



Shell Chemicals

Cargo Handling Sheet

Methyl Proxitol Acetate (MPA)

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Revision 6

*Cargo Handling Sheets are for the use of vessels
chartered by Shell Chemicals*

Product Details

Product Name:	Methyl Proxitol Acetate
Shipping Name:	Propylene Glycol Methyl Ether Acetate
Chemical Family:	Esters
Product Code:	U5126

SDS: <http://www.shell.com/business-customers/chemicals/safe-product-handling-and-transportation/safety-data-sheets.html>

Physical Properties

Density:	967 kg/m ³ (20 °C / 68 °F)
Viscosity, Dynamic:	1.23 mPa.s (20 °C / 68 °F)
Vapor Pressure:	502 Pa (25 °C / 77 °F)
Boiling Point:	143 - 149 °C / 289 - 300 °F
Melting Point:	-65 °C / -85 °F
Flash Point:	45 °C / 113 °F
Appearance:	Clear

Note 1: Physical Properties are for reference only and valid as of date of this revision; see loading terminal for specific properties.

Transhipment Prior to arranging transhipment Charterers must agree to Owner's proposed plan

Marpol Details

Marpol Annex:	II
IMO Ship Type:	3; Must be Double Hull
Inland Barge:	Double Hull
IMO Pollution Category:	Z
IBC 16.2.6:	No
IBC 16.2.9:	No
Pre-Wash Required:	No

Compatibility Group: USCG compatibility group 34

Cargo Handling Requirements

N2 Purge Cargo Tanks Prior to Loading:	No
N2 Blanket Required:	Yes, PQ requirement; Max 5 % O ₂ ; See notes below and Regional Requirements
Adjacent Space Purge:	No
Loading Temperature Range:	Ambient
Transit Temperature Range:	Ambient
Discharge Temperature Range:	Ambient
Maximum Heating Coil Temperature:	Blanked off
Adjacent Maximum Cargo Temperature:	40° C

Note 1: If vessel must inert tanks in accordance with regulation and/or Shell Chemical Inert Gas Clause, then only N₂ will be accepted as an inerting medium.

Note 2: If Nitrogen blanket is in place and Carrier chooses to tranship, carrier must reapply nitrogen blanket on the cargo, both on the discharging and receiving vessel, at their time, risk, and expense.

Note 3: PQ = Product Quality

Note 4: N₂ Blanket Guidance:

- a. O₂ level in tanks: < 5% O₂
- b. Vessel to maintain a constant nitrogen overpressure of 20 millibars or more during the voyage
- c. Surveyor to record in survey report the type of cargo monitoring system and nitrogen replenishment system used onboard the vessel
- d. Vessel to keep a daily N₂ log of each tank:
 1. Tank pressure
 2. O₂ level
 3. Tank Temperature

Log is to be presented to receiver at time of discharge and a copy sent to Charterers.

Regional Requirements

Note 1: European inland waterway voyage < 1 week, no blanket required

Note 2: On short sea trade, ships of <10,000 tonnes, Marineline coating may be substituted. Prior to loading, the local MTA must be informed that the coating is not damaged in any way, and the carrier verifies latest information confirms coating is suitable for product.

Tank Acceptance Requirements

All nominated shipboard cargo handling systems are to be presented clean (residual free), dry, odor free, rust free, with good gaskets, fit to load this cargo.

Maintenance of heating coils is to be verified in the ship's log. If product is to be heated, heating coils are to be confirmed leak free. If product is not heated, heating coils are to be blown clear and dried with N₂, and blanked off.

Stainless Steel or Coated Tanks:	Stainless steel (see regional note above)
Prior Cargo Restrictions:	No
Wall Wash Required:	No

Safety Information and Incident Reporting

Safety Information:

For more detailed information, refer to the SDS or e-SDS for reportable spill/release quantities whether in the water, air or ground.

Incident Reporting:

International Registered Vessels: If an incident occurs call Shell International Trading and Shipping in London on +442079347777.

Jones Act Vessels: call the Shell 24 hr. incident number at +17132412532. The USA National Response Center telephone number is +18004248802.

For additional marine cargo handling advice or information, contact Captain Stephen Boudreaux at +17132413945 or Capt. Ben van Bommel at +31104415992.



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