

11th TSMAD MEETING
10 – 12 November 2004, IHB, Monaco

Work Item 2.1 – Proposal
S-57 FEATURE OBJECT Review

Template updated 10 Oct 03

Country / Organisation / Author: AU/AHO/Roberts

Date of proposal: 23 Sep 04

TSMAD Document Ref: (see note 1) **WI2.1Prop#Rev**

Date proposal registered

<p>Proposal Form General – Proposals for a new object must use the following criteria:</p> <ol style="list-style-type: none"> 1. It is hydrographic in nature. 2. It must not duplicate an existing object. 3. It is not defined as an attribute of another object. <p>If there is any uncertainty then forward this form to the administrator and it will be considered by the work item group.</p> <p>Change – Change (See Note 2). New – New (See Note 2).</p>	<p>Note 1: There must be only one submission per form, which will be allocated a reference number. This number must be used as the subject matter for all emails concerned with this proposal.</p> <p>Note 2: Change – correction or clarification to an existing object. New - new object</p> <p>Note 3: Comments – comments must be added in the appropriate table below, one for each contributor. Copy and paste a new table as required.</p>
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Related to what type of product (eg. ENC's): Hydrographic in general, IHO authoritative and ENC product

OBJECT PROPOSAL										Change: <input type="checkbox"/> New: <input checked="" type="checkbox"/>	
Object Class Name: Archipelagic Sea Lane								Acronym: ARCSLN			
Attribute Type A				Attribute Type B				Attribute Type C			
1	AUTHTY	11	RESTRN	1	INFORM	11		1	RECDAT		
2	CATREA	12	STATUS	2	NINFOM	12		2	RECIND		
3	CONDTN	13	VERDAT	3	NTXTDS	13		3	SORDAT		
4	DATEND	14		4	PICREP	14		4	SORIND		
5	DATSTA	15		5	SCAMAX	15		5			
6	JRSDTN	16		6	SCAMIN	16		6			
7	LEGISN	17		7	TXTDSC	17		7			
8	NATION	18		8		18		8			
9	NOBJNM	19		9		19		9			
10	OBJNAM	20		10		20		10			
<p>Remarks:</p> <p>The unique character of the Archipelagic Sea Lanes (ASLs) routing measure is reflected in the very specific considerations required for charting them.</p> <p>UNCLOS states that:</p> <ul style="list-style-type: none"> ASLs shall be defined by a series of continuous axis lines from the entry points of passage routes to the exit points. <p>Ships in archipelagic sea lanes passage shall not deviate more than 25 nautical miles to either side of such axis lines during passage, provided that such ships shall not navigate closer to the coasts than 10 per cent of the distance between the nearest points on islands bordering the sea lane [referred to subsequently as 'the 10% rule']. (Note: The word "coast" is interpreted by IHO to mean the charted High Water line).</p> <p>Distinctions: administrative area; archipelagic sea lane axis line; caution area; fairway, inshore traffic zone; recommended traffic lane part, restricted area; traffic separation scheme</p>											

