

ANNEX 15

REVISED ROAD MAP FOR DEVELOPING A GOAL-BASED CODE FOR MARITIME AUTONOMOUS SURFACE SHIPS (MASS)

Sessions of MSC	Work Plan
MASS-ISWG 2 (30 Oct – 3 Nov 2023)	
MSC 108 (15 to 24 May 2024)	<ul style="list-style-type: none"> - Consideration of outcome of MSC 107-established ISCG and MASS-ISWG 2 (30 Oct to 3 Nov 2023) - Consideration of outcome of LEG 111 (March 2024), FAL 48 (April 2024) and MASS-JWG 3 (April 2024) - Continue development of non-mandatory MASS Code with view to potential finalization - Consideration of input for MASS-JWG 4 (second half of 2024) - Consider impact, and identify changes, to existing IMO instruments and make recommendation on how to address changes to those instruments, as appropriate, also taking into account any recommendations from MASS-JWG. Focus should be on "high-priority"¹ instruments: <ul style="list-style-type: none"> o SOLAS chapters II-1, II-2, III, IV, V, VI, VII, IX, XI-1 and XI-2; o STCW Convention and Code; o STCW-F Convention; o 1966 LL Convention and 1988 Protocol thereto; o 1979 SAR Convention; o FSS Code; o IMSBC Code; o IMDG Code; o TONNAGE 1969; o IBC Code; and o IGC Code - Identify matters for consideration by appropriate sub-committee² and liaison with other international organizations such as ILO, ISO, IHO, IALA and IMSO - Continue consideration of developing or amending guidance for non-mandatory MASS Code, including <i>Interim Guidelines on MASS trials</i> (MSC.1/Circ.1604) - Consideration of scope and framework of mandatory MASS Code - Update this road map

¹ Medium and low priority instruments in accordance with the outcome of the RSE will be dealt with at a later date (MSC.1/Circ.1638, paragraphs 6.8.1 to 6.9.3).

² Tasks for sub-committees will be included in this road map when agreed by the Committee.

MSC 109 (2nd half 2024)	<ul style="list-style-type: none">- Finalization and adoption of new non-mandatory MASS Code- Commence development of mandatory MASS Code, based on non-mandatory Code, and consider amendments to SOLAS (new chapter) for Code's adoption- Commence review of existing IMO instruments, under purview of MSC, taking into account adopted non-mandatory MASS Code and RSE (MSC.1/Circ.1638)- Update this road map
MSC 110 (1st half 2025)	<ul style="list-style-type: none">- Finalization and approval of mandatory MASS Code^{3 4} and draft SOLAS chapter- Further development of consequential amendments to existing instruments
MSC 111 (1st half 2026)	<ul style="list-style-type: none">- Adoption of new mandatory MASS Code- Further development of consequential amendments to existing instruments

³ Adoption should take into account the progress made by other Committees and the MASS-JWG.

⁴ Entry-into-force date of 1 January 2028 means adoption on 1 July 2026 at the latest (first half of 2026).

ANNEX 16

DRAFT MSC-MEPC CIRCULAR

**GUIDELINES FOR THE SAMPLING OF [OIL FUEL] FOR DETERMINATION OF
COMPLIANCE WITH THE REVISED MARPOL ANNEX VI AND SOLAS CHAPTER II-2**

1 The Maritime Safety Committee, at its 107th session (31 May to 9 June 2023), and the Marine Environment Protection Committee, at its [...] session ([...]), approved the Guidelines for the sampling of [oil fuel] for determination of compliance with the revised MARPOL Annex VI and SOLAS chapter II-2, as set out in the annex.

2 Member States are invited to use the annexed Guidelines and bring them to the attention of all parties concerned.

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ANNEX

GUIDELINES FOR THE SAMPLING OF [OIL FUEL] FOR DETERMINATION OF COMPLIANCE WITH THE REVISED MARPOL ANNEX VI AND SOLAS CHAPTER II-2

Note: The draft guidelines are based on resolution MEPC.182(59) and changes are highlighted with ~~deletions~~ and additions.

Title: ~~2009~~ GUIDELINES FOR THE SAMPLING OF [OIL FUEL] ~~OIL~~ FOR DETERMINATION OF COMPLIANCE WITH THE REVISED MARPOL ANNEX VI AND SOLAS CHAPTER II-2

1 Preface

The primary objective of these Guidelines is to establish an agreed method to obtain a representative sample of the oil fuel ~~oil for combustion purposes~~ delivered for use on board ships for combustion purposes. Samples should be taken in a safe manner under all circumstances.

2 Introduction:

The basis for these Guidelines is regulation 18.5 of Annex VI to MARPOL 73/78, as amended by resolution MEPC.176(58), which provides that for each ship subject to regulations 5 and 6 of that Annex, details of fuel oil for combustion purposes delivered to, and used on board the ship, shall be recorded by means of a bunker delivery note which shall contain at least the information specified in appendix V to that Annex. In accordance with regulation 18.8.1 of Annex VI, the bunker delivery note shall be accompanied by a representative sample of the fuel oil delivered.

In addition, these guidelines are intended to assist in the implementation of the flashpoint related regulations in SOLAS II-2 regulation 4, especially for confirming cases where oil fuel not complying with SOLAS II-2/4.2.1 was delivered.

This sample is to be used solely for determination of compliance with Annex VI of MARPOL 73/78 and of compliance with SOLAS chapter II-2.

3 Definitions

For the purpose of these Guidelines:

3.1 Supplier's representative is the individual from the bunker tanker who is responsible for the delivery and documentation or, in the case of deliveries direct from the shore to the ship, the person who is responsible for the delivery and documentation.

3.2 Ship's representative is the ship's master or officer in charge who is responsible for receiving bunkers and documentation.

