

# Cargo Handling Sheet

Non-Shell Product

**Benzene Toluene Xylene Mixture**

Document Date: 01 September 2017

Revision 1

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

*Information is obtained from supplier's SDS and other reference publications.*

### Product Details

Product Name:	Benzene Toluene Xylene Mixture
Shipping Name:	Benzene and mixtures having 10% benzene or more
Chemical Family:	Aromatic Hydrocarbon
Product Code:	Non-Shell product
SDS:	Get from loading terminal or charterer

### Physical Properties

Specific Gravity:	0.86 @ 25 °C / 77 °F
Dynamic Viscosity:	No data available
Vapor Pressure:	167.0 hPa (37.8 °C / 100.0 °F)
Boiling Point:	66 - 232 °C / 151 - 450 °F
Melting Point:	No data available
Flash Point:	4 °C / 39 °F
Appearance:	Colourless

**Note 1:** Physical Properties are for reference only; see loading terminal for specific properties

**Note 2:** This product is a static accumulator.

**Note 3:** This product is Toxic and Carcinogenic.

**Transhipments** Prior to arranging transhipment Charterer must agree to Owner's proposed plan

### Marpol Details

Marpol Annex:	II
IMO Ship Type:	3, must be double hull
Inland Barges:	Double Hull
IMO Pollution Category:	Y
IBC 16.2.6:	No

IBC 16.2.9:	Yes
Pre-Wash Required:	Not if discharged in accordance with MARPOL
Compatibility Group:	USCG compatibility group 32

### Cargo Handling Requirements

N2 Purge Cargo Tanks Prior to Loading:	No
N2 Blanket Required:	Consult supplier; see below notes
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:	Ambient

**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:** Carrier to check with shipper to ensure correct heating requirements. Heat may be required if ambient temperature is excessively low. If heating condensate is returned to machinery spaces, then condensate returns should be tested using a benzene test kit.

**Note 4:** PQ = Product Quality

### Regional Requirements

None

### 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 Tank:	Either, carrier to verify suitability of coating for product
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 for vessels on Shell charter.

International Registered Vessels: 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 centre telephone number is +18004248802.

### Disclaimer

The information contained in this publication is, to the best of our knowledge, true and accurate, but any recommendations or suggestions that may be made are without guarantee, since the conditions of use are beyond our control. Furthermore, nothing contained herein shall be construed as a recommendation to use any product in conflict with existing patents covering any material or its use.