

Test of SOT ID scheme

Agreed by SOT-TT-SatCom on 14 December 2016

Initiated 11 January 2017 by individual e-mails to NFPs.

Used test IDs:

NL (René):

5AA555A

5AA55AA

5AA5AAA

5AAAAAA

AAAAAAA

US (Paula):

2BB222B

2BB22BB

2BB2BBB

2BBBBBB

BBBBBBB

DE (Henry):

3CC333C

3CC33CC

3CC3CCC

3CCCCCC

CCCCCCC

HK (Dickson):

4DD444D

4DD44DD

4DD4DDD

4DDDDDD

DDDDDDD

AU (Joel):

8EE888E

8EE88EE

8EE8EEE

8EEEEEE

EEEEEEE

NZ (Ross):

8FF888F

8FF88FF

8FF8FFF

8FFFFFF

FFFFFFF

UK (Emma):

8KK888K

8KK88KK

8KK8KKK

8KKKKKK

KKKKKKK

Japan (Ayako):

6HH666H

6HH66HH

6HH6HHH

6HHHHHH

HHHHHHH

E-mail template:

Dear XXX,

Following up on the last SOT session in South Africa, a Task Team has developed a recommendation for a new ID scheme for SOT platforms; the aim is to move away from non-unique call signs, and to propose a scheme which does not incorporate any identifier of the hosting ship.

These IDs should be assigned by JCOMMOPS, and comprise 7 characters: C L L C C C L, with C being a character (letter or digit), and L being a letter.

Letters O (Oscar), I (Lima), and I (India) will not be used to avoid issues with similar looking digits or letters.

Issues with using call signs as station identifier are well known and it has been tried in the past to replace them with IMO numbers; corresponding trials however have shown that IDs which comprise ONLY digits sometimes provoke data processing issues, and in addition not all ships do have an IMO number (see attachment as background information).

In the now proposed ID structure are always at least 3 letters, and no ITU call signs have been or will be assigned with such a structure: Through JCOMMOPS, the uniqueness of these IDs can thus be maintained, and all known issues from the past should thus be obsolete. However, we would like you to run test emissions with the following 5 test IDs for the XXX VOS programme:

ID1

ID2

ID3

ID4

ID5

During a ship visit, please

- i) Replace the ship identifier (mostly call-signs) sequentially by as many of the provided test IDs as possible,
- ii) Compile and send the corresponding data by Inmarsat-C through as many LES and SAC as possible,
- iii) Also send test emissions with other means your stations frequently use, such as ship email,
- iv) Do NOT send more than one observation per ID, and before leaving the ship, switch back to the normal station identifier (mostly call-sign)

After the visit, please trace your submissions on the GTS and report back to us any issues you encountered, together with any other information that could be useful. Please specify which IDs, LES, SAC, GTS node etc have been used, in a simple spreadsheet.

We would like to complete these trials by the end of January, in preparation of the SOT-9 meeting.

Many thanks for your kind cooperation.

On behalf of the SOT SatCom and ID Task Teams,

Martin

--

Martin KRAMP

Ship Coordinator

JCOMMOPS (IOC-UNESCO / WMO)

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Kramp Martin (JCOMMOPS)

