

The use of the Location Code of Annex 4.3 of the Ship Reporting Standard as unique ID in the Notices to Skippers and electronic reporting in the Netherlands

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Introduction

It is a requirement of the RIS concept to have a code that describes the location of an object. This "location code" must be an unique code. An easy way of describing an unique location would be a text field filled with coordinates. But then you would like to add something like a description of a country, just to make it more clearly in which country this point really is. A code would look like this "NLLO6.6012LA53.2231". Adding "NL" is adding "functionality". So it was decided to have a code that refers to "a city", "a waterway", "an object" and later there was added hectometres.

UNLOCODE describes officially a place (city,village)	Code describing a place on a Waterway	Code describing an object or terminal	Code describing a place in on a waterway more in detail with a distance in hectmetres along a network as a format
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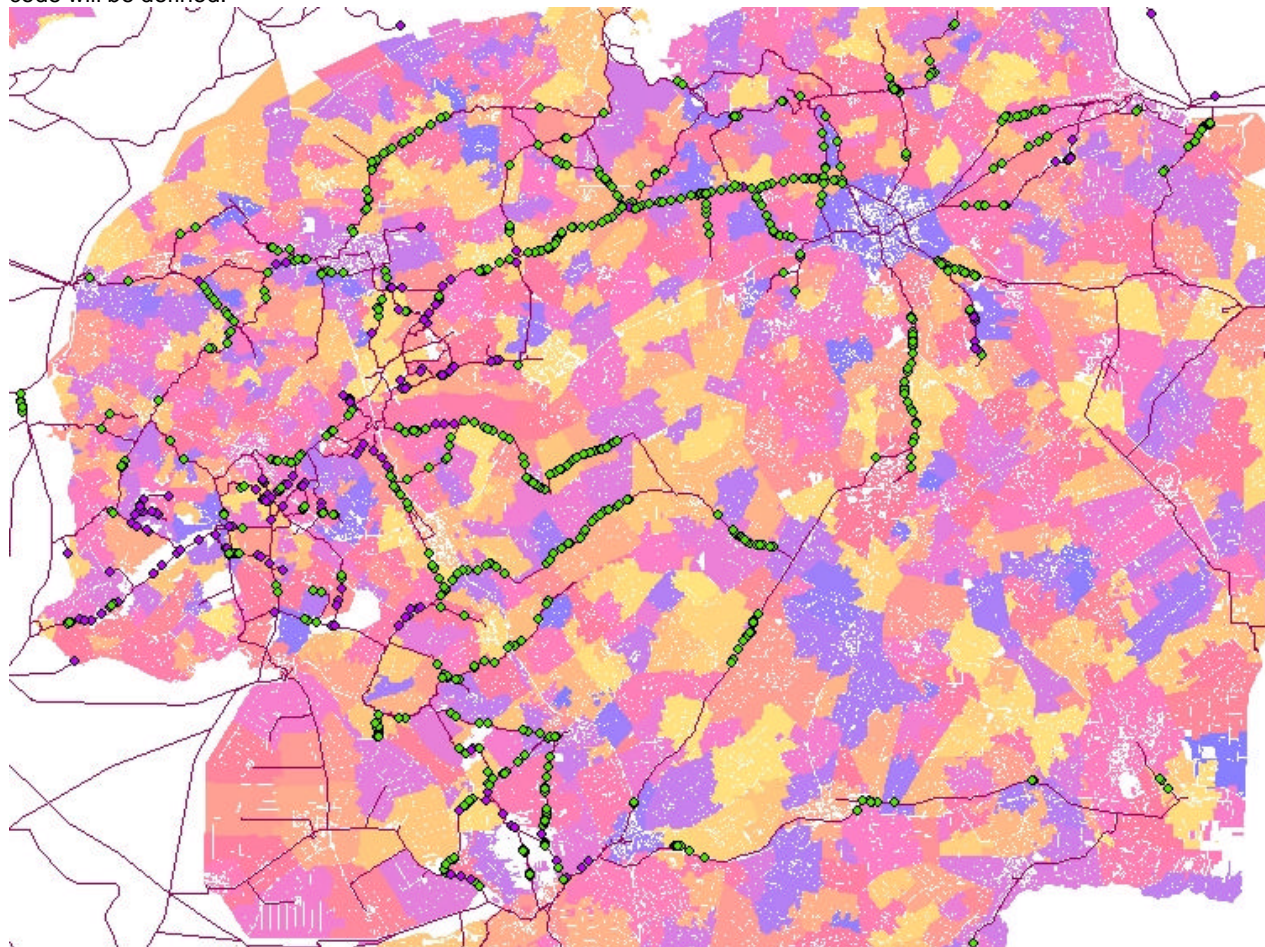
NLGRQ000990040300004

