



Joint Arctic Command JOINT RESCUE COORDINATION CENTRE

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The purpose of this leaflet is to make you acquainted with the mandatory reporting system in Greenland called GREENPOS.

Basic information:

Navigation in Greenland (Website)

The GREENPOS reporting system has been established in order to improve the safety at sea in Greenlandic waters by providing the Joint Rescue Coordination Centre Greenland (JRCC) in Nuuk with details regarding ships navigating in the area.

International Maritime Organization (IMO) states that participation in GREENPOS is mandatory for all ships travelling to or from Greenlandic waters, ports or places of call.

Ships on travels between Greenlandic ports are not obliged to use the system, but participation is strongly recommended as it enhances safety at sea for you as well as others.

By participating in GREENPOS you provide the JRCC with information vital to rescue operations. The JRCC will be able to respond faster and commence the search and rescue operation in the appropriate area should you require assistance during your voyage.

Coverage:

The GREENPOS system covers the entire Greenlandic Exclusive Economic Zone, which extends up to 200 nautical miles from the coastline.

GREENPOS-Self Service

How to report:

Currently there are 3 ways to report

- GREENPOS Self Service through <https://greenpos.joint-arctic-command.org>
- GREENPOS Mail Reporting to Greenpos@jrcc.gl
- GREENPOS Voice reporting through Aasiaat Radio

GREENPOS operates with four different types of reports.

- Sailing plan (SP)
- Position report (PR)
- Final report (FR)
- Deviation report (DR)

Sailing plan (SP)

The sailing plan is the first report to be provided to JRCC Nuuk. It should contain data regarding your current position, your intended route, your vessel details, number of persons onboard along with other relevant information. It has to be sent, when you enter the Greenlandic Exclusive Economic Zone, which extends up to 200 nautical miles from the coastline.

Position report (PR)

The position report is to be sent every six hours (at 0000-0600-1200 and 1800 UTC) whilst the ship is at sea. It should state your current position, heading and weather conditions at your position.

Final report (FR)

The final report must be send, either when you leave the area covered by GREENPOS or upon arrival to a Greenlandic port or place.

Deviation report (DR)

A deviation report must be send, when you alter your sailing plan or if your current position is a considerable distance from the position, one would expect, based on your prior reports. A cruise ship anchoring, exchanging crew or passengers etc., normally use a DR to update the Sailing Plan. All four reports must begin with "GREENPOS" and the applicable report's abbreviation (SP/PR/FR/DR).

Below are examples for each of the reports showing which information are needed for JRCC Greenland:

GREENPOS SP

A: M/V POLAR/C2RS
B: 061400 UTC
C: 57.20N 045.10W
E: 330
F: 09 KTS
I: QAQORTOQ 080100Z
L: INTEND TO SAIL VIA SKOVFJORD
S: CLOUDY, WEST 12 KTS, NO ICE
X: 7 POB

GREENPOS PR *(At 0000-0600-1200-1800 UTC)*

A: M/V MOLLY BROWN/DUPO1
B: 140559 UTC
C: 60.22N 041.36
E: 240
F: 12 KTS
S: DENSE FOG, CALM SEA, NO WIND, SCATTERED GROWLERS

GREENPOS FR

A: S/S CARMEN/OEP3
B: 211633 UTC
C: ARRIVED SISIMIUT
S: WEST 14 KTS, NO ICE OBSERVED, 10 C

GREENPOS DR

A: OLGA/TJKY
B: 020701 UTC
C: 60.30N 042.11W
L: I WILL SAIL TO TASIILAQ INSTEAD OF NANORTALIK. ETA TASIILAQ 041530 UTC.

Final remarks

GREENPOS reports may also be forwarded to Aasiaat Radio (Greenlandic coast radio service).

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- Participation in GREENPOS and message handling is free of charge to the vessels.
- Failure to report may initiate a search and rescue operation.
- Failure to comply with the GREENPOS regulations will release two warnings from JRCC GREENLAND. A third warning will be followed by a contravention report send to the Danish Maritime Authority (DMA) including the ship's name, homeport and nationality etc. DMA will forward the report to the ship's flag state. The flag state will decide the consequences of not following international law at sea.