



فريق خبراء البضائع الخطرة

الاجتماع الخامس والعشرون

مونتريال، من ١٩ إلى ٢٠١٥/١٠/٣٠

البند رقم ٢ من جدول الأعمال: إعداد توصيات لتعديل وثيقة التعليمات الفنية للنقل الآمن للبضائع الخطرة بطريق الجو (Doc 9284) لإدخالها في طبعة ٢٠١٧-٢٠١٨ من الوثيقة.

تقييد حمل الركاب أو أعضاء الطاقم لأجهزة قياس الحرارة التي تحتوي على مادة الزئبق

(مقدمة من السيد روتجرز)

الملخص

تتضمن ورقة العمل هذه اقتراحاً بحظر نقل أجهزة قياس الحرارة التي تحتوي على مادة الزئبق، بداخل الأمتعة اليدوية أو تلك التي يحملها الأشخاص، وذلك من خلال تعديل الأحكام المتعلقة بالركاب أو أعضاء الطاقم الواردة في الجزء ٨ من التعليمات الفنية.

الإجراء المطلوب من مجموعة العمل لفريق خبراء البضائع الخطرة: فريق الخبراء مدعو إلى تعديل قائمة اللوائح الطبية الواردة في الفقرة الفرعية (٩) في الجدول ٨-١ في الفصل الأول من الجزء الثامن على النحو المبين في المرفق بورقة العمل هذه.

1. INTRODUCTION

1.1 A Russian airline has recorded two cases of damage to the integrity of mercury thermometers by passengers in flight, followed by discharging of their content to the carpet of the aircraft cabin. On 5 June 2015 cabin crew of an aircraft on a domestic flight from Khabarovsk to Moscow found the content of the mercury thermometer (mercury balls) in the cabin. After arrival at the destination airport, appropriate services inspected the aircraft and performed its demercurization (clean up). On 11 June 2015, cabin crew of an aircraft on an international flight from Moscow to Prague received a message about the damage of the mercury thermometer and spreading mercury on the carpet of the aircraft cabin. The cabin crew on their own was not able to collect mercury in the cabin and the destination airport could not provide appropriate demercurization service. As a result, the airline had to send the aircraft back to the departure airport without passengers for demercurization service.

1.2 Industry currently offers digital thermometers, based on heat sensors containing no mercury. These thermometers are widely used, and may be used by airline passengers and crew members without restrictions on board an aircraft.

1.3 We believe that the decision to allow the carriage of mercury thermometers by passengers in carry-on baggage and on the person was taken when mercury thermometers were not digital analogs, and nowadays, carry-on passengers and crew have alternative options that would make it possible to prohibit the presence of mercury thermometers in the passenger cabin and cockpit.

2. **ACTION BY THE DGP**

2.1 The DGP is invited to amend the list of medical necessities in Part 8, Chapter 1, in Table 8-1, subparagraph 9), as shown in the appendix to this working paper.

APPENDIX

PROPOSED AMENDMENT TO PART 8 OF THE TECHNICAL INSTRUCTIONS

Part 8

PROVISIONS CONCERNING
PASSENGERS AND CREW

Chapter 1

PROVISIONS FOR DANGEROUS GOODS
CARRIED BY PASSENGERS OR CREW

Parts of this Chapter are affected by State Variations US 15; see Table A-1

1.1 DANGEROUS GOODS CARRIED BY PASSENGERS OR CREW

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Table 8-1. Provisions for dangerous goods carried by passengers or crew

Items or articles	Location			Approval of the operator(s) is required	The pilot-in-command must be informed	Restrictions
	Checked baggage	Carry-on baggage	On the person			
Medical necessities						
...						
9) Small medical or clinical thermometer which contains mercury	Yes	Yes No	Yes No	No	No	a) no more than one per person; b) must be for personal use; and c) must be in its protective case.

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