

ANNEX 8

**RESOLUTION MSC.126(75)
(adopted on 20 May 2002)**

MANDATORY SHIP REPORTING SYSTEMS

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/8-1 of the International Convention for the Safety of Life at Sea (SOLAS), 1974 concerning the adoption by the Organization of ship reporting systems,

RECALLING FURTHER resolution A.858(20) which authorizes the Committee to perform the function of adopting ship reporting systems on behalf of the Organization,

TAKING INTO ACCOUNT the Guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64), as amended by resolution MSC.111(73),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its forty-seventh session,

1. ADOPTS, in accordance with SOLAS regulation V/8-1, the mandatory ship reporting system in Greenland waters, as described in the Annex to the present resolution;
2. DECIDES that the said mandatory ship reporting system will enter into force at 0000 hours UTC on 1 December 2002;
3. REQUESTS the Secretary-General to bring this resolution and its Annex to the attention of Member Governments and Contracting Governments to the SOLAS Convention.

ANNEX

DESCRIPTION OF THE MANDATORY SHIP REPORTING SYSTEMS IN GREENLAND WATERS

Two systems are established, one – named GREENPOS – for ships on voyage to and from Greenland ports and places of call and one – named COASTAL CONTROL (KYSTKONTROL) – for ships in coastal trade between Greenland ports and Greenland places of call.

1 CATEGORIES OF SHIPS REQUIRED TO PARTICIPATE IN THE SYSTEMS

1.1 Ships required to participate in the reporting system GREENPOS:

All ships, on voyage to or from Greenland ports and places of call.

1.2 Ships required to participate in the reporting system COASTAL CONTROL:

All ships of 20 gross tonnage and more, and fishing vessels, on voyage between Greenland ports and places of call.

2 GEOGRAPHICAL COVERAGE OF THE SYSTEM AND THE NUMBER AND EDITION OF THE REFERENCE CHART USED FOR THE DELINEATION OF THE SYSTEM

2.1 The reporting system GREENPOS covers the area within the Continental Shelf or Exclusive Economic Zone off the coast of Greenland.

2.2 The reference charts are Danish charts Nos. 1000 (Datum Qornoq 1927), 2000 and 3000 (Datum unknown).

3 FORMAT, CONTENT OF REPORTS, TIMES AND GEOGRAPHICAL POSITIONS FOR SUBMITTING REPORTS, AUTHORITY TO WHOM REPORTS SHOULD BE SENT AND AVAILABLE SERVICES

3.1 Format

3.1.1 The GREENPOS reports shall be sent to Island Commander Greenland/MRCC Groennedal and shall be drafted in accordance with the format shown in Annex 1, Appendix 1.

3.1.2 The COASTAL CONTROL reports shall be sent to the relevant coast radio station and shall be drafted in accordance with the format shown in Annex 1, Appendix 2.

3.1.3 The information requested from ships is derived from the Standard Reporting Format shown in resolution A.851(20).

3.2 Content

3.2.1 The report required from a ship participating in the two reporting systems contains only information which is essential to achieve the objectives of the systems, i.e.:

- .1 the **ship's name, call sign and position** are needed for establishing the identity of the ship and its initial position (letters A, B, C or D);
- .2 the **ship's course and speed, destination, intended voyage** and information about **deficiencies and weather and ice conditions** are important in order to maintain track of the ship so as to be able to implement search and rescue measures if a report from a ship fails to appear and to be able to service the safe navigation of the ship in the areas where weather and ice conditions can be extremely severe (letters E, F, I, L, Q and S);
- .3 the **number of persons on board** and other relevant **information** are important in relation to the allocation of resources in a search and rescue operation (letter X).

3.3 Position for submitting reports

3.3.1 In the GREENPOS-system, cf. the provisions of Annex 1, Appendix 1, ships shall submit their reports when within the Continental Shelf or Exclusive Economic Zone off the coast of Greenland.

3.3.2 In the COASTAL CONTROL system, cf. the provisions of Annex 1, Appendix 2, ships shall submit their reports when on voyage between Greenland ports and places of call.

3.3.3 Ships coming from an Atlantic voyage may remain in the GREENPOS-system while on voyage between Greenland ports and Greenland places of call, when agreed upon by Island Commander Greenland.

3.4 Authority

3.4.1 Island Commander Greenland/MRCC Groennedal is the responsible authority for the radio reporting systems and for initiating and carrying out maritime search and rescue operations in Greenland waters outside local areas. In local areas the police is the responsible authority.

3.5 Services offered

3.5.1 If a report from a ship participating in the GREENPOS system fails to appear, and it is not possible to establish communication with the ship, or an emergency is reported, MRCC Groennedal is responsible for initiating a search for the ship in accordance with the rules laid down for the search and rescue service, including the involvement of other participating ships known to be in that particular area.

