

10th CSPCWG Meeting
Wellington, New Zealand, 21-24 January 2014

Paper for Consideration by CSPCWG

Covered berths

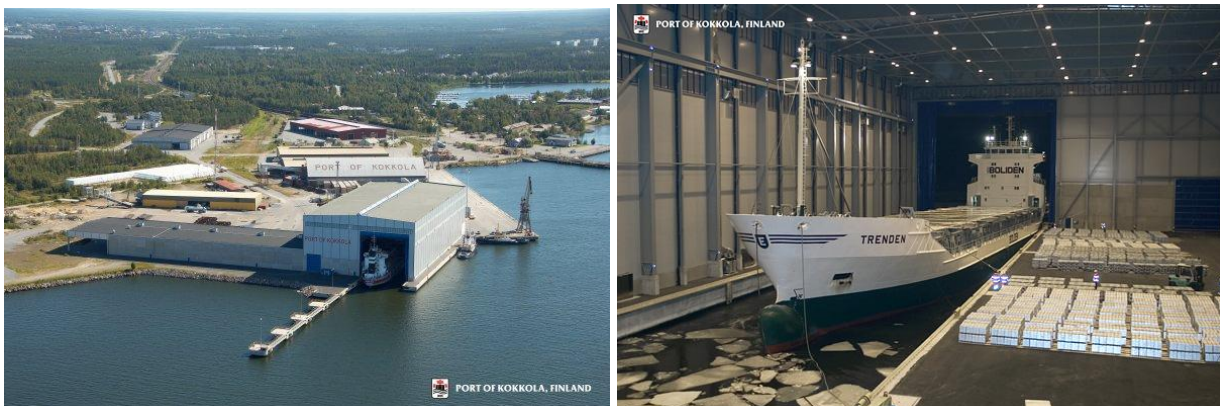
Submitted by:	Finland
Executive Summary:	How should covered or 'indoor' berths be charted?
Related Documents:	S-4
Related Projects:	None

Introduction

Port of Kokkola, Finland, has one of Europe's largest 'indoor berths' or an 'All Weather Terminal' as the port authority calls it. Currently there is no guidance in S-4 how 'indoor' or covered berths should be charted.

Background

To protect certain bulk cargoes against rain, snow and ice during loading, port of Kokkola has one fully covered berth, or All Weather Terminal as it is called. The terminal itself is a 132 m long and 62 m wide building with and 122 m by 35 m quay and 122 m by 25 m basin inside. Vessels up to 9,500 dwt, 8.3 m in draught and 23.5 m in height may be loaded or discharged in the terminal.



According to allweatherterminals.com similar facilities exist at least in Goole (UK), Amsterdam (NL), Rotterdam (NL), Antwerp (BE) and Marin (ES).

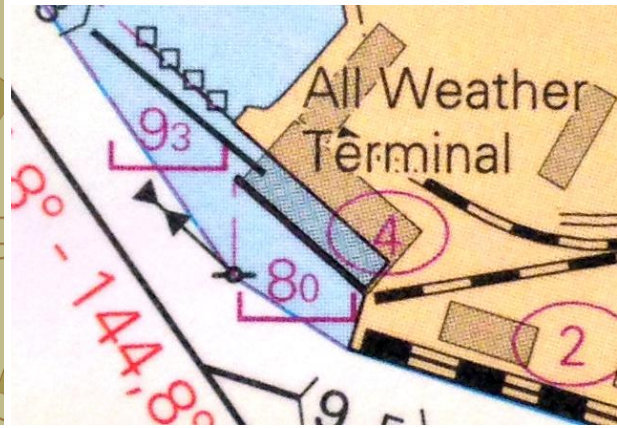
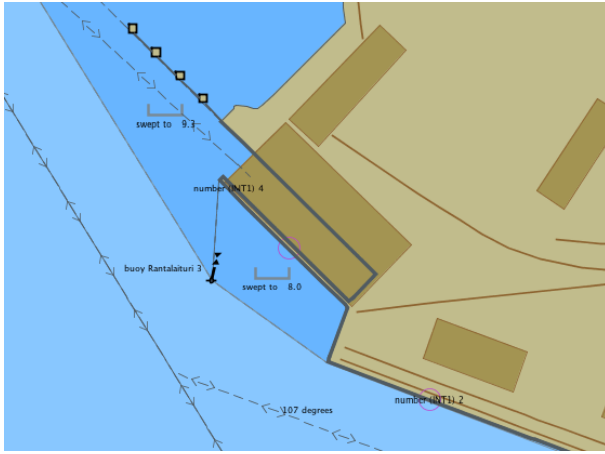
Analysis / Discussion

At the Finnish HO it has been considered useful for the mariner to chart the terminal building, so that he can expect there to be a building that covers a berth, some navigable water and even a short segment of an official track.

There is no guidance on covered berths in S-4 unlike in S-57, where clause 4.6.1 of Appendix B.1 Annex A has the following guidance:

"If it is required to encode a covered terminal into which ships can go, this should be done using HRBFAC [Harbour facility] with the purpose of the terminal defined by CATHAF [Category of harbour facility]. The roof of the terminal may be encoded using the attribute NATCON [Nature of construction], and the maximum height and/or draught of vessels able to use the terminal encoded using the attribute INFORM [Information]. Alternatively, the roofed structure may be encoded using a BUISGL [Building, single] object (see clause 4.8.15)."

Based on the guidance in S-57, Finland has encoded the terminal building as a BUISGL that stretches over the basin. The basin is encoded as a navigable depth area. The outer wall which has no opening in it is encoded as land area. The image on the left below shows the situation on an ENC.



The same principle has also been seen suitable for paper charts and currently the All Weather Terminal in Kokkola is charted as seen in the image on the right above. The approach here is very straight forward – the grey building has been drawn over the otherwise normal harbour basin so that the blue and grey tints overlap.

We would welcome any examples on how similar facilities are charted in other HOs, as well as any comments on the method described above.

Conclusions

None.

Recommendations

CSPCWG to consider whether international guidance on covered berths would be useful and, if so, what it should be.

Justification and Impacts

None.

Action required of CSPCWG

The CSPCWG is invited to discuss the issue, consider the recommendation and agree on further actions, if any.