

**Economic and Social Council**Distr.: General
26 June 2018

Original: English

Economic Commission for Europe**Inland Transport Committee****Working Party on the Transport of Dangerous Goods****Joint Meeting of the RID Committee of Experts and the
Working Party on the Transport of Dangerous Goods**

Geneva, 17–21 September 2018

Item 5 (a) of the provisional agenda

**Proposals for amendments to RID/ADR/ADN:
pending issues****Hazard identification number 836****Transmitted by the Government of Spain^{*,**}***Summary*

Executive summary:	Proposal to introduce the hazard identification number 836 for UN 2683, AMMONIUM SULPHIDE SOLUTION.
Action to be taken:	Amend column (20) of table A in chapter 3.2 of RID and ADR for UN 2683.
Related documents:	Informal document INF.15 (Spain) (Spring session 2018) ECE/TRANS/WP.15/AC.1/150, paragraphs 39-43

Background

1. At the spring session of the Joint Meeting, Spain submitted informal document INF.15 proposing to include, for the UN 2683, AMMONIUM SULPHIDE SOLUTION, the hazard identification number (HIN, in this text) 836, instead of the currently assigned HIN 86. This

* In accordance with the programme of work of the Inland Transport Committee for 2018-2019, (ECE/TRANS/2018/21/Add.1, Cluster 9, (9.2)).

** Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2018/18.

substance is corrosive, flammable and toxic, and the HIN 836 would convey information on all three risks.

2. In the Joint Meeting this proposal was discussed, and deemed interesting, but it was felt that the assignment of this HIN could perhaps be in conflict with the principles according to which the HIN have been assigned (ECE/TRANS/WP.15/AC.1/150, paragraphs 39-43).

3. Parties interested were invited to cooperate with Spain by submitting other cases where a review of the hazard identification numbers might be necessary, in order to be able to prepare a revised proposal for the autumn session.

Introduction

4. Spain has received comments from Poland, Germany and the Netherlands on this subject.

5. A joint revision of the logic of the assignment of the HIN was done. The major problem noted is that it is complicated to express all the information on hazards with a maximum of three figures in the HIN (+ "X"). In some cases, it was necessary to choose in between different informations to be transmitted with only three figures, as there are cases when a figure is doubled to express a higher danger, and there are UN numbers where more than three hazards should be indicated.

6. Nevertheless, the case presented by Spain is a slightly different case. Even if the substance presents three hazards, and three figures could have been used, only two have been assigned. Without any conflict with the approach used for the assignment of the HIN until now, a third figure could be added, and the information conveyed through the HIN could be more complete.

7. In no other case in which only two figures have been assigned for a UN number, this UN number has more than two hazards.

8. The original document presented by Spain also suggested to assign this HIN to UN 2029 and UN 3484, as they have the same combination of hazards. Nevertheless, this would not be coherent with the systematic of assignments for HIN, because in both these cases the HIN 886 (for UN 2029, only for RID) is assigned to express an intense corrosive hazard. Therefore, this proposal limits itself to UN 2683.

Proposals

9. Amend table A in chapter 3.2 for RID/ADR as follows (changes **underlined and bold**):

UN number	Name and description	Class	Classification code	Packing group	Labels	Vehicle for tank carriage	Hazard identification No.
	3.1.2	2.2	2.2	2.1.1.3	5.2.2	9.1.1.2	5.3.2.3
(1)	(2)	(3a)	(3b)	(4)	(5)	(14)	(20)
2683	AMMONIUM SULPHIDE SOLUTION	8	CFT	II	8 +3 +6.1	FL	836

10. Insert the hazard identification number 836 into 5.3.2.3.2 as follows (changes **underlined and bold**):

“836 Corrosive or slightly corrosive substance, flammable (flash-point between 23° C and 60° C inclusive) and toxic”.

Justification

11. The emergency services would benefit from a more accurate display of the potential hazards.
