



# Shell MDS (Malaysia) Sendirian Berhad

Date prepared: 14<sup>th</sup> APRIL 2021  
Supersedes: 26<sup>th</sup> JAN 2021

## CARGO HANDLING REQUIREMENTS

## Shell GTL Normal Paraffin 10-13

### 1. PRODUCT DETAILS

<b>Product name:</b>	SHELL GTL NORMAL PARAFFIN 10-13
<b>Alternative Product Name:</b>	ALKANES (C9-C24) LINEAR, BRANCHED AND CYCLIC
<b>Product Code :</b>	002D6175
<b>CAS Number :</b>	93924-07-3
<b>Emergency telephone number:</b>	+60-86 292 222

### 2. PHYSICAL AND CHEMICAL PROPERTIES

<b>Colour:</b>	Colourless
<b>Appearance :</b>	Liquid
<b>Odour:</b>	No data available
<b>Vapour pressure:</b>	$\leq 0.1$ kPa (25.0 °C / 77.0 °F)
<b>Relative Vapour Density :</b>	$> 5$ (20.0 °C / 68.0 °F)
<b>Initial Boiling point boiling range:</b>	190 - 230 °C / 374 - 446 °F
<b>Solubility in water:</b>	Negligible
<b>Density:</b>	750 kg/m <sup>3</sup> a( 15°C / 59.0°F )
<b>Flash point:</b>	72 °C / 162 °F
<b>Flammable Limits Lower/Upper</b>	Lower: 0.6% (v/v); Upper: 5.5% (v/v)
<b>Auto-Ignition Temperature</b>	Data not available
<b>Kinematic viscosity:</b>	1-2 mm <sup>2</sup> /s a( 40°C / 104°F)
<b>Partition co-efficient, n-octanol/water :</b>	Data not available
<b>Conductivity:</b>	Low conductivity: $< 100$ pS/m, The conductivity of this material makes it a static accumulator., A liquid is typically considered nonconductive if its conductivity is below 100 pS/m and is considered semi-conductive if its conductivity is below 10,000

---

### 3. TRANSSHIPMENTS

Notes : Transshipments (Ship/Ship & Ship/Barge) usually permitted but operations is dependent on risk assesment (location of operation, vessels used, nature of products etc ). Consult regional MTA for advise and clearance prior to fixing transshipment operation.

### 4. MARPOL DETAILS

<b>Shipping name :</b>	ENERGY-RICH FUEL,ALKANES (C9-C24) LINEAR, BRANCHED AND CYCLIC WITH FLASH POINT >60 deg C
<b>Marpol 73/78 Annex :</b>	I
<b>IMO Ship Type :</b>	Oil Tanker
<b>IMO Pollution Category :</b>	
<b>Pre wash :</b>	NO
<b>Kinematic Viscosity :</b>	1-2 mm <sup>2</sup> /s a( 40°C / 104°F)
<b>Solidifying :</b>	NO

---

### 5. CARGO HANDLING CRITERIA

All shore, ship, cargo line and tanks are to be presented (residual free) gas free, dry, ordour free, and rust free, with good gaskets and pressure tested steam coils.

<b>Pre-purging of Vessel's Tanks :</b>	NO
<b>N2 blanket required:</b>	NO
<b>Loading Temperature range:</b>	Ambient
<b>Transit Temperature :</b>	Ambient
<b>Discharge Temperature :</b>	Ambient
<b>Max heating coil Temperature :</b>	N/A
<b>Adjacent Max.cargo Temperature:</b>	Ambient

---

### 6. TANK ACCEPTANCE CRITERIA

<b>Stainless Steel or Coated Tanks:</b>	Coated Tanks
<b>Wall Wash Required:</b>	NO
<b>Tank Acceptance Notes :</b>	Maintenance of steam coils is to be verified with the ship's log. If products is to be heated, steam coils are to be confirmed leak free. If products is not heated, steam coils are to be drained, dry, clean, blanked off and steam source is to be isolated from the tanks.

---

## 7. SAFETY INFORMATION AND INCIDENT REPORTING

### Safety Information :-

For more information, refer to SDS and to EDS for reportable spill/release quantities whether in water, air or ground.

