

# EfS A

## General information regarding Danish, Greenlandic and Faroe waters

05. January 2022

Annex to Notices to Mariners

## Contact information

### Office:

Danish Maritime Authority  
Fjordvænget 30 DK-4220 Korsør  
Tel. +45 7219 6000  
Fax +45 7219 6001  
www.soefartsstyrelsen.dk  
E-mail: sfs@dma.dk

### Notices to Mariners:

Danish Maritime Authority  
Fjordvænget 30  
DK-4220 Korsør  
Tel. +45 7219 6173 (Monday - Thursday at 0900 - 1600 and Friday at 0900 - 1500)  
E-mail: efs@dma.dk

### Other contacts:

By observation of errors in buoyage, lights, drifting objects or anything that may present a danger to navigation, please contact:

Duty officer in Danish Maritime Authority  
(Monday - Thursday at 0900 - 1600 and Friday at 0900 - 1500)  
Tel. +45 7219 6040  
E-mail: vagts@dma.dk

Maritime Assistance Service (MAS) Duty Officer (NAVAL STAFF DNK)  
(out of hours)  
Tel. +45 7285 0370

## Table of Contents

A/1 2022	List of abbreviations. ....	2
A/2 2022	Explanatory notes to EfS. ....	3
A/3 2022	EfS contents are arranged in the following order. ....	4
A/4 2022	Denmark. Sweden. Norway. Warning against anchoring, fishing and seabed operations in certain areas. ....	6
A/5 2022	Denmark. Protective zones around submarine cables and pipelines. ....	7
A/6 2022	Denmark. Guidelines in connection with damage to submarine cables and pipelines. ....	8
A/7 2022	Denmark. Establishment of prohibited areas. ....	8
A/8 2022	Denmark. Conditions related to aids to navigation, etc. in the Danish buoyage area. ....	8
A/9 2022	AIS buoyage. ....	9
A/10 2022	Denmark. Information about buoyage and lights in Danish waters in ice conditions. ....	9
A/11 2022	Denmark. Broadcasting periods for special services via Lyngby Radio. ....	10
A/12 2022	Denmark. Broadcasting of Navigational Warnings on long wave. ....	10
A/13 2022	Denmark. Broadcasting of meteorological reports. ....	11
A/14 2022	Denmark. Broadcasting of meteorological information. Marine forecast areas. ....	12
A/15 2022	Denmark. Greenland. Faroe Islands. Broadcasting of ice accretion warnings. ....	13
A/16 2022	Transmission of Navigational Warnings and meteorological reports by NAVTEX. ....	14
A/17 2022	Greenland. Transmission of meteorological notices. Warning areas. ....	15
A/18 2022	Greenland. Transmission of Local warnings, Navigational warnings and NAVTEX. ....	17
A/19 2022	Greenland. The Greenland Ice Service including dissemination of ice charts and ice reports for the Greenland marine areas. ....	19
A/20 2022	Greenland. Information about JACMD. ....	20
A/21 2022	Greenland. The search and rescue service in Greenlandic waters. ....	21
A/22 2022	Faroe Islands. Transmission by NAVTEX. ....	22
A/23 2022	Greenland. Information on the GREENPOS system. ....	22
A/24 2022	Greenland. Information on COASTAL CONTROL system. ....	24
A/25 2022	Radio reporting service AMVER. ....	25
A/26 2022	Danish Maritime Authority's (DMA's) nautical publications. ....	25
A/27 2022	The Danish Geodata Agency's (GST's) nautical products. Charts and publications and their maintenance. ....	26
A/28 2022	Danish Meteorological Institute's (DMI's) publications. ....	27
A/28 2022	Containervessels navigating in the North Sea, in certain weather and wave conditions. ....	27

A/1 2022

**List of abbreviations.**

References A/1 2021 - (updated repetition).

Details

**Abbreviations.**

For abbreviations concerning lights and buoyage; see publications *Kort 1 INT 1* and *Aids to Navigation of Danish Waters (Afmærkning af danske farvande (in Danish only))*.

