

Translation. Only the Danish document has legal validity.

Order no. 170 of 17 March 2003 issued by the Danish Maritime Authority

Order on ship reporting systems in the waters off Greenland (reporting service in Greenland)

In pursuance of section 1(2), section 6 and section 32 of the act on safety at sea (*lov om sikkerhed til søs*) as this order has been put in force for Greenland by decree no. 607 of 25 June 2001, the following provisions are laid down:

Section 1. For the safety of navigation in the waters off Greenland, two ship reporting systems have been established with the purpose of monitoring ships' navigation in these waters and, if necessary, to cause search and rescue operations to be launched.

Subsection 2. Two systems have been established: One – called GREENPOS – for ships engaged on voyages to and from Greenland waters, and one – called KYSTKONTROL (coastal control) – for ships engaged in coastal trade between Greenland ports and places of call.

Subsection 3. GREENPOS and KYSTKONTROL reports shall be free of charge for the ships.

Ships engaged on voyages to and from Greenland waters

Section 2. All ships engaged on voyages to or from Greenland waters within the continental shelf or the exclusive economic zone of Greenland shall submit GREENPOS reports to the Island Command Greenland in accordance with the provisions of annex 1.

Subsection 2. If the report of a ship is not submitted and it is not possible to establish contact with the ship, the Island Command Greenland shall be obliged to launch a search of the ship in accordance with the provisions applicable to the search and rescue service.

Ships engaged in coastal trade between Greenland ports and places of call

Section 3. All ships of or above 20 GT and fishing vessels engaged on voyages between Greenland ports and places of call shall submit KYSTKONTROL reports to the ship control station at the place of destination in accordance with the provisions of annex 2.

Subsection 2. Ships engaged in Atlantic trade may, during voyages between Greenland places, remain in the GREENPOS system following agreement with the Island Command Greenland.

Subsection 3. The coastal radio stations shall function as ship control stations under KYSTKONTROL.

Subsection 4. The ship control station for the area in which the intended place of destination is located shall be obliged to control whether the ship submits reports as prescribed.

Subsection 5. If a report is not submitted and it is not possible to establish contact with the ship, the police at the place of destination shall be informed. Subsequently, the police shall be obliged to launch a search locally in accordance with the provisions applicable to the search and rescue service.

Section 4. Ships that are not obliged to submit reports will, if they submit a GREENPOS or a KYSTKONTROL report, be covered by the relevant ship reporting system.

Penalty and entry into force, etc.

Subsection 5. Contraventions of section 2(1) or section 3(1) shall entail measures under the penal code for Greenland.

Subsection 2. If a criminal case is decided outside Greenland or if it concerns a person or company domiciled or established outside Greenland, the contravener may be liable to punishment by fine or imprisonment rather than measures being taken.

Section 6. This order shall enter into force on 26 March 2003.

Subsection 2. Order no. 797 of 24 August 2000 on ship reporting systems in the waters off Greenland shall be repealed.

Danish Maritime Authority, 17 March 2003

Ib Matthiesen / Michael Bager

Greenland position reporting system (GREENPOS)

Provisions on the making of reports

1. Reports shall be submitted by ships engaged on voyages to or from Greenland waters and within the continental shelf or the exclusive economic zone of Greenland. Reports shall be submitted four times during every 24 hours between 0000-0030, 0600-0630, 1200-1230 and 1800-1830 UTC.
2. Reports shall be submitted directly to the Island Command Greenland, Fleet Radio Grønnedal (GLK), which keeps a constant listening watch on 2182 kHz, or via a coastal radio station. It is possible to contact the Fleet Radio Grønnedal via all modern means of communication, including Inmarsat-C, telefax and e-mail.

All reports shall be started by the word GREENPOS plus a 2-letter abbreviation for identifying the report. Telegrams starting thus shall be dispatched free of charge as having the priority URGENT.

Reports shall be made in accordance with the table below. Non-mandatory items shall be included as required.