De: Etienne Charpentier [ECharpentier@wmo.int]
Envoyé: lundi 16 novembre 2009 09:47
À: hodzic@cirus.dhz.hr; vos-office@climar.kishou.go.jp; lixiang@cma.gov.cn; tn@dmi.dk; reinhard.zoellner@dwd.de; GerieLynn.Lavigne@ec.gc.ca; giuseppe.manzella@enea.it; mikael.frisk@fmi.fi; wtwong@hko.gov.hk; mmirsi@hnms.gr; metobah@hotmail.com; mproano31@hotmail.com; sarfarazmet@hotmail.com; Teeratham2000@hotmail.com; watt_kan@hotmail.com; abm@imd.gov.in; ddgmwf@indpune.gov.in; meteo.gdynia@imgw.pl; Mirosław.Mietus@imgw.pl; weissm@ims.gov.il; kgalvizu@infomed.sid.cu; irigaray@inm.es; sot@jcommops.org; vos@jcommops.org; malik@kjc.gov.my; frits.koek@knmi.nl; frs@mecon.ru; helmi@met.gov.my; willemien.vanhoeve@met.ie; aslaug.nes@met.no; office@meteo.bg; pierre.blouch@meteo.fr; vincent.bourdette@meteo.fr; vinciane.unger@meteo.fr; mafimbo@meteo.go.ke; ngungiri@meteo.go.ke; amlaki@meteo.go.tz; mirela.nita@meteo.inmh.ro; a.serrao@meteo.pt; garcia@meteofa.mil.ar; cdalgun@meteor.gov.tr; Parrett, Colin; North, Sarah; jwseo@metri.re.kr; Amran_OSMAN@nea.gov.sg; mah_king_kheong@nea.gov.sg; john.wasserman@noaa.gov; Robert.Luke@noaa.gov; Greger.Bergman@smhi.se; hans.lund@smhi.se; Kerstin.Svensson@smhi.se; emma@smm.mil.br; hreinn@vedur.is; johan.stander@weathersa.co.za; pmocapetown@weathersa.co.za; sunilk53@yahoo.com
Cc: Graeme Ball; Julie Fletcher
Objet: Results of trial use of Ship IMO number to replace UTI callsign in Ship Observations
Pièces jointes: IMO replace Callsign Trial.doc
Indicateur de suivi: Follow up
État de l'indicateur: Avec indicateur

(please apologize for multiple copies of e-mails received, if any, due to the use of the mailing lists)

Dear Colleagues,

I refer to SOT-V Final report item III-4.3 Proposed Ship ID for SOT.

The trial use of Ship IMO number to replace UTI callsign in Ship Observations has been completed and a Summary and Recommendations was prepared by the VOSP Chairperson, Ms Julie Fletcher (see attached document).

It is particularly recommended that SOT does not proceed with the IMO identifier scheme at this time (rationale is detailed in the attached document).

The attached document will be submitted to the next SOT Session in 2011. In the mean time, because of the advantages of the use IMO number instead of ITU callsign, e.g. same identifier for the lifetime of a ship, the scheme will be kept under review and revisited when BUFR is implemented.

Best regards,

Etienne Charpentier

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Trial use of Ship IMO number to replace UTI callsign in Ship Observations

Background

During the VOSP-VI session of SOT-V, Geneva, 2009, a proposal was tabled and subsequently recommended that in the future ships with an IMO Numbers shall substitute the IMO Number for the ITU call sign in unmasked ship's weather reports. Refer Annex 4 - Document III-4.3 Proposed Ship ID for SOT, of JCOMM-MR 63-SOTV.

The Panel noted that the proposed ship identification scheme could potentially impact some real-time and/or delayed mode users, inside and outside the WMO community. For example, historical time-series would have to be reconstructed to ensure consistency of the identification numbers, and to prevent mixing ITU call signs with IMO numbers within a series. Cross reference list of existing call signs vs. new IMO numbers will have to be established, and maintained until the end of this migration process.

The Team agreed to trial a few ships using the IMO identification number to verify if the observations could be delivered through the real-time system. (SOT-V Action Item III.4.3.7)

The Trial

The following countries agreed to participate in a trial to send a few observations using IMO number instead of ITU callsign, and to monitor reception and ingest of these messages at their centres.

AU
DE
FR
JP
NZ
UK
USA

Phase One of the trial commenced with an Email from VOSP Chair to participating countries on 17 July 2009 (Annex 1).

Subsequently Canada and South Africa were invited to join the trial, Phase Two – email 6 August 2009 (Annex 2).

Summary of the Trial

- Trial observations with IMO numbers were sent by AU, DE, JP, UK, USA and ZA using a number of different Land Earth Stations (LES).
- Trial observations with IMO numbers were successfully delivered through LES Goonhilly Stratos (102), Station 12 Perth and Netherlands (212 and 112), Comsat Vizada USA (101), Eik (104) and Yamaguchi (203).
- Trial observations with IMO numbers were not accepted by LES Sentosa (328) or KDDI Japanese Station (103).
- Trial observations with IMO numbers were delivered through the US LES of Santa Paula (204) and Southbury (004 and 104) but were subsequently not ingested or disseminated on GTS by US. The UK and ZA both sent Obs to US

LES and when they failed to receive these reports on GTS, it was initially assumed that the LES delivery had failed, when in fact it was because the NOAA processing could not accept non-alphanumeric identifiers.

