



# **SHELL**

## **CARGO HANDLING SHEET**

Ethyl PROXITOL

*Cargo Handling Sheets are for the use of vessels chartered on behalf of Shell.*

## Product Details

Trade Names:	Ethyl PROXITOL, Ethyl PROXITOL Sustainable,
IMO Product Name:	Propylene Glycol Monoalkyl Ether
Chemical Family:	Glycol Ethers

[Link to Safety Data Sheet](#)

## Physical Properties

Density:	897 kg/m <sup>3</sup> (20 °C / 68 °F)
Dynamic Viscosity:	2.21 mPa.s (20 °C / 68 °F)
Vapor Pressure:	1,200 Pa (20 °C / 68 °F)
Boiling Point:	129 - 136 °C / 264 - 277 °F
Melting Point:	< -70 °C / < -94 °F
Flash Point:	40 °C / 104 °F
Appearance:	Clear liquid

**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: Flammable, Static accumulator, See SDS for full list of hazards and precautions.

## 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 40

## Cargo Handling Requirements

N2 Purge Cargo Tanks Prior Loading:	No
N2 Blanket Required:	Yes, PQ requirement; Max 5% O2; see notes below
Adjacent Space Purge:	No
Loading Temperature Range:	Ambient
Transit Temperature Range:	Ambient - 50 °C / 122 °F
Unloading Temperature Range:	Ambient - 50 °C / 122 °F
Maximum Heating Coil Temperature:	Blanked Off
Maximum Adjacent Temperature:	50 °C / 122 °F

**Note 1:** If vessel is required to inert tanks, then only N2 will be accepted as an inerting medium.

**Note 2:** If Nitrogen blanket is in place and Carrier chooses to transship, 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:

a. O2 level in tanks: Max 5% O2.

b. Vessel to maintain an overpressure of 20 millibars or more during the voyage.

**Daily Log:** During the voyage the vessel shall maintain a daily log of the following and the log shall be sent to the Shell Charterer/Planner at the time of unloading. Tank pressure, O2 level and Tank Temperature.

## Regional Requirements

None

## Transshipments

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

### Tank Acceptance Requirement

Banned Prior Cargo:	No
Stainless Steel or Coated Tanks:	Stainless steel, or MarineLINE 784, or Interline 9001
<p>Note 1: Vessels offered for loading into coated tanks:</p> <ul style="list-style-type: none"> <li>Carrier to verify suitability of coating.</li> <li>Tank Coating Condition Questionnaire submitted to Charterers for review prior to fixing a coated vessel.</li> <li>Coated tanks to be in very good condition with minimal blistering or breakdown, &lt; 0.5% total tank area.</li> <li>All blisters to be scraped to hard coating.</li> </ul>	
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.	

### Wall Wash Test Requirement

Wall Wash Required:	No
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## Safety Information and Incident Reporting

**Safety Information:** Refer the SDS (Safety Data Sheet) or e-SDS.

**Incident Reporting:** All incidents should be reported in accordance with regulations and charter party requirements. For additional marine cargo handling advice or information, contact the regional Chemical Marine Technical Advisor.



Shell Chemical LP  
PO Box 4407  
Houston  
Texas 77210 - USA

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