Designator	Mandatory for type of report	Information	Text
	All	Code word	“GREENPOS”
	All	Type of report: Sailing plan Position report Final report Deviation report	One of the following 2-letter designations: “SP” (Sailing Plan) “PR” (Position Report) “FR” (Final Report) “DR” (Deviation Report)
A.	All	Ship	Name and call sign (e.g. AGNETHE NIELSEN/OULH)
B.	All	Date time group Corresponding to position in item C or D, given in UTC (Coordinated Universal Time)	A 6-digit group, followed by a Z. The 2 first digits give the date in the month concerned, the next 2 digits give the hour, and the last 2 digits give the minutes. Z indicates that the time is given in UTC (e.g. 041330Z)
C.	C. or D. for all	Position given in latitude/longitude	A 4-digit group for latitudes and minutes followed by N and a 5-digit group for longitudes and minutes followed by W. (e.g. 5710N 04112W)
D.	C. or D. for all	Position at geographical place name	Place name or true course (3 digits) and distance in nautical miles (the word “distance” shall be given) <i>from</i> an unambiguously known place name (e.g. 165 distance 53 Cape Farewell)
E.	SP, PR	True course	3-digit group (e.g. 083)
F.	SP, PR	Speed in knots	2-digit group (e.g. 14)
I.	SP	Place of destination and ETA (UTC)	Name of place of destination followed by the expected time of arrival, expressed as under designator B (e.g. Nanortalik 181400Z)
L.	SP	Planned voyage	Short description of the planned voyage according to the master’s discretion (e.g. from current position large circle to 100 nm S of Cape Farewell, hence along the ice edge to QAQORTOQ)
Q.		Defects and faults in the ship	Defects and faults that are of importance to the ship’s safety (e.g. radar and VHF damaged)
S.	All	Weather and ice conditions	Short information about the weather conditions and the development in the ice situation since the last report (e.g. SW 5, ice edge observed from 6120N03905W)
X.	SP	The total number of persons on board. Other relevant information	The number of persons on board shall be given (e.g. POB 16). Any information of interest to the safety of the ship or other ships (e.g. Slows down because of the weather due to heavy icing)

5. *Sailing Plan (SP)* shall be submitted as the first report:
 - a. When entering the reporting area.

- b. When departing from a Greenland port for the last time.
- c. When a ship not obliged to submit reports wants to be covered by the GREENPOS system.

For example:

GLK GRØNNEDAL
GREENPOS – SP

- A. NONAME/NKFG
- B. 071310Z
- C. 5720N04510W
- E. 330
- F. 15
- I. QAQORTOQ 080200Z
- L. IN OPEN WATERS DIRECTLY
- S. OVERCAST – SOUTHWEST 5 – NO ICE.
- X. POB 16.

- 6. *Position Report (PR)* shall be submitted four times during 24 hours:

At 0000-0030, 0600-0630, 1200-1230 and 1800-1830 hours UTC.

For example:

GLK GRØNNEDAL
GREENPOS – PR

- A. NONAME/NKFG
- B. 122310Z
- C. 6024N05005W
- E. 125
- F. 10
- S. VISIBILITY GOOD – NORTHWEST 5 – FIELD ICE 1/10.

- 7. *Final report (FR)* shall be submitted:

- a. When leaving the reporting area.
- b. When arriving at the Greenland place of destination.
- c. When a ship not obliged to submit reports wants to leave the reporting system.

For example:

GLK GRØNNEDAL
GREENPOS – FR

- A. NONAME/NKFG
- B. 131700Z

C. 5705N03840W

S. EAST 6 – NO ICE.

8. *Deviation Report (DR)* shall be submitted:

When the ship's position will not be changed considerably compared to the position where the ship is expected to be located on the basis of previously submitted reports.

For example:

GLK GRØNNEDAL

GREENPOS – DR

A. NONAME/NKFG

B. 130800Z

C. 6005N04952W

L. TOWARDS ARSUKFJORD INSTEAD OF NUUK DUE TO ENGINE DEFECT.

Greenland position reporting system (KYSTKONTROL)

Provisions on the making of reports

1. Reports shall be submitted by ships engaged on voyages between Greenland ports or places of call. Reports shall be submitted to a coastal radio station located in the area where the planned destination of the ship is situated (Aasiaat radio, Qaqortoq radio or Ammassalik radio), cf. appendix A. It is possible to contact the coastal radio stations via all modern means of communication, including Inmarsat-C, telefax and e-mail. The coastal radio station shall be responsible for monitoring the ship's voyage from the time of receiving the sailing plan (SP) to the time of receiving the final report (FR).
2. Reports shall be submitted to a coastal radio station in the area where the planned destination of the ship is located (Aasiaat radio, Qaqortoq radio or Ammassalik radio), cf. appendix A. It is possible to contact the coastal radio stations via all modern means of communication, including Inmarsat-C, telefax and e-mail.
3. All reports shall be started by the word KYSTKONTROL plus a 2-letter abbreviation for identification of the report. Telegrams started thus shall be dispatched free of charge as having the priority URGENT.
4. Reports shall be made in accordance with the table below. Non-mandatory items shall be included as required.