- The NMS of AU, DE and UK were able to ingest and process observations received with IMO number identifiers. NOAA, USA could process observations with IMO numbers received in GTS bulletins, but not observations that originated through their LES gateways.
- The trial demonstrated that the local ingest software at JMA, MetService NZ, and NOAA USA was unable to deal with observations with IMO numbers and that these services would have to upgrade their software in the future to accept such messages. In the case of USA and Japan this would be a major software job. For more details on the Japan and USA position, see Annex 3.

Recommendation

The trial of the use of IMO number instead of ITU callsign has demonstrated the ability of most LES and some NMS to deliver, receive and process ship observations using this identifier.

However, due to the inability of some NMS to recognise the 7 digit IMO identifiers, there is no merit in changing the status quo. The NMS concerned have advised that significant software changes would be required and with the implementation of BUFR in the near future, this work cannot be justified.

It is therefore recommended that SOT does not proceed with the IMO identifier scheme at this time.

Because of the advantages of the use IMO number instead of ITU callsign, eg same identifier for the lifetime of a ship, the scheme should be kept under review and revisited when BUFR is implemented.

Julie Fletcher
Chair, JCOMM VOS Panel
11 November 2009

Annex 1

Trial – Phase One

From: Julie Fletcher

Sent: Friday, 17 July 2009 11:02 a.m.

To: 'Graeme Ball'; 'Weidner Volker'; Vinciane Unger; Naotaka HIRAISHI; Julie Fletcher; 'North, Sarah'; Robert.Luke@noaa.gov

Subject: Trial use of IMO number replacing ITU callsign

Trial use of IMO number replacing ITU callsign

Colleagues – you are being sent this email because you volunteered at SOT-V to participate in a trial to use ship's IMO numbers instead of callsign in a few observations to find out if these observations could be delivered through the real-time system and ingested by national message handling systems. Refer to SOT-V Action Item number 114 Ref III-4.3.7. France is not included in the list of countries participating, but I believe that France indicated at the meeting that they would participate.

As you know, Graeme has already sent out some messages advising of observations sent with IMO numbers on 9 and 10 July, and GE, JP, UK and US indicated that they had received these messages. The NZ message ingest was unable to deal with a 7 digit IMO number, and the reports were not filed and could not be used.

Sarah also advised of an observation on 10/7/09 with IMO number, which Graeme confirmed as being received in AU.

Its time now for other countries to trial sending some observations using an IMO number. Please advise all trial members of the following:

The IMO number
The observation UTC date and time.

Trial members should then check for local receipt of the observation and advise by "reply all".

From your responses I will compile a list of who sent and received which messages.

Thanks for your help with this, and good luck.

Best regards
Julie

Julie Fletcher

Chair, JCOMM VOS Panel
Manager Marine Observations
Meteorological Service of New Zealand

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Annex 2

Trial - Phase Two

From: Julie Fletcher
Sent: Thursday, 6 August 2009 2:28 p.m.
To: johan.stander@weathersa.co.za; 'Lavigne, Gerie Lynn [Ontario]'
Cc: Graeme Ball
Subject: FW: Trial use of IMO number replacing ITU callsign

Dear Gerie Lynn and Johan

You will recall the paper given by Graeme at SOT-V (Doc III-4.3) presenting a proposal for a universal VOS identification number, by use of the IMO number to replace ships ITU callsign. A few countries volunteered to test the use of an IMO number (instead of callsign) to determine if the Obs would be delivered through the system. Please see the email below regarding Phase I of the test. I have received feedback from AU, DE, JP, NZ, UK and US regarding the reception of trial Obs with IMO numbers.

In order to test the system a little further, and to try some different LES (other than Goonhilly, Perth, Yamaguchi) I would like to invite Canada and South Africa to be part of Phase II of the trial.

Please could you select a VOS ship and get them to send a couple of Obs using their IMO number to replace the callsign, and then check to see whether the Ob is delivered and ingested at your centre for incoming messages.

Please note the LES used and advise the trial members ('Graeme Ball'; 'Weidner Volker'; Vinciane Unger; Naotaka Hiraishi; Julie Fletcher; 'North, Sarah'; Robert Luke) of the IMO number and the observation UTC date and time, so members can check fro receipt at their centres.

I hope you will be able to help with this.