3.5.2 If a report fails to appear from a ship participating in the COASTAL CONTROL system, and it is not possible for the coast radio station to establish communication with the ship, or an emergency is reported, the police of the port of destination shall be informed. It is then the responsibility of the police to initiate a search in accordance with the rules laid down for the search and rescue service, including the involvement of other participating ships known to be in that particular area.

4 INFORMATION TO BE PROVIDED TO THE PARTICIPATING SHIP AND PROCEDURES TO BE FOLLOWED.

4.1 Ships will be provided with information of importance for the safety of navigation in East Greenland waters from the NAVTEX transmitter Reykjavik and in West Greenland ports and places of call from the NAVTEX transmitter on Kook Islands (Igdlutaligssuaq/Telegraføen) at Nuuk/Godthåb.

4.2 If necessary, individual information can be provided to a ship, particularly in relation to special local conditions.

5 COMMUNICATION REQUIRED FOR THE SYSTEM, FREQUENCIES ON WHICH REPORTS SHOULD BE TRANSMITTED AND INFORMATION TO BE REPORTED.

GREENPOS

5.1 For ships entering and navigating in the reporting area, reports shall be addressed to Island Commander Greenland (GLK) via Naval Radio Station Groennedal (OVC), which can be contacted via all modern communication forms including Inmarsat C, tele-fax and e-mail. Island Commander Greenland (GLK), is responsible for monitoring the voyage from the time of receiving the first Sailing Plan (SP) until the time of receiving the Final Report (FR).

5.2 The reports required from a ship entering and navigating in the reporting area shall begin with the word GREENPOS and shall contain a 2-letter abbreviation for identification of the report (Sailing Plan, Position Report, Final Report or Deviation Report). Telegrams so prefixed are dispatched free of charge and as carrying the priority URGENT.

Dependent on the type of report, the following information shall be included as mentioned under paragraph 4 in annex 1, Appendix 1:

System identifier: GREENPOS

- A - Ship's name and call sign;
- B - Date Time Group (UTC);
- C or D - Position;
- E - True course;
- F - Speed;
- I - Destination and ETA (UTC);
- L - Intended voyage;
- Q - Defects and deficiencies;
- S - Weather and ice conditions; and
- X - Total number of persons on board and other relevant information.

COASTAL CONTROL

5.3 For each voyage between Greenland ports and places of call, reports shall be addressed to the coast radio station, which is situated in the same control area as the contemplated destination (Aasiaat radio, Qaqortoq radio or Ammassalik radio) cf. Appendix A. The coast radio stations can be contacted via all modern communication forms including Inmarsat C, tele-fax and e-mail. The coast radio station, is responsible for monitoring the voyage from the time of receiving the Sailing Plan (SP) until the time of receiving the subsequent Final Report (FR).

- 5.4 The reports required from a ship entering and navigating in the reporting area shall begin with the word COASTAL CONTROL and shall contain a 2-letter abbreviation for identification of the report (Sailing Plan, Position Report, Final Report or Deviation Report). Telegrams so prefixed are dispatched free of charge and as carrying the priority URGENT.

Dependent on the type of report, the following information shall be included as mentioned under paragraph 4 in annex 1, Appendix 2:

System identifier: COASTAL CONTROL

- A - Ship's name and call sign;
- B - Date Time Group (LT);
- C or D - Position;
- E - True course;
- F - Speed;
- I - Destination and ETA (LT);
- L - Intended voyage;
- Q - Defects and deficiencies;
- X - Total number of persons on board and other relevant information.

6 RELEVANT RULES AND REGULATIONS IN FORCE IN THE AREA OF THE PROPOSED SYSTEM

6.1 International Regulations for Preventing Collisions at Sea

The International Regulations for Preventing Collisions at Sea, 1972, as amended are applicable in Greenland waters.

7 SHORE-BASED FACILITIES TO SUPPORT OPERATION OF THE SYSTEM

- 7.1 Island Commander Greenland is the shore-based authority which on the basis of GREENPOS reports is in possession of position, route etc. for each ship on voyage to or from Greenland. The coast radio stations are via COASTAL CONTROL reports kept informed about all ships on voyage between Greenland ports or places of call.

- 7.2 Furthermore, information about ships and their characteristics can be obtained from the AMVER system operated by the United States Coast Guard.

- 7.3 The coast radio stations and Naval Radio Station Groennedal, which form part of the coast radio service, will at all times be manned.

8 INFORMATION CONCERNING THE APPLICABLE PROCEDURES IF THE COMMUNICATION FACILITIES OF THE SHORE-BASED AUTHORITY FAIL

- 8.1 The coast radio service is designed with sufficient system redundancy to cope with normal equipment failure.

