

The use of the Location Code of Annex 4.3 of the Ship Reporting Standard as unique ID in the Notices to Skippers in Austria

The examples in Annex 4.3 show, that the Location Code can be used to identify a river-km as well as a specific object. Both possibilities are used in Austria.

River-km:

To identify a river-km the following elements are used:

- 1 UN Country Code (2 digits) AT
- 2 UN Location Code (3 digits) XXX
According to the examples in the Ship Reporting Standard it is not necessary to use a specific location code for a river-km.
- 3 Fairway section No. (5 digits) 00001 (Danube),
00002 (Danube Canal),
00003 (Port Freudenau),
00004 (Port Krems),
00005 (Port VOEST Linz)
A specific fairway section number has to be used for each sidebranch with a bridge, lock, gate and so on. A change in the operating hours of a terminal in a port has the same effect as a change in the operating hours of a terminal on the river bank. It is not necessary to have a special fairway section code for each sidebranch or port therefore. But if there is for example a bridge within a port and the vertical clearance is reduced, it is very important to know, that this is not affecting the waterway, but only the port.
- 4 Terminal code or passage point code (5 digits) 00000
According to the examples in the Ship Reporting Standard it is not necessary to use a specific terminal code for a river-km.
- 5 Fairway section hectometre (5 digits) 18727-22231

Example:

ATXXX000010000019300 Austria, Danube, River-km 1930,0

Objects:

To identify an object the following elements are used:

- 1 UN Country Code (2 digits) AT
- 2 UN Location Code (3 digits) where available
A UN location codes are available for cities with industry, where loading/unloading takes place. For locks, for example, which are outside of bigger cities, there is often no location code available. In this case "XXX" has to be used.
- 3 Fairway section No. (5 digits) 00001 (Danube),
00002 (Danube Canal),
00003 (Port Freudenau),
00004 (Port Krems),

00005 (Port VOEST Linz)

A specific fairway section number has to be used for each sidebranch with a bridge, lock, gate and so on. A change in the operating hours of a terminal in a port has the same effect as a change in the operating hours of a terminal on the river bank. It is not necessary to have a special fairway section code for each sidebranch or port therefore. But if there is for example a bridge within a port and the vertical clearance is reduced, it is very important to know, that this is not affecting the waterway, but only the port.

- 4 Terminal code or passage point code (5 digits)
We are using specific terminal codes for transshipment installations. For other objects like locks, bridges, berthes and so on we are using a kind of type code to distinguish it from a river-km ID. (Theoretically this could also be done by using "OBJEC" for all these objects.)
- 5 Fairway section hectometre (5 digits) 18727-22231
The hectometre identifies a specific bridge, lock or berth.

Examples:

ATVIE00003FSGP100008 Austria, Vienna, port Freudenau, terminal SGP1, km 0,8

ATLNZ00001GAUGE21352 Austria, Linz, Danube, gauge at river-km 2135,2