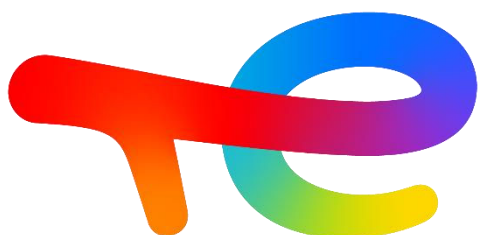




# Annex 1 – Crude Sampling Instructions

TotalEnergies – Trading & Shipping

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**TotalEnergies**

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## General

This document sets out operational guidance and recommended measurement procedures intended for use by inspectors and specifies procedures directed at minimizing cargo contamination and losses. In absence of, or in conjunction with, specific instructions, this document shall be considered a summary of good practice used within industry.

Any reference in this document to the “TotalEnergies T&S Entities” is exclusively applicable only for the following entities:

- TOTSА TotalEnergies Trading SA
- TOTSА TotalEnergies Trading SA (DIFC Branch)
- TotalEnergies Trading Europe
- Atlantic Trading and Marketing Inc.
- TotalEnergies Trading Asia Pte. Ltd.

Therefore, it shall not be construed as referring to any other entity of the TotalEnergies Company.

### **Note:**

**MV** (Mother Vessel) and **DV** (Daughter Vessel) are terms used to distinguish the supplying and receiving vessels during transfer operations when applicable. An asterisk “\*” indicates that the corresponding step or requirement is subject to conditions, operational limitations or special instructions, which are explained in the footnote associated with the table.

## Disclaimer

This document is provided for operational guidance only, nor does it amend or supersede any contractual terms binding upon the inspection companies or the TotalEnergies T&S Entities. It does not replace any applicable laws, regulations, industry standards, safety procedures, or requirements set by terminals, vessels, port authorities, or local legislation. If this document conflicts with any applicable law, regulation, industry standard, or terminal/vessel requirement, the stricter requirement shall apply.

The contents of this document may be amended, updated or supplemented by any of the TotalEnergies T&S Entities at any time. Inspectors are expected to apply professional judgement and contact the relevant TotalEnergies T&S Entity immediately when any unclear, abnormal or non-standard operational condition arises.

TotalEnergies T&S Entities do not accept responsibility for any loss, damage or delay resulting from the misapplication or misinterpretation of the information contained herein. The appointed inspection company remains fully responsible for ensuring that all operations are performed safely, properly documented, and in full compliance with all applicable requirements.

Inspectors act as independent contractors and are not representatives or agents of the T&S Entities.

## Crude Loading Operations

SAMPLING AT LEAST AND DISTRIBUTION		SUPPLIER	MASTER	RECEIVERS	INSPECTOR
EACH NOMINATED SHORE TANK BEFORE LOADING: <ul style="list-style-type: none"> <li>• U/M/L (1L PER LEVEL)</li> <li>• 2 X 1L RUNNING SAMPLE</li> <li>• 1 X 1L SEALED SHORE TANK COMPOSITE</li> </ul>	PER EACH SHORE TANK: 3 X 1L U/M/L + 2 X 1L RUNNING + 1 X 1L SEALED SHORE TANK COMPOSITE	1 X 1L RUNNING		1L SEALED SHORE TANK COMPOSITE FOR RECEIVERS AGAINST SIGNED RECEIPT	1 X 1L RUNNING + ALL THE U/M/L SAMPLES
SAMPLES EX AUTOMATIC IN LINE SAMPLER DURING LOADING *	3 X 2L	1 X 2L		1 X 2L SEALED SAMPLE FOR RECEIVERS AGAINST SIGNED RECEIPT	1 X 2L
<ul style="list-style-type: none"> <li>• RUNNING SAMPLE FROM EACH SHIP'S-BARGE'S NOMINATED RECEIVING CARGO TANKS AFTER LOADING (MINIMUM 5L PER GRADE)</li> <li>• 2 X 1L SEALED SHIP TANK COMPOSITE TO BE PLACED ONBOARD, AGAINST SIGNED RECEIPT BY MASTER</li> </ul>	1 X 1L RUNNING/TANK + 2 X 1L SEALED SHIP TANK COMPOSITE	-	1 X 1L SEALED SHIP TANK COMPOSITE FOR RECEIVERS AGAINST SIGNED RECEIPT	1 X 1L SEALED SHIP TANK COMPOSITE FOR RECEIVERS AGAINST SIGNED RECEIPT	1 RUNNING
ADDITIONAL SAMPLES TO BE TAKEN IN CASE OF WATER CONTAMINATION (AS PER HM92)	IF REQUIRED	-	IF REQUIRED		IF REQUIRED

**\*NOTE:** TO BE DISCUSSED WITH THE OPERATOR OF THE RELEVANT TOTALENERGIES T&S ENTITY AND SURVEYOR ACCORDING TO LOCAL REQUIREMENTS / PROCEDURES / FLOW RATE / SHIP'S-BARGE'S COT & LINES CONFIGURAL.

