



**Shell Chemicals**

# Cargo Handling Sheet

Ethyl Proxitol Acetate

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Revision 2

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

## Product Details

Product Name: Ethyl Proxitol Acetate  
Shipping Name: Propylene Glycol Methyl Ether Acetate  
Chemical Family: Esters  
Product Code: U5149

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

## Physical Properties

Density: 941 kg/m<sup>3</sup> (20 °C / 68 °F)  
Kinematic Viscosity: 1.33 mm<sup>2</sup>/s (40 °C / 104 °F)  
Vapor Pressure: 2.3 hPa (20 °C / 68 °F)  
Boiling Point: 158 - 160 °C / 316 - 320 °F  
Melting Point: -89 °C / -128 °F  
Flash Point: 53 °C / 127 °F  
Appearance: Colourless

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

**Transhipments** Prior to arranging transhipment, the Shell Chemical Charterer 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 Loading:	No
N2 Blanket Required:	Yes; PQ Requirement; See notes below and Regional Requirements; 5% O2
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 / 104 °F

**Note 1:** 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 ship, at their time, risk, and expense.

**Note 2:** PQ = Product Quality

**Note 3:** N2 Blanket Guidance:

- a. O2 level in tanks: 5% O2; See Regional Requirements
  - 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: Europe inland waterway voyage <1 week no blanket required.

### 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.

<b>Stainless Steel or Coated Tank:</b>	Stainless steel. On short voyages, 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.
<b>Banned Prior Cargo:</b>	No
<b>Wall Wash Required:</b>	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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