



Shell

Cargo Handling Sheet

Pygas

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Revision 10

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

Product Details

Product Name:	Pyrolysis Gasoline
IMO Product Name:	Pyrolysis Gasoline (containing benzene)
Chemical Family:	Aromatics
Product Code:	Q9117, Q9118, Q9120, X2304, X2319, X2320, X2337, X2354, X235A, X232A

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

Physical Properties

Density:	840 kg/m ³ (20 °C / 68 °F)
Dynamic Viscosity:	ca. 1 mPa.s (25 °C / 77 °F)
Vapor Pressure:	2 - 30 kPa (25 °C / 77 °F) < 110 kPa (50 °C / 122 °F)
Boiling Point:	40 - 200 °C / 104 - 392 °F
Melting Point:	ca. -50 °C / -58 °F
Flash Point:	< -30 °C / -22 °F
Appearance:	Pale yellow, aromatic 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: Hazard Identification: Extremely flammable, Toxic, Static Accumulator; See SDS for full list of hazards and precautions.

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
IMO Pollution Category:	Y

IBC 16.2.6:	No
IBC 16.2.9:	No
Pre-Wash Required:	No; see Regional Requirement Note 1
Compatibility Group:	USCG compatibility group 32

Cargo Handling Requirements

N2 Purge Cargo Tanks Prior Loading:	No
N2 Blanket Required:	Not a Product Quality Requirement; 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:	35 °C / 95 °F

Note 1: If vessel must inert tanks in accordance with regulation and/or Shell 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.

Regional Requirements

Note: US Barge: Coatings – Stainless Steel, Mild Steel, Zinc, Epoxy; N2 not required. Vapor Return – may be required depending on terminal Air Quality Permit; Heating – No

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:

HSSE information can be found in the SDS or e-SDS.

Incident Reporting:

All incidents should be reported in accordance with regulations and charter party requirements.

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 Centre telephone number is +18004248802.

For additional marine cargo handling advice or information, contact the responsible regional Shell Marine Technical Advisor.



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