

Hydrocarbon management

HM 30

Procedures for liquefied petroleum gas (LPG) cargo
inspections

3rd edition

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PROCEDURES FOR LIQUEFIED PETROLEUM GAS (LPG) CARGO INSPECTIONS

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CONTENTS

	Page
Foreword	6
Acknowledgements	7
Preface	8
1 Scope	9
1.1 General	9
1.2 Measurement stages	9
1.3 Quality control	10
1.4 Summary of data to be reported	10
2 General principles	11
2.1 The process of a cargo inspection	11
2.2 General requirements	11
2.2.1 Communications, capabilities and performance	11
2.2.2 Equipment	12
2.2.3 Letters of protest/notices of apparent discrepancy	12
2.2.4 Reporting	12
2.3 Potential measurement error	12
3 Safety recommendations	13
3.1 General	13
3.2 Safety aspects of equipment	13
3.3 Safety at sampling points	14
3.4 Static electricity	14
3.5 Health hazards	14
3.6 Entry into controlled areas/enclosed spaces	15
3.7 Personnel transfer offshore	16
4 Operation planning (loading and discharge)	17
4.1 Key meeting	17
4.2 Information to be determined before an operation commences	17
5 Inspection, sampling and quality control procedures	20
5.1 Load procedures	20
5.1.1 Shore tanks	20
5.1.2 Shore tank measurements	21
5.1.3 Dynamic measurement (metering)	21
5.1.4 Sampling	22
5.1.5 Manual sampling of shore tanks	23
5.1.6 Pipelines	24
5.1.7 Vessel procedures – prior to loading	24
5.1.8 Measurement on vessel	24
5.1.9 Sampling after loading	25
5.1.10 Calculations	26
5.1.11 Vessel experience factor	26
5.1.12 Reconciliation of figures	26

Contents continued

	Page
5.2 Discharge procedures	27
5.2.1 Measurement on vessel	27
5.2.2 Sampling on board vessel	28
5.2.3 Shore tank gauging	28
5.2.4 Reconciliation of figures	28
6 Final report	30
6.1 Inspection data	30
 Annexes	
Annex A Glossary of terms	31
Annex B Referenced documents	32
Annex C Measurement systems and equipment	35
C.1 Calibration and certification – prior to initial use and afterward	35
C.2 Frequency of recalibration and recertification	36
C.3 Verification of measurement equipment between dry dockings	36
C.4 Independent inspector checks of measurement equipment during transfer operations	37
C.5 Static measurement systems and equipment	37
C.5.1 Tank capacity tables	37
C.5.2 Liquid level measurement equipment	38
C.5.3 Temperature measurement equipment	48
C.5.4 Pressure measurement equipment	48
C.5.5 Density determination	48
Annex D Monitoring metering system performance	50
D.1 Introduction	50
D.2 Metering and proving calculations	50
D.2.1 Meter factor	50
D.2.2 Meter proving	51
D.2.3 Linearity	52
D.3 Monitoring procedures	53
D.4 Metering systems	53
D.4.1 LPG at ambient temperature	53
D.4.2 LPG at low temperature	53
D.5 Temperature	55
Annex E Cool-down operations	56
Annex F Offshore operations	57
Annex G Previous cargo compatability	59
Annex H Abbreviations and acronyms	60

LIST OF FIGURES AND TABLES**Page****Figure**

Figure 1	Marine transfer measurement points	10
Figure 2	Total physical and apparent losses, including measurement error	29
Figure C.1	Microwave type level gauge	40
Figure C.2	Float gauge	41
Figure C.3	Slip tube gauging device with quick release cover	44
Figure C.4	Rod-type magnetic gauging device	46
Figure C.5	Tape-type magnetic gauging device.	47

Tables

Table C.1	Equipment performance criteria, LPG and chemical gas	35
Table C.2	Measurement device tolerances for barges and small vessels	35

FOREWORD

The Energy Institute (EI) Hydrocarbon Management Committee (HMC) is responsible for the production and maintenance of standards and guidelines covering various aspects of static and dynamic measurement of petroleum. The Hydrocarbon Management Committee 3 (HMC-3) deals primarily with the independent inspection issues, focusing in particular on marine cargoes.

HMC-3 is made up of experts from independent inspection companies, oil companies, service companies, and loss control consultants. Additional participation in document development is also provided by members of the EI Hydrocarbon Management Asian Forum, based in Singapore.

The EI maintains liaison with parallel working groups of the American Petroleum Institute's (API's) Committee on Petroleum Measurement, and other organisations concerned with quantitative measurement in other countries, and in other industries.

The EI Hydrocarbon Management Guidelines (formerly Petroleum Measurement Manual and Petroleum Measurement Papers) are widely used by the petroleum industry and have received recognition in many countries by consumers and the authorities. In order to promote their wide adoption internationally, it is the policy to submit selected standards via the British Standards Institution's (BSI) to the International Organization of Standardization's (ISO's) technical committee TC-28 Petroleum Products and Lubricants, as potential International Standards.

A full list of Hydrocarbon Management Guidelines is available on request from the EI.

The EI Hydrocarbon Management Guidelines are recommended for general adoption but should be read and interpreted in conjunction with safety, environmental, weights and measures, customs and excise and other regulations in force in the particular country in which they are to be applied. Such regulatory requirements have precedence over corresponding clauses in the EI document except where the requirements of the latter are more rigorous, when its use is recommended. Users should also consider contractual constraints imposed by charterers, cargo owners, ship owners and any other interested party.