Best regards
Julie

Julie Fletcher
Chair, JCOMM VOS Panel
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Annex 3

JMA Response

From: vos-office@climar.kishou.go.jp
[mailto:vos-office@climar.kishou.go.jp]
Sent: Wednesday, 29 July 2009 5:31 p.m.
To: Julie Fletcher
Cc: Graeme Ball; Weidner Volker; Vinciane Unger; North, Sarah;
Robert.Luke@noaa.gov; vos-office@climar.kishou.go.jp
Subject: Re: Trial use of IMO number replacing ITU callsign

Dear colleagues,
We have been researching whether JMA's communication system can deal with IMO number up to now.
We make sure that it can accept Bulletins sent from other countries (We could find test data using IMO number.) but it can't assimilate and compile reports including IMO number from ships via Yamaguchi LES.

Furthermore, because JMA masking scheme is executed after the data compile, JMA system can't adequately mask a report including IMO number.

So JMA system can't accept ship's weather reports using IMO numbers via Yamaguchi LES now and unfortunately we have to have considerable time to improve it.

In addition, JMA can't send a test data to GTS by transmitting it from a ship to Yamaguchi LES, but we would like to reconsider whether JMA can transmit a test data by another method.
If you sent a test data by another way, please tell me how to send it as a guide.
Naotaka.

E-mail: vos-office@climar.kishou.go.jp
Marine Division, Global Environment and Marine Department Japan
Meteorological Agency 1-3-4, Otemachi, Chiyoda-ku, Tokyo 100-8122 Japan
Facsimile: +81 3 3211 6908

