



# Economic and Social Council

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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on the Transport of Dangerous Goods

**Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (ADN Safety Committee)**

#### Seventeenth session

Geneva, 23-27 August 2010

Item 5 (b) of the provisional agenda

**Proposals for amendments to the Regulations annexed to ADN: Amendments for entry into force on 1 January 2013**

### Definitions of watertight and weathertight<sup>1 2</sup>

**Transmitted by the International Association of Classification Societies (IACS)**

### Background

1. At its fifteenth session (Geneva, 24-28 August 2009), the Safety Committee considered a document transmitted by Austria on the definitions of "watertight" and "weathertight" (ECE/TRANS/WP.15/AC.2/2009/7). Reverting to the issue at its sixteenth session (25-29 January 2010), the Safety Committee noted that the Working Party on the Standardization of Technical Safety Requirements in Inland Navigation (SC.3/WP.3) would work on the revision of Resolution No. 61 titled "Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels" during its session to be held in Geneva from 8 to 10 February 2010. This Resolution contains notably definitions of the terms "watertight" and "spray-proof". It considered that the Austrian proposal should not be examined until the outcome of that work was known (ECE/TRANS/WP.15/AC.2/34,

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<sup>1</sup> Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR/ZKR/ADN/WP.15/AC.2/2010/23.

<sup>2</sup> In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/2010/8, programme activity 02.7 (b) and ECE/TRANS/208, para. 106)).

para. 48). At its February session, the Working Party did not make any changes to the two definitions.

2. In order to ensure a harmonized interpretation of the rules for the construction of vessels, it was proposed by the Government of Austria to add the following definitions from the Rhine Inspection Rules and Directive 2006/87/EC to the definitions in 1.2.1 of the Regulations annexed to ADN:

*"Watertight* means a structural component or device so fitted as to prevent any ingress of water;

*Weathertight* means a structural component or device so fitted that in normal conditions it allows only a negligible quantity of water to penetrate;"

3. During the fifteenth session of the Safety Committee, IACS questioned whether these definitions should be harmonised or brought in line with those used for seagoing ships, specifically the definitions used in the Load Line Convention, "Load Lines, 1966/1988 - International Convention on Load Lines, 1966, as Amended by the Protocol of 1988 - Annex I - Regulations for Determining Load Lines - Chapter I - General - Regulation 3 - Definitions of terms used in the Annexes". For ease of reference these definitions are given below:

*"Watertight* means capable of preventing the passage of water through the structure in either direction with a proper margin of resistance under the pressure due to the maximum head of water which it might have to sustain.

*Weathertight* means that in any sea conditions water will not penetrate into the ship."

4. After further consideration, it is apparent that although the definition of "watertight" in the EU Directive is "looser", the implications of the definition are similar to the definition used for seagoing ships. It could therefore be concluded that there are no obvious reasons to change the current EU Directive definition unless there is a desire to use the more specific definition for seagoing vessels. In Directive 2006/87/EC, the term "weathertight" has been used as being equal to "spray-proof". This implies that, for inland navigation regulations and contrary to standards for seagoing ships, negligible quantities of water are allowed to enter the ship.

## **Proposal**

5. In view of the above it is proposed, for the time being, not to change the definitions used in Directive 2006/87/EC and to accept the proposal as transmitted by the Government of Austria.

6. Meanwhile, it is suggested that copies of this document be sent to the groups of experts responsible for Directive 2006/87/EC and the Rhine Inspection Regulations for their information. This could enable them to make their own judgement as to whether any further changes to the definitions are necessary. Should this be the case, the new definitions in the ADN could be harmonized accordingly in due course.