Although it is believed that adoption of the recommendations of this guideline will assist the user, the EI cannot accept any responsibility, of whatsoever kind, for damage or alleged damage arising or otherwise occurring on vessels or in or about premises where this document has been applied as final responsibility for adequate preparation of the vessel to receive a cargo lies with the parties controlling this task.

Users of these guidelines are invited to send comments, suggestions, or details of relevant experience to:

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BP Oil International Ltd
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Chevron Products Company
CWA International Limited
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Marine Cargo Experts Ltd
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OBQS Ltd
Oil Express
Petrus
Phillips 66 Limited
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Saybolt
SGS
Shell

PREFACE

The documents published by the EI dealing with procedures for cargo measurements are:

- HM 28. *Procedures for crude oil cargo inspections.*
- HM 29. *Procedures for petroleum product cargo inspections.*
- HM 30. *Procedures for LPG cargo inspections.*
- HM 51. *Procedures for bulk liquid chemical cargo inspections.*
- HM 68. *Procedures for bulk liquid fatty acid methyl esters (FAME) and blended biodiesel cargo inspections.*

1 SCOPE

1.1 GENERAL

This document provides liquefied petroleum gas (LPG) cargo measurement procedures for use primarily by cargo inspectors and to specify procedures directed at minimising cargo contamination and losses. In the absence of, or in conjunction with, specific client guidelines, the following document should be considered a summary of best practices used within the industry.

Where the term 'measurement' is used in a general sense, it should be taken to include all aspects of cargo inspection including (but not limited to) tank inspection/assessment, sampling, laboratory analysis and testing and other superintending activities, as required by the inspector's Principal(s).

The points at which cargo inspectors are required to make their measurements are described, and definitions of the terms used throughout this document are provided in Annex A. Whenever possible, terms approved by API, EI and ISO/TC28 have been adopted.

The document also considers the purpose of a cargo survey and summarises the general responsibilities. These procedures may become contractual if reference to them is made in either a nomination or acknowledgement.

Safety matters and related responsibilities are defined, and emphasis is placed on the need for cargo inspectors to be continually conscious that safety requirements take precedence over all other considerations.

This document describes detailed procedures which inspectors are required to follow, and provides references to analytical test methods and calculations. Reference is made to alternative methods, since the procedures recognise that within the industry opinions may vary regarding the use of test methods, especially where different methods may be specified by parties and contractors.

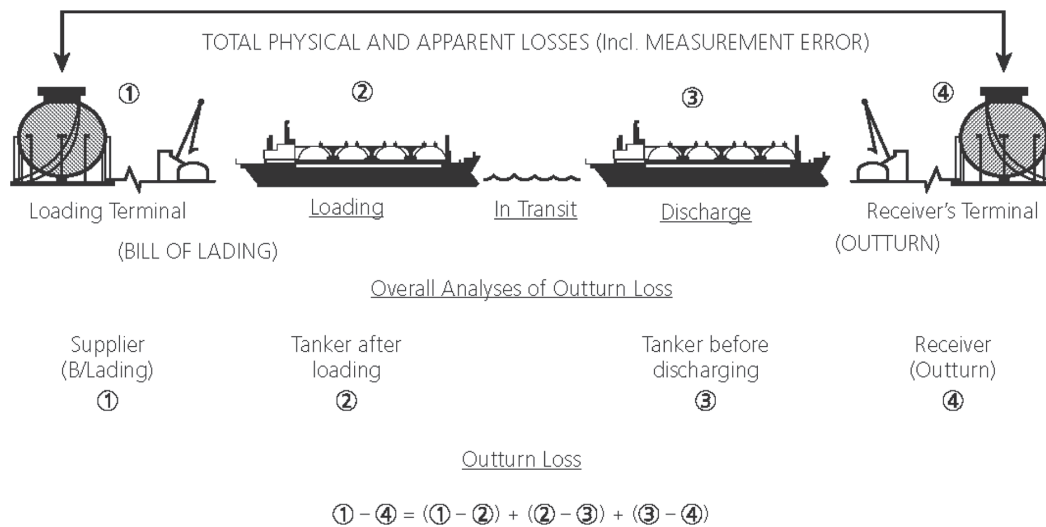
1.2 MEASUREMENT STAGES

When a cargo is transported by vessel from one shore terminal to another, measurements are normally made at four locations, as shown in Figure 1, for the purpose of establishing:

- (a) the quantity of cargo delivered (i.e. to confirm the quantity of cargo shown on the Bill of Lading);
- (b) the quantity of cargo loaded to the vessel;
- (c) the quantity of cargo discharged by the vessel;
- (d) the quantity of cargo received by the receiving terminal, and
- (e) the difference between the quantities established under (a) to (d).

Note 1: for a particular voyage involving more than one loading port or discharge port, measurements should be made at all such additional ports in order that a reliable comparison can be made between the cumulative quantities shown on the Bill of Lading, outturn and ship's figures.

Note 2: for offshore and ship-to-ship transfer operations, please refer to Annex F.



Shore-to-shore difference, (4-1) = (2-1) + (3-2) + (4-3)

Note: by convention, losses have a negative sign.

Figure 1: Marine transfer measurement points

1.3 QUALITY CONTROL

It is recognised that contamination may occur during the various transfer and transportation stages of cargo movement.

Procedures and recommendations for a testing schedule are given which can help to minimise such contamination risk.

1.4 SUMMARY OF DATA TO BE REPORTED

It is recognised that cargo inspection companies and their Principal(s) each have their preferred way of recording the data to be reported, or particular forms; therefore, they are not prescribed by this procedure. However, sufficient information to define a cargo loading or discharge operation is provided in section 6. This listing represents a consensus of several cargo inspection companies and their clients when contracts are being arranged.