9 MEASURES TO BE TAKEN IF A SHIP FAILS TO COMPLY WITH THE REQUIREMENTS OF THE SYSTEM

- 9.1 The objective of the system is to enable Island Commander Greenland/MRCC Groennedal to initiate SAR measures as fast and effective as possible, if an emergency is reported or a report from a ship fails to appear, and it is impossible to establish communication with the ship. All means will be used to obtain the full participation of ships required to submit reports. If reports are not submitted and the offending ship can be positively identified, then information will be passed on to the relevant Flag State Authorities for investigation and possible prosecution in accordance with national legislation.

APPENDIX 1

Greenland Ship Reporting System (GREENPOS)

Rules for Drafting of Reports

1 Ships on voyage to and from Greenland ports and places of call shall send reports when within the Continental Shelf or Exclusive Economic Zone off the coast of Greenland. The Reports shall be sent four times a day, between 0000-0030, 0600-0630, 1200-1230, and 1800-1830 UTC.

2 The reports shall be sent directly to Island Commander Greenland (GLK) via Naval Radio Station Groennedal (OVC), which maintains a continuous listening watch on 2182 kHz, or via a coast radio station. Naval Radio Station Groennedal (OVC) and coast radio stations can be contacted via all modern communication forms including Inmarsat C, Tele-fax and E-mail.

3 Each report shall begin with the word GREENPOS and a 2-letter abbreviation for identification of the report. Telegrams so prefixed are dispatched free of charge and as carrying the priority URGENT.

4 The reports shall be drawn up in accordance with the following diagram. Designators, which are not mandatory, can be included if necessary.

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 identifiers: "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 the position under designator C. or D. given in UTC (Co-ordinated Universal Time)	A 6-digit group followed by a Z. The first 2 digits giving date of month, the next 2 digits giving hours and the last 2 digits minutes. The Z indicates that the time is given in UTC (e.g.: 041330Z).
C.	C. or D. for all	Position by latitude and longitude	A 4-digit group giving latitude in degrees and minutes suffixed with N, and a 5-digit group giving longitude in degrees and minutes suffixed with W (e.g.: 5710N 04112W).

D.	C. or D. for all	Position by geographical name of place	Name of place or true bearing (3-digits) and distance in nautical miles (quote the word "distance") from an unambiguous known name of place (e.g.: 165 distance 53 Cape Farewell).
E.	SP, PR	True course	A 3-digit group (e.g.: 083).
F.	SP, PR	Speed in knots	A 2-digit group (e.g.: 14).
I.	SP	Destination and ETA (UTC)	The name of the destination followed by expected time of arrival, expressed as under designator B (e.g.: Nanortalik 181400Z).
L.	SP	Intended voyage	A brief description of the intended route, as estimated by the Master (e.g.: from present position by great circle until 100 n.m. S. of Cape Farewell then along the ice edge to QAQORTOQ).
Q.		Defects and deficiencies	Brief details of defects and deficiencies of significance for the safety of the ship (e.g.: Breakdown on Radar and VHF).
S.	All	Weather- and ice conditions	Brief information about weather at the time of the report and about 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.	Number of persons on board shall be given. (e.g.: POB 16). Any other information of importance to the safety of own or other ships (e.g.: going before the wind due to heavy icing).

- 5 Sailing Plan ("SP")** to be sent as a first report:
- a. When entering the reporting area
 - b. On last departure from Greenland port
 - c. When a ship – not obliged to report – wishes to be covered by the GREENPOS-system.

Example:

GLK GROENNEDAL
GREENPOS – SP

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

- 6** **Position Report (“PR”)** to be sent 4 times a day:
At 0000-0030Z, 0600-0630Z, 1200-1230Z and 1800-1830Z.

Example:

GLK GROENNEDAL
GREENPOS - PR
A. NONAME/NKFG
B. 122310Z
C. 6024N05005W
E. 125
F. 10
S. CLEAR SKY – NW 5 – 1/10 ICE.

- 7** **Final Report (“FR”)** to be sent:
- When leaving the reporting area.
 - On arrival at Greenland destination.
 - When a ship – not obliged to report – wishes to be released from the ship reporting system.

Example:

GLK GROENNEDAL
GREENPOS – FR
A. NONAME/NKFG
B. 131700Z
C. 5705N03840W
S. E 6 – NO ICE.

- 8** **Deviation Report (“DR”)** to be sent:
When the position of the ship is or will be changed considerably compared with the position, at which the ship, based on former reports, is expected to be.

Example:

GLK GROENNEDAL
GREENPOS – DR
A. NONAME/NKFG
B. 130800Z
C. 6005N04952W
L. HEADING TOWARDS ARSUK FIORD IN STEAD OF QAQORTOQ DUE TO ENGINE TROUBLE.