This code describes an small harbour at the Eemskanaal in Groningen. in the Netherlands. This code has been generated out of the Dutch database "ViN" and the related Dutch digital fairway network "NWB_V". These databases are the sources of the RIS functionalities like NTS and Electronic reporting in the Netherlands.

UNLOCODE

The first element of the code, "the Unlocode" is not really inside the databases yet. First, it is needed to have a proper code. Technical speaking, it is not necessary to have proper code, because there are so much parts in the full location code to get an unique code. But with respect to different RIS related functions "NLXXX" should not be permitted. For this reason, filling out any part of the location code with dummy information is not preferable, anyway

For determining a proper code we make use of geo information that describes names of cities e.o.. With the help the SEAGHA site a code will be defined.

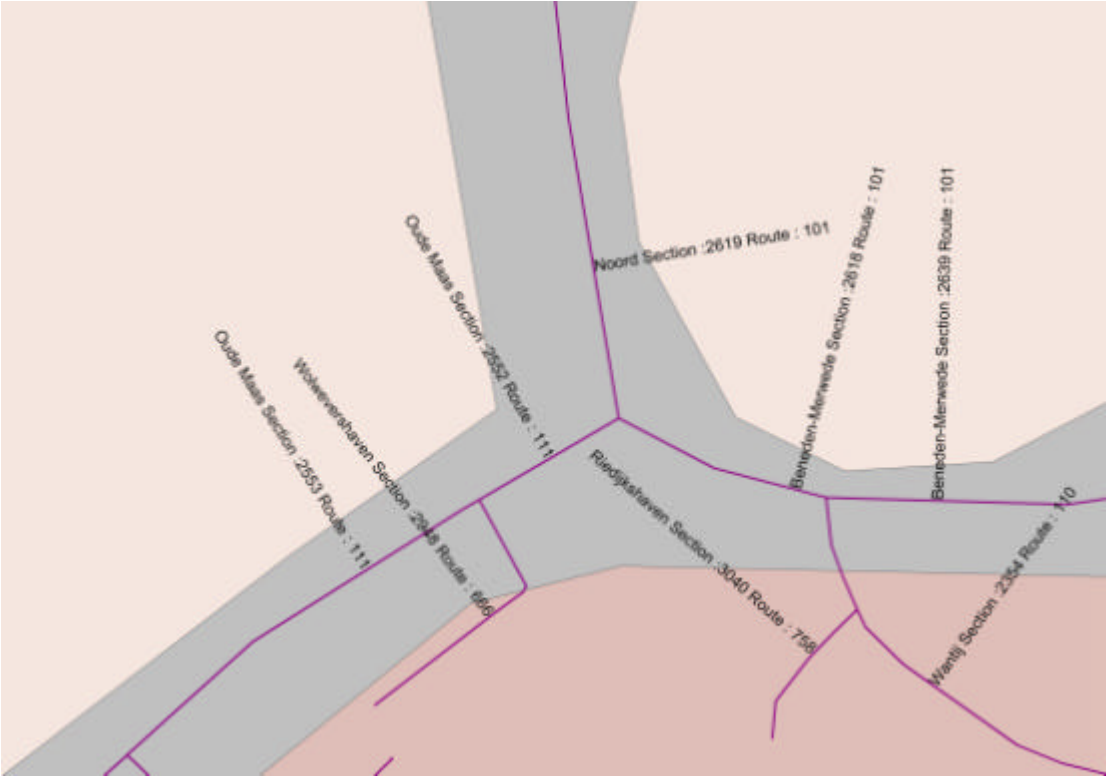


Figuur 1 RIS objects related to ZIP code geoinformation

The defined location code might not always be the "right" code. In the Netherlands waterways are often the border of a city..

WATERWAY code

The next part of the code describes a part on the waterway network. In the used, already named, databases ViN & NWB_V there are unique codes for several parts of the digital network and objects along those fairways. The smallest part of the network is a "section". A section has a unique code. Many sections describe one route. One route has a unique code as well. Originally the section code was meant to be part of the location code, because all objects along the fairway are referred to sections. Because of the introduction of an hectometre id as the last part of the location code it was decided that the route id will be part of the code that describes the waterway. However the section code will be still very important and it will be an attribute in the Dutch "RIS-index". This index is a table with the location code and all kinds of attributes with the purpose for retrieving the right code for the many Dutch infrastructure objects.



Figuur 2Section and Routes

OBJECT Or TERMINAL code

Third part of the location code is a code that describes an object or terminal. There are a lot of types of objects registered in the Dutch databases. Each object has its own unique 'Id'. Even parts of complex objects like locks have there own "Id's". Although these lock objects are registered as one single point on the network, each lock-basin has its own id and therefore it will be possible to address each lock basin for the RIS function "Notices to Skippers" instead of to address a notice for just one lock area.

