



Shell Chemicals

Cargo Handling Sheet

IP Extraction Feed

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Revision 6

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

Product Details

Product Name:	IP Extraction Feed
Shipping Name:	IP Extraction Feed (contains 1,3-Cyclopentadiene, dimer and Isoprene)
Chemical Family:	Olefins, Crude C5
Product Code:	X2156

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

Physical Properties

Density:	678 kg/m ³ (20 °C / 68 °F)
Dynamic Viscosity:	Typical 0.22 mPa.s (20 °C / 68 °F)
Vapor Pressure:	85.4 kPa (20 °C / 68 °F)
Boiling Point:	34 - 60 °C / 93 - 140 °F
Melting Point:	Data not available
Flash Point:	< -20 °C / < -4 °F
Appearance:	Colourless to light coloured liquid, strong odour

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

Note 2: This product is a Static Accumulator.

Note 3: This product is toxic.

Transhipment

Prior to arranging transhipment Charterer must agree to Owner's proposed plan. When arranged by the Owner, Owner must ensure that all transhipment vessels comply with the requirements of this cargo handling sheet.

Marpol Details

Marpol Annex:	II
IMO Ship Type:	2
Inland Barge:	Double Hull; See Regional Requirements
IMO Pollution Category:	Y

IBC 16.2.6:	No
IBC 16.2.9:	No
Pre-Wash Required:	No
Compatibility Group:	USCG compatibility group 30

Cargo Handling Criteria

N2 Purge Cargo Tanks Prior Loading:	Yes; PQ Requirement; Max 5000 ppm (0.5%) O ₂ ; see notes below
N2 Blanket Required:	Yes; PQ Requirement; Max 5000 ppm (0.5%) O ₂ ; see notes below
Adjacent Space Purge:	No
Loading Temperature Range:	Ambient
Transit Temperature Range:	< 25 ° C / 77 ° F
Discharge Temperature Range:	< 25 ° C / 77 ° F
Maximum Heating Coil Temperature:	Blanked off
Adjacent Maximum Cargo Temperature:	< 25 ° C / 77 ° F

Note 1: For safety purposes, this product should not be carried in tanks serviced by a cargo pump room.

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: Max 5000 ppm (0.5%)
- b. Vessel to maintain a constant nitrogen overpressure of 20 millibars or more during the voyage
- c. During the voyage the vessel shall maintain a daily log of the following and, upon request, send the log to the responsible Shell Chemicals Charterer:
 1. cargo (IP Feed) temperature
 2. adjacent cargo temperature
 3. air and sea water temperature
 4. oxygen content in vapour space of cargo (IP Extraction Feed) tanks
 5. pressure of the cargo (IP Extraction Feed) tanks
- d. If at any time during the voyage cargo (IP Extraction Feed) temperature exceeds 25°C/ 77° F, the responsible Shell Chemicals Charterer shall be notified immediately.
- e. After completion of cargo (IP Extraction Feed) discharge the vessel shall provide a copy of the daily log of temperature/ pressure/ O₂ content to the responsible Shell Chemicals Charterer.

Note 5: This product is inhibited with 2, 6 Di-Tert-Butylphenol. This inhibitor is not oxygen dependent. An Inhibitor Certificate must be issued.

Regional Requirements

Note 1: The product is normally not shipped by Inland barges; if proposed, a Chemicals MTA must be consulted.

Tank Acceptance Requirements

Coastal and Deepsea shipments require specialized tankers which have a mechanical refrigeration system. In addition, "Pressure tank" as per IBC code having a design pressure greater than 0.07MPa, including P/V valve overpressure opening at not less than 0.06MPa.

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 Tank:	Either, carrier to verify suitability of coating for product
Banned Prior Cargo:	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 +18323376982 or Capt. Ben van Bommel at +31104415992.



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