the International Grain Code may be permitted to load bulk grain provided that the ship, in its proposed loaded condition, complies with the requirements the Code (see Part A-9).
- 2.2 Before loading, the relevant calculations, loading plans, and other data must be submitted for review to the ship’s RO to confirm compliance.

3.0 Ship’s Stability

- 3.1 A special criteria of the International Code on Intact Stability, 2008 is that the stability of ships engaged in the carriage of grain must comply with the International Grain Code requirements.
- 3.2 Refer to MN [2-015-1](#) and [Technical Circular 24](#) for the Administrator’s requirements on intact stability and the approval of stability instruments.

1. Refer to RMI Marine Guideline [2-11-15](#) for a list of RMI authorized ROs.