VOS and VOSClim Report for 2007 **(insert Country)**

a. Programme description:		
Category	**No. of ships at 31 Dec 2007**	**Comments**
Selected	368	
Supplementary	82	
Auxiliary		
Other (specify)	9	equipped with sufficient instruments but does not make observation on some elements (ex. wave)
Total National VOS Fleet	459	

b. VOS:	
Number of VOS vessels recruited in 2007	-
Number of VOS vessels de-recruited in 2007	-
Target number of ships in the national VOS Fleet	-

c. VOSClim:	
Number of VOSClim vessels at 31 December 2007	5
Number of VOSClim vessels recruited in 2007	-
Number of VOSClim de-recruitments in 2007	-
Number of VOSClim recruitments planned for 2008	-
Target number of ships to participate in VOSClim	-

d. Automated observing systems:

Type	No. of ships at 31 Dec 2007	Manual Input Yes / No	Method of Comms	2008 Planned installations
Integrated System for Marine Meteorological Observation*[1]	9	Yes(7) No(1) Unknown(1)	DCP via the MTSAT(5) Inmarsat-C(4)	
Meteorological and Oceanographic Observation System*[2]	1	No	Inmarsat-C	
Weather Observation System*[3]	5	Yes(3) No(2)	Inmarsat-C	
SOAR*[4] (Shipboard Oceanographic and Atmospheric Radiation)	1	Yes	Inmarsat-C	
Meteorological Observation Equipment *[5]	1	No	Inmarsat-F	

*1 Koshin Denki Kogyo Co., Ltd. (Japan), *2 Ogasawara Keiki Seisakusho Co., Ltd. (Japan), *3 Nippon Electric Instrument Inc. (Japan), *4 Brookhaven National Laboratory (USA), *5 JRCS MFG. CO.LTD. (Japan)

Total number of ship observations (BBXX) distributed on the GTS in 2007	31934
Frequency of VOS data submitted for the GCC in 2007	4

f. Electronic logbooks:

Software & version	No. of ships at 31 Dec 2007	Implementation plans
OBSJMA1.01	74	

g. Major challenges and difficulties:

In September 2005, the issue of suspending SHIP reports was brought up from a strong appeal by the Japanese Shipowners' Association addressed to the Maritime Bureau of the Ministry of Land, Infrastructure and Transport (MLIT) concerning the possible security risks in shipping which could be incurred by displaying call signs and positions of VOS on a public website. Since then a tentative measure to replace original call sign with the generic call sign "SHIP" was recommended to mariners. As a result, many of Japanese VOS might use the generic call sign "SHIP". Therefore the actual number of reports on the GTS from Japanese VOS could not be counted in 2007.

On 12 December 2007, JMA started trial call sign masking of SHIP reports in order to protect the identity of VOS and assist in resolving real-time monitoring and climate analysis problems in accordance with World Meteorological Organization (WMO) Resolution 7(EC-LVIII) and 7.7/1 (EC-LIX).

h. Research / development / testing:

i. Other comments:

The status of Japanese trial call sign masking scheme is as follows:

1. Call sign masking

JMA replaces call signs included in incoming SHIP reports via the Inmarsat Yamaguchi Land Earth Station (LES) with a generic call sign "SHIP" before distribution on the Global Telecommunication System in order to ensure the security of VOS fleets.

As of January 2008, 370 of Japanese VOS fleets, 27 of US VOS fleets and 26 of Hong Kong VOS fleets are participating in the Japanese call sign masking scheme. As of the end of February 2008, about 90% of SHIP reports via the Yamaguchi LES used original call signs and two thirds of them were masked by JMA.

2. Provision of Non-masked Data

For the purpose of real-time monitoring and climate analysis by National Meteorological and Hydrological Services (NMHSs) and monitoring centres, JMA provides Non-masked Data with real call signs to registered users only. This information has been available through JMA's Ship Data Website secured with ID and password authentication.