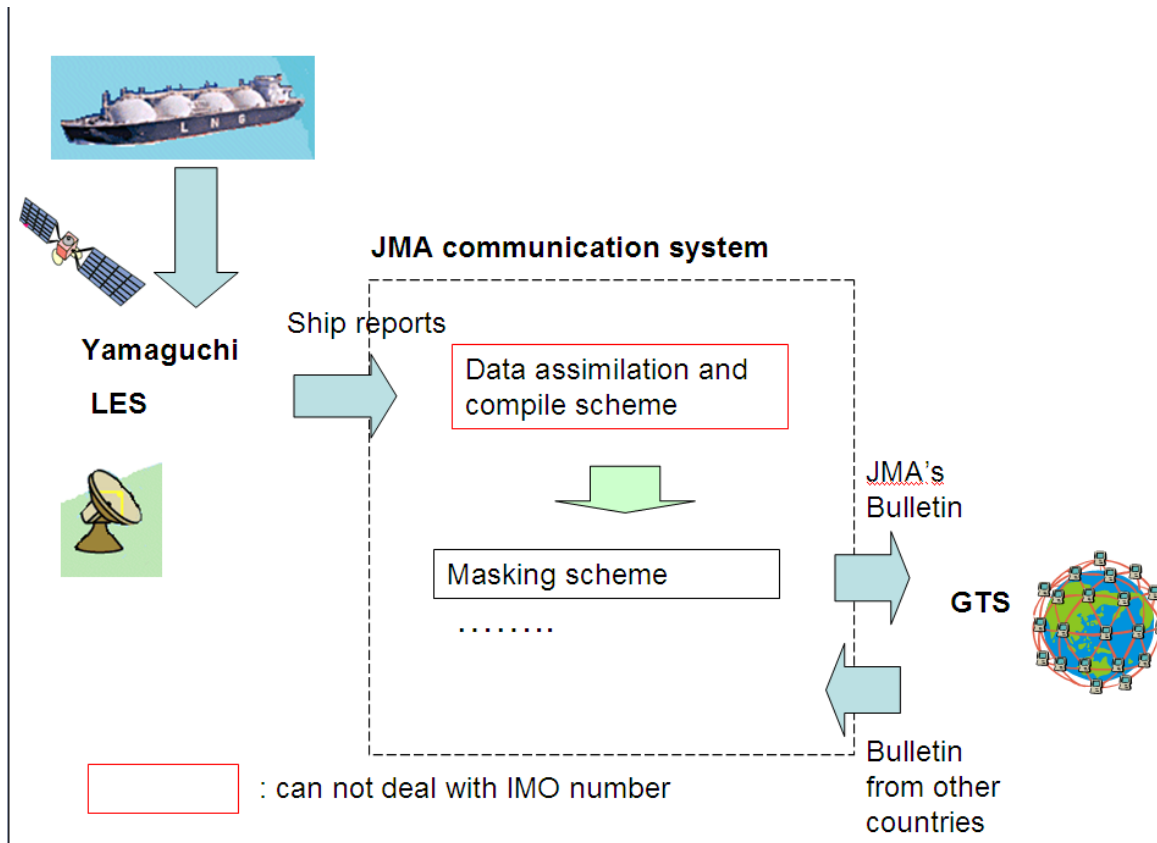
10/8/09
Dear Ms Julie,

Yamaguchi LES can accept ship reports and JMA can accept them.
But, JMA communication system can not assimilate and compile them and can not send data to GTS (Please see the attached file.).
If we can start improving the system from now, it would take more than half year.

We would like to send a test data from a JMA research vessel to another LES but Yamaguchi soon.
I will inform you as soon as we conduct a BBXX test.
Thank you for your comment.

Naotaka.

JMA schematic



USA Response

-----Original Message-----

From: Robert Luke [<mailto:Robert.Luke@noaa.gov>]

Sent: Friday, 28 August 2009 6:25 a.m.

To: Julie Fletcher

Cc: Graeme Ball; Weidner Volker; Vinciane Unger; Naotaka HIRAISHI; North, Sarah; Johan Stander; Sydney Marais; Chris.Marshall@ec.gc.ca; Etienne Charpentier

Subject: Re: Summary of Trial use of IMO number replacing ITU callsign

All, we just tested forcing an observation through our first troubled "wicket" with an IMO # and an "A" on the back end (Ex: 1234567A) and everything processed normally. This is telling us that the antiquated processing box (using an old FORTRAN Code) does not want all numeric call signs!

At this time, it is too cost prohibitive to recode the box in an updated language just to run a test. So if WMO decides that the IMO # will become the transmitted call sign, no observation will make it through Southbury, Santa Paula, and probably EIK.

An subsequent issue is that buoys use an all numeric identifier (this was reason why coding control initially established) so if we do want t use the IMO then we would either have to do a MAJOR overhaul on that processing box with limited to no resources or just add a letter to front or back of IMO (suggest back for easier sorting) - (ex: 1234567S "S" for Ship)

I know that defeats the purpose but am being told that it is not an easy fix on such an old system. Please keep this in mind when the "ENCODE" call sign system is designed to always use some alphanumeric structure.

Luke

Robert Luke wrote:
All,

Just tested the email Observation process here at NOAA.

All looks good. Attached is the observation, bulletin header and DTG that was sent by the Royal Princess Cruise line. I saw it on the gateway as well as a final recipient here at NDBC. It looks like anything making it to the NWSTG will be processed through to the GTS. I have also tested an ob this morning going to Southbury but the transmission did not make it to the NWSTG. All was fine going through VIZADA, but our initial NOAA "wicket" may be having issues with a non alphanumeric call sign. This may be the main issue as to why ZA may be having issues. The obs that we initially thought were being routed just fine through Southbury may in fact have been received to the NWSTG via the direct GTS lines from AU, JA, & UK. This afternoon, I will send another test, this time through Santa Paula but add an "A" to its IMO # call sign just to see if it clears that initial wicket.

As mentioned earlier, I will also send a test bulletin out next week to see if it makes it out to our "nth" degree recipient. Your last comment about testing the other LES's is warranted but each NMS should also discuss these communication tests with their gateway folks. Remember, you have other customers downstream of you that for whatever reason, may have coding controls in place so they could not receive the data. just because we can see it at the major nodes doesn't mean it makes it to all final destinations...

Luke

Annex 4

Text from JCOMM-MR-63-SOTV- Geneva 2009-11-09

III-4.3 Proposed Ship ID for SOT

III.4.3.1 Mr. G. Ball, Chairperson of the SOT, presented a proposal for a universal VOS ship identification number.

III.4.3.2 Mr Ball advised the Team that the VOS has traditionally used the ITU call sign of the ship in weather reports. For most of the history of the VOS, once a call sign was issued to a ship it would remain for the lifetime of the ship. In recent years there had an increasing trend for ships to be re-registered following a change of ownership with a resultant change of call sign. If the ship happens to be a VOS, the responsible NMS does not always learn of the change in an expedient manner, if at all. This has many implications for network management, quality monitoring and performance monitoring and data availability:

- (i) The responsible NMS fails to count the observations received with the new call sign, hence any performance report for the affected ship will be erroneous.
- (ii) Monitoring centres cannot correlate the new call sign with an entry in WMO No. 47, hence any suspect data will go unchecked. The monitoring centres must also develop new biases for the apparent new call sign.
- (iii) DACs, researchers and other users do not know to combine the observations from the original call sign with the new call sign.