### CASUALTY NOTIFICATION PROCEDURE

IN THE EVENT OF AN INCIDENT AS DESCRIBED BELOW, SHELL CASUALTY MUST BE NOTIFIED WITHIN ONE HOUR OF THE INCIDENT OCCURRING:

- AN INCIDENT WHICH MIGHT OR HAS PUT AT RISK THE LIVES OF PERSONS AND/OR THE SAFETY OF THE VESSEL AND/OR THE ENVIRONMENT AND WHOSE CONSEQUENCES HAVE OR MIGHT INVOLVE OTHER SHELL COMPANIES, THIRD PARTIES, GOVERNMENTS OR THE MEDIA.
- A LOSS OF PRIMARY CONTAINMENT OF OIL, GAS (LNG/LPG), CHEMICALS, OR BULK CARGO, OWNED BY A SHELL COMPANY OR AT AS SHELL FACILITY, OR FROM A SHIP MANAGED OR CHARTERED BY A SHELL COMPANY.
- A SIGNIFICANT DELAY TO ANY SHIP WHOSE CHARTER, CARGO OR BERTH INVOLVES A SHELL COMPANY
- AN INCIDENT OF ALLEGED NON COMPLIANCE WHERE REGULATORS HAVE OR MAY BECOME INVOLVED.
- A SECURITY INCIDENT INCLUDING A SUSPICIOUS PIRACY APPROACH OR PIRACY ATTACK
- AN ACTUAL, POTENTIAL OR SUSPECTED IMPACT TO CREW OR VESSEL FROM ANY SERIOUS INFECTIOUS DISEASE (INCLUDING BUT NOT LIMITED TO COVID-19)

### NOTIFICATION SHOULD BE MADE IN THE FOLLOWING ORDER OF PRIORITY.

- **BY TELEPHONE: (+44)-207-934-7777, THE DEDICATED TELEPHONE NUMBER FOR CASUALTIES, (24 HOURS).**
- **BY EMAIL: [casualtyalert@shell.com](mailto:casualtyalert@shell.com)**
- **BY TELEX: SHELLCASUALTY LONDON 8814807**

### THE FOLLOWING INFORMATION MUST BE INCLUDED IN THE MESSAGE:

- NAME OF THE VESSEL
- TIME AND DESCRIPTION OF INCIDENT (INCLUDE ESTIMATED EXTENT OF DAMAGE)
- GEOGRAPHICAL LOCATION AND DISTANCE FROM NEAREST GROUNDING LINE
- IS THE VESSEL ABLE TO CONTINUE THE VOYAGE AND WHAT IS THE EXPECTED DURATION OF DELAY (IF ANY)
- 24 HR TELEPHONE NUMBER OF COMPANY DPA
- TYPE OF SHELL CHARTER (VOYAGE, TIME, SPACE OR OTHER- IF KNOWN)
- NAME OF SHELL CONTACT – IF KNOWN

### IN THE EVENT OF AN OIL/CHEMICAL/ GAS SPILL, THE MESSAGE MUST ALSO INCLUDE:

- LOCAL TIME, DATE AND LOCATION OF SPILL, INDICATING NAME OF OWNER OF THE INSTALLATION (IF IN PORT) AND WHETHER AT A JETTY/CBM/SBM OR AT SEA.
- TYPE OF OIL/GAS /CHEMICAL E.G. CRUDE/BLACK/WHITE/LUBES/BITUMEN ETC.
- CAUSE IF KNOWN E.G. OVERFLOW HOSE BURST DEFECTIVE SHORE LINE HULL DEFECT ETC.
- ESTIMATED QUANTITY SPILLED
- ESTIMATE OF RATE OF SPILL IF CONTINUING
- WHETHER CLEAN-UP HAS BEEN ATTEMPTED, EITHER BY SHIP OR THIRD PARTY
- ANY OTHER RELEVANT COMMENTS
- TIME OF ORIGIN OF EACH REPORT.

IF THE ACCIDENT OCCURS WITHIN PORT THE AGENT MUST ALSO BE COPIED ON ALL MESSAGES SENT TO SHELL CASUALTY.

THE FOREGOING REQUIREMENTS ARE IN ADDITION TO ANY CASUALTY REPORTING PROCEDURE SYSTEM VESSEL'S OWNERS/MANAGERS MAY HAVE, PARTICULARLY WITH RESPECT TO US QI REPORTING REQUIREMENTS.

---