## Crude Discharge Operations

SAMPLING AT LEAST AND DISTRIBUTION		SUPPLIER	MASTER	RECEIVERS	INSPECTOR
EACH NOMINATED RECEIVING SHORE TANK BEFORE DISCHARGE: <ul style="list-style-type: none"> <li>• 2 X 1L RUNNING SAMPLE</li> <li>• 1 X 1L BOTTOM SAMPLE</li> </ul>	2 X 1L RUNNING + 1 X 1L BOTTOM	-	-	-	ALL SAMPLES
RUNNING SAMPLE FROM EACH SHIP'S-BARGE'S NOMINATED DISCHARGE CARGO TANKS BEFORE DISCHARGE (MINIMUM 5L PER GRADE)	1 X 1L RUNNING PER TANK	-	-	-	ALL SAMPLES
SAMPLES EX AUTOMATIC IN LINE SAMPLER DURING DISCHARGE *	1 X 2L	-	-	-	ALL SAMPLES
EACH NOMINATED RECEIVING SHORE TANK AFTER DISCHARGE: <ul style="list-style-type: none"> <li>• U/M/L (1L PER LEVEL)</li> <li>• 2 X 1L RUNNING SAMPLE</li> <li>• 1 X 1L BOTTOM SAMPLE</li> </ul>	PER EACH SHORE TANK: 3 X 1L U/M/L + 2 X 1L RUNNING + 1 X 1L BOTTOM	-	-	-	ALL SAMPLES
ADDITIONAL SAMPLES TO BE TAKEN IN CASE OF WATER CONTAMINATION (AS PER HM92)	IF REQUIRED	-	-	-	IF REQUIRED

**\*NOTE:** TO BE DISCUSSED WITH THE OPERATOR OF THE RELEVANT TOTALENERGIES T&S ENTITY AND SURVEYOR ACCORDING TO LOCAL REQUIREMENTS / PROCEDURES / FLOW RATE/ SHIP'S-BARGE'S COT & LINES CONFIGURATION.

## Crude Transshipment Operations

SAMPLING AT LEAST AND DISTRIBUTION		MV	DV	INSPECTOR
MV NOMINATED CARGO TANKS – RUNNING SAMPLES BEFORE DISCHARGE (MIN. 5L PER GRADE)	1 × 1L PER TANK	–	–	ALL SAMPLES
MV MANIFOLD AT START OF DISCHARGE (+5 MIN, +15 MIN) *	2 × 1L	–	–	ALL SAMPLES
DV MANIFOLD AT START OF LOADING (+5 MIN, +15 MIN) *	2 × 1L	–	–	ALL SAMPLES
DV FIRST FOOT ON NOMINATED RECEIVING CARGO TANKS *	1 × 1L PER TANK	–	–	ALL SAMPLES
DV NOMINATED CARGO TANKS – RUNNING SAMPLES IMMEDIATELY AFTER COMPLETION OF LOADING	1 × 1L PER TANK	–	–	ALL SAMPLES
NON-HOMOGENEOUS OR QUALITY CONCERNS (MV): U/M/L BEFORE DISCHARGE	U/M/L × 0.5L PER TANK	–	–	ALL SAMPLES
IF BLENDING ONBOARD DV: U/M/L AFTER LOADING	U/M/L × 0.5L PER TANK	–	–	ALL SAMPLES
ADDITIONAL SAMPLES FOR WATER CONTAMINATION / STABILITY (HM92 GUIDANCE)	FOLLOW HM92 RECOMMENDATIONS	–	–	FOLLOW HM92 RECOMMENDATIONS

**\*NOTE:** TO BE DISCUSSED WITH THE OPERATOR OF THE RELEVANT TOTALENERGIES T&S ENTITY AND SURVEYOR ACCORDING TO LOCAL REQUIREMENTS / PROCEDURES / FLOW RATE / SHIP'S COT & LINES CONFIGURATION.