lane part.
References:
INT 1:
M 4: B-435.10
Other: UNCLOS Article 53
Definition: a designated sea lane by an archipelagic State, suitable for the continuous and expeditious passage of foreign ships through its archipelagic waters and the adjacent territorial sea. All ships enjoy the right of archipelagic sea lanes passage in such sea lanes which include all normal passage routes used as routes for international navigation through archipelagic waters.
<p>Full citation of definition (mandatory). (You must provide details of the full title, year of publication, edition, author, publisher, ISBN if available). When more than one source is used to draft a definition, specify which is the primary source (P).</p> <p>IHO Chart Specifications of the IHO and Regulations of the IHO for International (INT) Charts, 1988 (and corrected), M-4 B-435.10, published by the International Hydrographic Bureau, Monaco.</p>
<p>ISO 19135 field: RE_SimilarityToSource value (mandatory):</p> <ul style="list-style-type: none"> a. Identical - means that literally the definitions are the same word-for-word (or so close as to be effectively indistinguishable). b. Restyled - might result from language/spelling choices (e.g., color/colour) or particular conventions in a document (e.g., S-32 use of ALLCAPS to mean that the expression is that defined elsewhere in S-32). c. ContextAdded - might result from the addition of information explicitly to the definition that was only implicit in the source (e.g., the knowledge that in S-32 the term "basin" has a restricted meaning that might not apply in our use in a register where perhaps we need to distinguish a "hydrographic basin" from a "wash basin"). d. Generalization- means that an instance of data meeting one definition won't meet the other in either direction, but will meet it in one direction (a specialized instance is valid for the generalized definition, but not the reverse). Also refers to definitions composed from more than one source. e. Specialisation – the definition has been specialised to have a narrower meaning than the concept defined in the source. This may be the case for some hydrographic terms. <p>d. Generalization</p>
<p>Justification (mandatory):</p> <p>ASLs are being shown on paper charts and RNCs but cannot be completely encoded in ENCs. (the ASL axis has no object within S-57). As we need a new object for the ASL axis, we should also take the opportunity to create a new object for the sea lane itself which is this proposal.</p>
<p>Are other objects, attributes, enumerators or sections of S-57 affected by this proposal, if so, which appendix, annex, clause number, etc</p> <p>New object proposed ASL axis line (ASLXLN), new attributes authority (AUTHTY), legislation (LEGISN) to encode the authority that manages or polices the ASL and the document or legislation that authorises the depiction of the ASL.</p> <p>If approved new sections for the ENC PS and UOC will be required later.</p>

Has a separate proposal been made for the related sections of S-57. If so when. (This fact needs to be cross-referenced).

YES, new object proposed ASL axis line (ASLXLN), new attributes authority (AUTHTY), legislation (LEGISN) to encode the authority that manages or polices the ASL and the document or legislation that authorises the depiction of the ASL.

Comments: New objects required for encoding S-57 E3.1 ENC's ASAP.

Comments	Date:
Name :	Organisation:

Comments	Date:
Name :	Organisation:

PROPOSED NEW GEO OBJECT CLASS

Object Class: **Archipelagic Sea Lane**

Acronym: **ACHSLN**

Code:

Set Attribute_A: AUTHTY; CATREA; CONDTN; DATEND; DATSTA;
JRSDTN; LEGISN; NATION; NOBJNM; OBJNAM;
RESTRN; STATUS; **VERDAT**

Set Attribute_B: INFORM; NINFOM; NTXTDS; **PICREP**; SCAMAX;
SCAMIN; TXTDSC;

Set Attribute_C: RECDAT; RECIND; SORDAT; SORIND;

Definition: a designated sea lane by an archipelagic State, suitable for the continuous and expeditious passage of foreign ships through its archipelagic waters and the adjacent territorial sea. All ships enjoy the right of archipelagic sea lanes passage in such sea lanes which include all normal passage routes used as routes for international navigation through archipelagic waters.

References:

INT 1:

M-4: B-435.10

Remarks: The unique character of the Archipelagic Sea Lanes (ASLs) routing measure is reflected in the very specific considerations required for charting them.

UNCLOS states that:

- ASLs shall be defined by a series of continuous axis lines from the entry points of passage routes to the exit points.
- Ships in archipelagic sea lanes passage shall not deviate more than 25 nautical miles to either side of such axis lines during passage, provided that such ships shall not navigate closer to the coasts than 10 per cent of the distance between the nearest points on islands bordering the sea lane [referred to subsequently as 'the 10% rule']. (Note: The word "coast" is interpreted by IHO to mean the charted High Water line).

Distinctions: administrative area; archipelagic sea lane axis line; caution area; fairway, inshore traffic zone; recommended traffic lane part, restricted area; traffic separation scheme lane part.