3.3 Representative sample is a product specimen having its physical and chemical characteristics identical to the average characteristics of the total volume being sampled.

3.4 Primary sample is the representative sample of the fuel delivered to the ship collected throughout the bunkering period obtained by the sampling equipment positioned at the bunker manifold of the receiving ship.

3.5 Retained sample is the representative sample in accordance with regulation 18.8.1 of Annex VI to MARPOL 73/78, of the fuel delivered to the ship derived from the primary sample.

3.6 Oil fuel is defined in regulation 1 of Annex 1 of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto.

4 Sampling methods

4.1 The primary sample should be obtained by one of the following methods:

- .1 manual valve-setting continuous-drip sampler; or
- .2 time-proportional automatic sampler; or
- .3 flow-proportional automatic sampler.

4.2 Sampling equipment should be used in accordance with manufacturer's instructions, or guidelines, as appropriate.

4.3 The personnel taking the primary sample should be familiar with the guidelines and sampling equipment.

4.4 The primary sample should be drawn at the bunker manifold of the receiving ship witnessed by representatives for the receiving ship and supplier or by a surveyor acting on their behalf.

~~4.5 After all parties, including the ship's and supplier's representatives, are satisfied with the primary sample collected as being the representative sample, the sample should be properly shaken to promote homogeneity and then poured in equal portions into sample bottles (according to the need) making three or four passes to fill each bottle in turn. The sample bottles should be sealed in the presence of all parties with uniquely numbered security seals. One of these bottles will be the designated retained sample as required by regulation 18 of Annex VI of MARPOL 73/78. The unique seal number of the retained statutory sample bottle should be recorded in the bunker delivery note.~~

5 Sampling and sample integrity

5.1 A means should be provided to seal the sampling equipment throughout the period of supply.

5.2 Attention should be given to:

- .1 the form of set up of the sampler;
- .2 the form of the primary sample container;
- .3 the cleanliness and dryness of the sampler and the primary sample container prior to use, there should be no traces of low-flashpoint solvents used to clean the equipment as this can contaminate the sample;
- .4 the setting of the means used to control the flow to the primary sample container; and

- .5 the method to be used to secure the sample from tampering or contamination during the bunker operation.

5.3 The primary sample receiving container should be attached to the sampling equipment and sealed so as to prevent tampering or contamination of the sample throughout the bunker delivery period.

6 Sampling location

For the purpose of these Guidelines, a sample of the fuel delivered to the ship should be obtained at the receiving ship's inlet bunker manifold and should be drawn continuously throughout the bunker delivery period.*

- * The phrase "be drawn continuously throughout the bunker delivery period" in paragraph 6 of the Guidelines should be taken to mean continuous collection of drip sample throughout the delivery of bunker fuel covering each bunker delivery note. In case of receiving an amount of bunker fuel necessitating two or more delivery notes, the sampling work may be temporarily stopped to change primary sample container and then resumed as necessary.

7 Retained sample handling

7.1 The retained sample container should be clean and dry.

7.2 Immediately prior to filling the retained sample container, the primary sample quantity should be thoroughly agitated to ensure that it is homogeneous.

7.3 The retained sample should be of sufficient quantity to perform the tests required but should not be less than 600 ml. The container should be filled to 90% ± 5% capacity and sealed.

8 Sealing of the retained sample

8.1 Immediately following collection of the retained sample, a tamper proof security seal with a unique means of identification should be installed by the supplier's representative in the presence of the ship's representative. A label containing the following information should be secured to the retained sample container:

- .1 location at which, and the method by which, the sample was drawn;
- .2 date of commencement of delivery;
- .3 name of bunker tanker/bunker installation;
- .4 name and IMO number of the receiving ship;
- .5 signatures and names of the supplier's representative and the ship's representative;
- .6 details of seal identification; and
- .7 bunker grade.

8.2 To facilitate cross-reference details of the seal, identification should also be recorded on the bunker delivery note.

9 Retained sample storage

9.1 The retained sample should be kept in a safe storage location, outside the ship's accommodation, where personnel would not be exposed to vapours which may be released from the sample. Care should be exercised when entering a sample storage location.

9.2 The retained sample should be stored in a sheltered location where it will not be subject to elevated temperatures, preferably at a cool/ambient temperature, and where it will not be exposed to direct sunlight.

9.3 Pursuant to regulation 18.8.1 of Annex VI of MARPOL 73/78, the retained sample should be retained under the ship's control until the fuel oil is substantially consumed, but in any case for a period of not less than 12 months from the time of delivery.

9.4 The **Company** should develop and **maintain** a process to keep track of the retained samples.

10 Procedures and documentation following testing of retained sample

10.1 If the retained sample has been sent for testing, the laboratory should take a sub-sample enabling the tests to be carried out and immediately reseal the remaining retained sample container with a new tamper proof security seal with a unique means of identification in the presence of a representative for the authority that has ordered the test. A label containing the following information should be secured to the retained sample container:

- .1 name and address of laboratory;
- .2 date when the sample was resealed;
- .3 volume remaining in the retained sample container when resealed;
- .4 names and signatures of the person resealing the sample and the authority's representative witnessing the process;
- .5 details of the new unique seal identification;
- .6 a declaration that no other material has been added to the sample; and
- .7 relevant information from previous label, including details of original seal identification; name and IMO number of the receiving ship and bunker grade.

10.2 The laboratory should issue a test record with copies to all relevant parties, i.e. the authority that requested the testing, and the ship. Copies may also be sent to the supplier and the authority under whose jurisdiction the supplier operates. The test record should include the test result(s) and the test method(s), and the seal number of the ship's retained sample which the testing was carried out on.