III.4.3.3 Mr Ball discussed the possibility of MASK¹ as one option to eliminate the problems associated with a changed call sign, but concluded that a global MASK scheme would involve too many overheads and recurring obligations. Mr Ball then proposed the IMO Number, where one exists, to substitute for the ITU call sign.

III.4.3.4 Mr Ball discussed the advantages and disadvantages of the proposal as well as the implications of this scheme on: (i) an NMS implementing a call sign masking scheme, and (i) an NMS submitting metadata for WMO No. 47. Mr. Ball also informed the Team that this proposal would satisfy a META-T requirement to report IMO Number as real-time metadata.

III.4.3.5 Mr Ball noted that using of the IMO Number in the manner proposed might require IMO approval, and would be discussed by WMO and IMO prior to SOT-V.

III.4.3.6 The Team made the following recommendations:

- (i) That a vessel issued with an IMO Number shall substitute the IMO Number for the ITU call sign in unmasked ship's weather reports.
- (ii) If a vessel does not have an IMO Number, it shall continue to use the ITU

1: MASK - Unique, repeating identifier. The masking identifier is assigned by the NMS that recruited the ship.

call sign in unmasked ship's weather reports.

- (iii) That WMO sets a date for introducing the scheme, having first consulted with IMO, NMSs, monitoring centres, DACs and other processing centres to ensure their ability to handle a seven-digit identifier as the call sign (**action, WMO Secretariat, end 2009**).
- (iv) That WMO advises PRs that existing practices and procedure for (1) WMO No. 47, and (2) call sign masking, are unaffected by the introduction of the scheme (**action, WMO Secretariat, end 2009**).

III.4.3.7 The meeting noted that the proposed ship identification scheme could potentially impact some real-time and/or delayed mode users, inside and outside the WMO community. For example, historical time-series would have to be reconstructed to ensure consistency of the identification numbers, and to prevent mixing ITU call signs with IMO numbers within a series. Cross reference list of existing call signs vs. new IMO numbers will have to be established, and maintained until the end of this migration process. The Team agreed to trial a few ships using the IMO identification number to verify if the observations are delivered through the real-time system. Results should be reported to the VOSP Chairperson (**action; UK+DE+NZ+AU+JP+US; 31 July 2009**).

