

IALA Recommendation

[X-###]

On

Navigation Unique Identifiers

Edition 0.0

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Document Revisions (Title style)

Revisions to the IALA Document are to be noted in the table prior to the issue of a revised document.

Date	Page / Section Revised	Requirement for Revision

IALA Recommendation on Use of Navigation Unique Identifiers (Recommendation X-####)

THE COUNCIL:

RECALLING the function of IALA with respect to Safety of Navigation, the efficiency of maritime transport and the protection of the environment;

RECOGNISING that worldwide harmonized identification of Navigationally Unique objects will

- assist in the development and maintenance of enhanced data exchange applications for ship to ship, ship to shore, shore to ship, and shore to shore in the context of e-Navigation;
- assist administrations in the efficient delivery of Marine Safety Information (MSI).
- use of unique universal identifiers reduces the administrative burden associated with the maintenance associated with international list of lights numbers and other navigation products;

NOTING

- that the International Hydrographic Organization (IHO) has noted in the paper HSSC6-5.4B the problems HO may be confronted with if the existing light numbering schema is liable to changes by either the producing HO (national light numbers) or the UKHO (international light number).
- The said paper discussed the advantages of a Persistent Unique Identifier¹ for lights and possible consequences. The support of the IMO e-Navigation solution S3 was highlighted. In addition, the possible effects on the workload for HOs which are deriving their products from a single database were mentioned. It was considered that some technical questions remain open for the time being.
- The paper proposed the establishment of a close IALA-IHO liaison on the light numbering development in particular and additionally, the harmonisation of the light numbering systems between the IHO and the IALA to the widest extent.
- Considering the IALA work on S-201 and bearing in mind the unsolved technical aspects, the HSSC6 decided that the SNPWG initiative was premature and that the SNPWG should monitor the work of the relevant IALA Committee. The action item (HSS6/24) is on SNPWG (Nautical Information Provision WG as the SNPWG substitute from July 2015 onwards) to report the development status of the S-201 in that regard.
- In the meantime, the SNPWG is in close contact with Dr. Nick Ward as the lead of the S-201 development team.

RECOMMENDS that National Members and other appropriate Authorities providing marine aids to navigation services:

¹ IALA chooses the term Navigationally Unique Identifier in order to expand this concept into VTS and waterway management.

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Annex A

Rationale for recommendation

1 INTRODUCTION

The use of unique identifiers is a necessary development of e-Navigation to maintain harmonization across domains and services. Navigationally unique objects such as aids to navigation, VTS products and services and other maritime services requires identification numbers to avoid duplication and misalignment of AtoN and Marine Safety Information (MSI).

1.1 Related documents

IHO HSSC6-5.4B

ISO 3166-1

IALA ENAV 15-14-1-12 – Liaison Note to ARM on IHO Proposal on Persistent Unique Identifiers

IALA ARM 1-11.1.5 - Liaison Note to ENAV on IHO Proposal on Persistent Unique Identifiers

IALA ENAV 16-9.29 - Comments on ENAV 16-9.10 by the IHO Standardization of Nautical Publications WG (SNPWG)

2 DISCUSSION

It is recommended that the structure of Navigationally Unique Identifiers (NUID) complies with the following format.

2 character country code according to ISO 3166-1	3 character domain code (alphanumeric ²)	20 character alphanumeric code to use used as issuer determine
XX	DDD	CCCCCCCCCCCCCCCCCCCC

The character – (dash) is used as a separator between the three segments;
XX-DDD-CCCCCCCCCCCCCCCCCCCC

It is recommended that the following three character domain codes be adopted by IALA and that IALA recognize that there may be a need for more domain codes in the future.

Code	Description
A2N	Aids to Navigation
VTS	Vessel Traffic Service
WWY	Waterway

The format and usage of the 20 character alphanumeric code is at the discretion of the individual national authorities. Not all 20 characters must be used.

² Only upper case letters must be used

ARM questions:

It was not clear whether the PUI would replace and erase the national/international identifiers already existing in national/international lists of lights, or whether it would be used as underlying metadata that could be used in a way that was agnostic/transparent of the user.

The proposed structure permits a bridging between the current national identifiers that already exist in lists of lights, e.g. US light list number 1234.5 could be US-A2N-000000000000001234X5

Is the PUI just a characteristic of the “station” name, or would another PUI be issued if, for instance, a light character changed?

It would be up to the national authority to decide how the PUIs for their national domain would be applied, however it is recommended that the PUI be associated with the station name and not change for an AtoN regardless of changes made to that AtoN.

How would this system handle temporary (e.g. Emergency Wreck Marker Buoys) AtoN?

It would be up to the national authority to decide how the PUIs for their national domain would be applied, and can be handled in accordance with current policies. An alternative approach can be a structure that clearly identifies the mark as temporary, e.g. US-A2N-T000000000000004321X5

Which body would be responsible for the issue/control of the PUIs.

It would be up to the national authority to decide how the PUIs for their national domain would be applied. Country codes would be applied in accordance with ISO-3166-1, the domain code would be applied per the domain the PUI is applicable to, e.g. A2N for aids to navigation.