Designator	Mandatory for type of report	Information	Text
	All	Code word	"KYSTKONTROL"
	All	Type of report: Sailing plan Position report Final report Deviation report	One of the following 2-letter designations: "SP" (Sailing Plan) "PR" (Position Report) "DR" (Deviation Report) "FR" (Final Report)
A.	All	Ship	Name and call sign (e.g. AGNETHE NIELSEN/OULH)
B.	All	Date time group Corresponding to position in item C or D, given in UTC (Coordinated Universal Time)	A 6-digit group, followed by a Z. The 2 first digits give the date in the month concerned, the next 2 digits give the hour, and the last 2 digits give the minutes. Z indicates that the time is given in UTC (e.g. 041330Z)
C.	C. or D. for all	Position given in latitude/longitude	A 4-digit group for latitudes and minutes followed by N and a 5-digit group for longitudes and minutes followed by W. (e.g. 5710N 04112W)
D.	C. or D. for all	Position at geographical place name	Place name or true course (3 digits) and distance in nautical miles (the word "distance" shall be given) <i>from</i> an unambiguously known place name (e.g. 165 distance 53 Cape Farewell)
E.	SP, PR	True course	3-digit group (e.g. 083)
F.	SP, PR	Speed in knots	2-digit group (e.g. 14)
I.	SP	Place of destination and ETA (UTC)	Name of place of destination followed by the expected time of arrival, expressed as under designator B (e.g. Nanortalik 181400Z)
L.	SP	Planned voyage	Short description of the planned voyage according to the master's discretion (e.g. from current position large circle to 100 nm S of Cape Farewell, hence along the ice edge to QAQORTOQ)
Q.		Defects and faults in the ship	Defects and faults that are of importance to the ship's safety (e.g. radar and VHF damaged)
X.	SP	The total number of persons on board. Other relevant information	The number of persons on board shall be given (e.g. POB 16). Any information of interest to the safety of the ship or other ships (e.g. Slows down because of the weather due to heavy icing)

5. *Sailing Plan (SP)* shall be submitted as the first report upon departure:

For example:

Coastal radio station QAQORTOQ
KYSTKONTROL – SP

A. NONAME/NKFG

B. 071310

D. NARSSAQ

I. QAQORTOQ 080200

L. IN OPEN WATERS DIRECTLY

X. POB 16.

6. *Position Report (PR)*. If a voyage is longer than 24 hours and the ship is fitted with a radio, a position report shall be submitted at least every 24 hours. The report shall be addressed to the same coastal radio station as that to which the sailing plan was submitted.

For example:

Coastal radio station QAQORTOQ
KYSTKONTROL – PR

A. NONAME/NKFG

B. 122310

D. AT ARSUK

E. 310

F. 8

7. *Deviation Report (DR)*. To be submitted in case of changes to the information given in the sailing plan and if the time of arrival given is exceeded by more than one hour. The report shall be addressed to the same coastal radio station as that to which the sailing plan was submitted. A deviation report shall also be submitted if the previously submitted time of arrival is exceeded by more than one hour.

For example:

Coastal radio station QAQORTOQ
KYSTKONTROL – DR

A. NONAME/NKFG

B. 130800

D. ARRIVED AT IVITTUT AT 1500 HOURS

L. AWAITS WEATHER IMPROVEMENT BEFORE PROCEEDING TO PAAMIUT. NEW SAILING PLAN WILL BE SUBMITTED

8. *Final report (FR)*. To be submitted immediately after arrival. To be addressed to the same coastal radio station as that of the sailing plan.

For example:
Coastal radio station QAQORTOQ
KYSTKONTROL – FR

- A. NONAME/NKFG
- B. 131700

- D. ARRIVED AT PAMIUT