SOT-ID Scheme Test Procedure January/February 2017

Inmarsat-C

Country	Focal Point	Involved PWO(s)	Test ship ITU call sign	Test ship IMO	Test ship name	Test ID	Test date (YYYYMMDD)	Test time (HHMM) UTC	Satellite	SAC	LES ID	GTS status	comment
UK	Emma	Steve	PHBO	9167796	KLIPPER STREAM	8K888K	20170123	1030	AOR-W	41	O12	OK	Notes: tried sending the last two observations via AOR-E (Station 12-112 and Goonhilly-102) but sat-c had trouble connecting to the satellite
		Steve	PHBO	9167796	KLIPPER STREAM	8K888K	20170123	1043	AOR-W	41	O02	OK	
		Steve	PHBO	9167796	KLIPPER STREAM	8K888K	20170123	1052	AOR-W	41	O04	OK	
		Steve	PHBO	9167796	KLIPPER STREAM	8K888K	20170123	1106	AOR-W	41	O12	OK	
		Steve	PHBO	9167796	KLIPPER STREAM	8K888K	20170123	1110	AOR-W	41	O02	OK	
NL	René	Rene	PCFS	9398541	ALP Centre	5A455A	20170113	1200	AOR-W	41	O12	OK	sent around 1300 UTC
		Rene	PCFS	9398541	ALP Centre	5A455A	20170113	1200	AOR-E	41	112	OK	sent around 1300 UTC
		Rene	PCFS	9398541	ALP Centre	5A455A	20170113	1200	IOR	41	312	OK	sent around 1300 UTC
		Rene	PCFS	9398541	ALP Centre	5A455A	20170113	1241	IOR	1241	312	OK	sent around 1300 UTC
		Rene	PCFS	9398541	ALP Centre	5A455A	20170113	1203	TurboWeb	Format 101	OK	OK	Via KNMI-webserver to Meteo France
US	Paula	Rob and Rusty	WTEO	8835255	GORDON GUNTER	28822B	20170113	1634	AOR-E	41	SOUTHBURY (104)	OK	TS Kennedy had the SAC's hardwired and additional SAC's could not be included.
		Rob and Rusty	KVMU	6621662	TS KENNEDY	28822B	20170119	1942	AOR-W	41	SOUTHBURY (004)	OK	
		Rob and Rusty	KVMU	6621662	TS KENNEDY	28822B	20170119	1945	IOR	41	304	OK	
		Rob and Rusty	KVMU	6621662	TS KENNEDY	28888B	20170119	1951	IOR	41	201	OK	
		Rob and Rusty	WTEO	8835255	GORDON GUNTER	BB888B	20170113	1724	IOR	401	EK OSLO (304)	OK	
HK	Dickson	Dickson	VRAR6	9285005	OOCL ATLANTA	4DD4DD	19 and 20 Jan 2017	Multiple	POR	61	203	OK	HK received the messages via email from Inmarsat C as usual but manually uploaded to GTS since the IDs are too long for internal QC system
		Dickson	VRAR6	9285005	OOCL ATLANTA	4DD4DD	19 and 20 Jan 2017	Multiple	POR	61	203	OK	
		Dickson	VRAR6	9285005	OOCL ATLANTA	4DD4DD	19 and 20 Jan 2017	Multiple	POR	61	203	OK	
		Dickson	VRAR6	9285005	OOCL ATLANTA	4DD4DD	19 and 20 Jan 2017	Multiple	POR	61	203	OK	
		Dickson	VRAR6	9285005	OOCL ATLANTA	4DD4DD	19 and 20 Jan 2017	Multiple	POR	61	203	OK	
JP	Ayako	Ayako	JPN	9237838	KEFUJIMARU	6HH66H	20170118	0412	POR	41	203	OK	KDDI (Yamaguchi) KDDI (Yamaguchi) Singapore --> only main hours are injected to GTS, so issue not ID related Singapore --> only main hours are injected to GTS, so issue not ID related
		Ayako	JPN	9237838	KEFUJIMARU	6HH66H	20170118	0620	IOR	41	303	OK	
		Ayako	JPN	9237838	KEFUJIMARU	6HH66H	20170121	0409	POR	141	202	(OK)	
		Ayako	JPN	9237838	KEFUJIMARU	6HH66H	20170121	0506	IOR	141	302	(OK)	
		Ayako	JPN	9237838	KEFUJIMARU	6HH66H	20170121	0615	POR	1241	212	OK	
DE	Henry	Cord Grimmert	VRF99	9434929	Maersk Nilimegen	3CC3CC	20170117	12 UTC	AOR-E	41	121 (Asaguel)	OK	artificial date, SMVF01 LPW SNVF14 LPW
		Susanne Ripke	DFDF2	9299525	MSC Toronto	3CC33C	20170118	0900 UTC, Obs 16.13 UTC	AOR-E	41	112 (Xantic)	OK	
		Susanne Ripke	DFDF2	9299525	MSC Toronto	3CC33C	20170118	0900 UTC, Obs 16.13 UTC	AOR-E	41	112 (Burium)	OK	
		Susanne Ripke	DFDF2	9299525	MSC Toronto	3CC3CC	20170118	0900 UTC, Obs 16.13 UTC	AOR-E	41	101	OK	
		Susanne Ripke	DFDF2	9299525	MSC Toronto	3CC3CC	20170118	0900 UTC, Obs 16.13 UTC	AOR-E	41	112 (Xantic)	OK	

E-Mail

Testing Person	Test-ID	Destination	Test date (YYYYMMDD)	Test time UTC	GTS status	comment
Martin Kramp	ZZZZZZ	transmet-alpha-toulouse@meteo.fr	20170116	1400	OK	Whitelisting required
	3ZZZZZ			1700	OK	
Emma Stevenon	4NN444N	wmo.obs@metoffice.gov.uk	20170125	1423	OK	
	NNNNNNN			1426	OK	
	7P877PP			1918	OK	
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