APPENDIX 2

**Greenland Ship Reporting System
 COASTAL CONTROL
 (KYSTKONTROL)**

Rules for Drafting of Reports

1 Ships on voyages between Greenland ports and places of call shall send reports to the coast radio station, which is situated in the same control area as the contemplated destination (Aasiaat radio, Qaqortoq radio or Ammassalik radio) cf. Appendix A. Coast radio stations can be contacted via all modern communication forms including Inmarsat C, tele-fax and e-mail. This coast radio station is responsible for monitoring the ship's voyage from the time of receiving the sailing plan until the time of receiving the subsequent final report.

2 The reports shall be sent to the coast radio station, which is situated in the same control area as the contemplated destination (Aasiaat radio, Qaqortoq radio or Ammassalik radio) cf. Appendix A. Coast radio stations can be contacted via all modern communication forms including Inmarsat C, tele-fax and e-mail.

3 Each report shall begin with the word COASTAL CONTROL followed by a 2-letter abbreviation for identification of the report. Telegrams so prefixed are dispatched free of charge and as carrying the priority URGENT.

4 The reports shall be drawn up in accordance with the following diagram. Designators, which are not mandatory, can be included if necessary.

Designator	Mandatory for type of report	Information	Text
	All	Code word	"COASTAL CONTROL"
	All	Type of report: Sailing Plan Position Report Deviation Report Final Report	One of the following 2-letter identifiers: "SP" (Sailing Plan – on departure) "PR" (Position Report) "DR" (Deviation Report) "FR" (Final Report – on arrival)
A.	All	Ship	Name and call sign (e.g.: AGNETHE NIELSEN/OULH).
B.	All	Date Time Group corresponding to the position under designator C. or D. given in Local Time (LT)	A 6-digit group. The first 2 digits giving date of month, the next 2 digits giving hours and the last 2 digits minutes (e.g.: 041330).

C.	C. or D. for all	Position by latitude and longitude	A 4-digit group giving latitude in degrees and minutes suffixed with N, and a 5-digit group giving longitude in degrees and minutes suffixed with W (e.g.: 5710N 04112W).
D.	C. or D. for all	Position by geographical name of place	Name of place or true bearing (3-digits) and distance in nautical miles (quote the word "distance") from an unambiguous known name of place (e.g.: 165 distance 5 Paamiut).
E.	PR	True course	A 3-digit group (e.g.: 083).
F.	PR	Speed in knots	A 2-digit group (e.g.: 14).
I.	SP	Destination and ETA (LT)	The name of the destination followed by expected time of arrival, expressed as under designator B (e.g.: Nanortalik 181400).
L.	SP	Intended voyage	A brief description of the intended route, as estimated by the Master (e.g.: from present position along the ice edge to QAQORTOQ).
Q.		Defects and deficiencies	Brief details of defects and deficiencies of significance for the safety of the ship (e.g.: Breakdown on Radar and VHF).
X.	SP	The total number of persons on board. Other relevant information.	Number of persons on board shall be given. (e.g.: POB 16). Any other information of importance to the safety of own or other ships (e.g.: going before the wind due to heavy icing).

5 Sailing Plan ("SP") to be sent as a first report by departure:

Example:

Coast Radio Station QAQORTOQ

COASTAL CONTROL – SP

- A. NONAME/NKFG
- B. 071310
- D. NARSSAQ
- I. QAQORTOQ 080200
- L. DIRECT IN OPEN WATERS
- X. POB 16.

6 Position Report ("PR"). If a voyage is of a longer duration than 24 hours and the ship is equipped with radio, a position report shall furthermore be sent at least once every 24 hours to the control station, to which the departure report was addressed.

Example:

Coast Radio Station QAQORTOQ

COASTAL CONTROL – PR

- A. NONAME/NKFG
- B. 122310
- D. OFF ARSUK
- E. 310
- F. 8

7 Deviation Report (“DR”) to be sent to the control station, to which the departure report was addressed if there are changes from the information given in the departure report. A deviation report shall also be sent, if the previous given time of arrival is overdue with more than one hour.

Example:

Coast Radio Station QAQORTOQ
COASTAL CONTROL – DR

- A. NONAME/NKFG
- B. 130800
- D. ARRIVED IVITTUT AT 1500
- L. AWAITING WEATHER IMPROVEMENT BEFORE CONTINUING TO PAAMIUT. A
NEW SAILING PLAN WILL BE SENT

8 Final Report (“FR”) to be sent immediately upon arrival, to the control station to which the departure report was addressed.

Example:

Coast Radio Station QAQORTOQ
COASTAL CONTROL – FR

- A. NONAME/NKFG
- B. 131700
- D. ARRIVED PAMIUT

Appendix A