NLMSB005720967100403		S	Maasbracht, sluis
NLMSB005720967300403	NLMSB005720967100403	KLK	Maasbracht, sluis
NLMSB005720967400403	NLMSB005720967100403	KLK	Maasbracht, sluis
NLMSB005720967200403	NLMSB005720967100403	KLK	Maasbracht, sluis

Note :
The second column is the "risindex" 's attribute that points to the related object (in this case the lock area)
S = Lock complex = Lock Area KLK = Lock Basin



Figuur 3Location code for lock basins and lock area

For terminal codes there is the concept of making use of reference points (see annex extract of proposal May 2002). A reference point is a more static location on the waterway axes where dynamic information as terminal codes will be addressed to.

HECTOMETRE code

This last part of the location code addresses the position of an object or reference point on the network. Also this information can be generated from the Dutch infrastructure databases. Because of the fact that a location code should be more or less static it was decided to make this part of the code stable and not to make use of recalculation of this part of the code as soon as the database will be synchronised with an updated digital waterway network.

In study is the idea to have hectometre information that is related to marks at the side of the fairway instead of the length information of the digital network. Not all route in the Netherlands have those marks and this might cause misunderstandings.

Under construction:
The main fairways that are related to the Rhine, and have also distance marks, which are related to Bazel KMR 0 will be likely handled as a special group of routes (waterways).

RIS index

The construction and the format of the location code are now depicted, and as said before, it will be not quite hard to construct a so-called “unique” code. The way of making use of this code included the necessary attribute information for all kind of RIS functions will be important as well. All kind of RIS functions are not yet out-spoken and the Dutch RIS index generated out of the infrastructure databases could be very large. Selection of attributes or records in the index will be (temporally) worked out. One attribute, called “In_RIS”, registers RIS functionality.

	Attribute_1	Attribute_2	Attribute_3	Attribute_4	Attribute_5	Attribute_6	In_RIS
ISRS_CODE_1							0
ISRS_CODE_2							0
ISRS_CODE_3							1
ISRS_CODE_4							0
ISRS_CODE_5							0
ISRS_CODE_6							0
ISRS_CODE_7							1

A proposal for reconstruction of the location code was addressed in Paris 15 Oct 2004

Proposal

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