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Subject: Re: [railML2] @dir

Posted by [Morten Johansen](#) on Wed, 11 Dec 2019 08:07:07 GMT

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Dear Christian

Based on our experiences on transforming data from the Norwegian asset management system to railML I have some comments to your propositions on the usage of the @dir attribute.

1) I fully support the proposition to use @dir only for "application direction"

2) In Norway we are quite happy with the way elements, other than levelCrossing, have been handled up to now regarding position and length. In our asset management system linear elements are positioned at their lowest border and given a length in increasing mileage direction. As a consequence there will be a huge challenge to find the correct track element to place a linear element if the position is given at the element's center. In particular this will be the case if e.g. there will be an ocp or administrative border inside a tunnel. In addition to the more technical or practical problems the proposed solution will bring we do not see a great added value compared to today's solution to have linear elements positioned at their center position.

3) As for proposition 2) we don't see the great added value to alter the way we are doing this today. Sticking to the way linear elements are modeled up to now the basic reason for this proposition will disappear. If there is a driver for the proposed solution to be able to give additional attributes for a portal object than the rest of the linear element, this could be done by introducing a portal sub-element to the original linear element.

Kind regards

Morten Johansen

railML coordinator Bane NOR

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