SHELL
CARGO HANDLING SHEET

Propylene C3

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

Document date 09 April 2024
Revision no.6

Product Details

Trade Name:	Propylene C3; Propylene Chemical Grade; Propylene Chemical Grade Sustainable; Propylene Polymer Splitter; Propylene Refinery Grade; Propylene Polymer Grade; Propylene Polymer Grade Sustainable; B Propylene Polymer Grade; C Propylene Polymer Grade; BC Propylene Polymer Grade.
IMO Product Name:	Propylene
Chemical Family:	Gas, Lower Olefins

Link to Safety Data Sheet

Physical Properties

Density:	610 kg/m3 (0 °C / 32 °F)
Vapor Pressure:	600 kPa (0 °C / 32 °F
Boiling Point:	-47.7 °C / -53.9 °F
Melting Point:	-185.2 °C / -301.4 °F
Flash Point:	-108 °C / -162.4 °F
Appearance:	Colourless

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.

Marpol Details

IMO Ship Type:	2G/2PG
IGC Hazards:	Flammable

Cargo Handling Requirements

Purge Cargo Tanks Prior Loading:	Condition with product to expel N2.
Pre-load Purge Oxygen Content:	< 0.3%
Loading Temperature Range:	See notes.
Transit Temperature Range:	As per load
Unloading Temperature Range:	As per load

Regional Requirements

Note 1: Inland Barge EUAF- ADN Type G
Note 2: For fully pressurized tanks (18 barg) load ambient. For semi pressurized tanks (0.7 barg) load at -48 °C.

Vessels arriving at dock under nitrogen are reminded of the possibility of super cooling when commencing loading. This is caused by the Propylene liquid, pumped into the vessel's tanks, evaporating very quickly to reach equilibrium at approximately 5 bars at 0 °C.

Where a ship's tanks are presented under nitrogen condition, it is preferred to commence loading with warm cargo vapour first to a sufficient pressure. Where the facility is unable to provide warm cargo vapour, the loading operation must be commenced at a very slow rate. In either case the ship's cargo tank temperature must not fall below the cryogenic limits.

Note 3: Shell Moerdijk does not have the facility to purge with warm Propylene vapours to displace nitrogen in the vessel tanks to overcome super cooling. It is thus recommended that vessels arriving at Shell Moerdijk be gassed up with Propylene at a vapour pressure of approximately 5 bars.

Transhipments

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	
Prior Cargoes:	Consult Shell Charterer
Dewpoint:	< -25 °C / -13 °F
Peroxide Level:	< 5 ppmw

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.

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