**Notices to Mariners etc.**

EfS	Efterretninger for Søfarende, Denmark
Efs	Etterretninger for sjøfarende, Norway
NfS	Nachrichten für Seefahrer, Germany
NtM	Notices to Mariners, United Kingdom
SKR	Chart corrections, Denmark
TtS	Tilkynningar til Sjöfarenda, Iceland
Ufs	Underrättelser for sjöfarande, Sweden
WZ	Wiadomości Zeglarskie, Poland

**Authorities etc.**

BSH	Federal Maritime and Hydrographic Agency, Germany
DC DNK	Defence Command Denmark
DDEO	Danish Defence Estates and Infrastructure Organisation
DMA	The Danish Maritime Authority
DMI	The Danish Meteorological Institute
DMU	The National Environmental Research Institute, Denmark
DS	Danish Sailing Association
DTU	Technical University of Denmark
ENS	The Danish Energy Agency
GST	Danish Geodata Agency
IMO	International Maritime Organization
JACMD	Joint Arctic Command
KDI	Danish Coastal Authority
LV	Faroese Office of Public Works
MAS	Maritime Assistance Service
MHV	Danish Home Guard
MRCC	Maritime Rescue Coordination Center
NST	Danish Nature Agency
RDAF	Royal Danish Air Force
RDN	Royal Danish Navy
TS	Danish Civil Aviation and Railway Authority
VD	The Danish Road Directorate

**Other abbreviations.**

AIS	Automatic Identification System
AtoN	Aids to Navigation
ECDIS	Electronic Chart Display and Information System
EEZ	Exclusive Economic Zone
IALA	International Association of Marine Aids to Navigation and Lighthouse Authorities
MMSI	Maritime Mobile Service Identity
UTC	Universal Time, Coordinated

(DMA December 2021. Published 5 January 2022)

A/2 2022

**Explanatory notes to EfS.**

References A/2 2021 - (repetition).

Details

**Explanatory notes to EfS**

EfS contain matters of importance to maritime traffic in Danish and adjacent waters, including Greenlandic and Faroese waters. On reception of EfS, content ought to be studied and amendments, corrections, and references should be applied to affected publications and charts. Cancelled publications and charts should not be used as EfS always refers to the current edition. Updates and revisions relating to publications and charts as well as cancellations of publications and charts are announced in EfS and/or in SKR.

**Time.** Times and dates for Denmark, Faroe Islands and Greenland refer to local time. Changes to and from DST are announced in EfS.

**Positions.** Positions are given in degrees, minutes and decimals of minutes. Positions refer to World Geodetic System 1984 (WGS-84) unless otherwise stated.

**References to charts and publications.** Affected charts are listed in the *Chart(s)* section in sequence of largest scale.

Affected publications are listed in the *Publication(s)* section.

**Datum in nautical charts and publications.** The positions on charts covering Danish waters published by GST refer to WGS-84 datum.

Positions on charts covering W-Greenlandic waters refer to either Qornoq 1927 or WGS-84 datum. For the positions of charts covering E-Greenlandic waters, the datum is unknown. The positions on charts of Faroese waters refer to WGS-84. The positions on plans at [www.danskehavnelods.dk](http://www.danskehavnelods.dk) (the Danish Harbour Pilot online) refer to WGS-84.

Positions in Danish List of Lights (Dansk Fyrliste) refer to WGS-84 for Denmark and the Faroe Islands, and to WGS-84 and Qornoq 1927 in relation to W-Greenland, and to unknown datum to charts for E-Greenland.

**Chart corrections (SKR).** In SKR positions refer to the datum of the chart to which the correction should be applied. For further information on the SKR, see A/27.

**Sources.** Sources of information are mentioned in regular parentheses.

**Weekly Overview.** An updated overview of active temporary and preliminary notices is available on our homepage.

(DMA December 2021. Published 5 January 2022)

**DANISH MARITIME AUTHORITY**

A/3 2022

**Efs contents are arranged in the following order.**

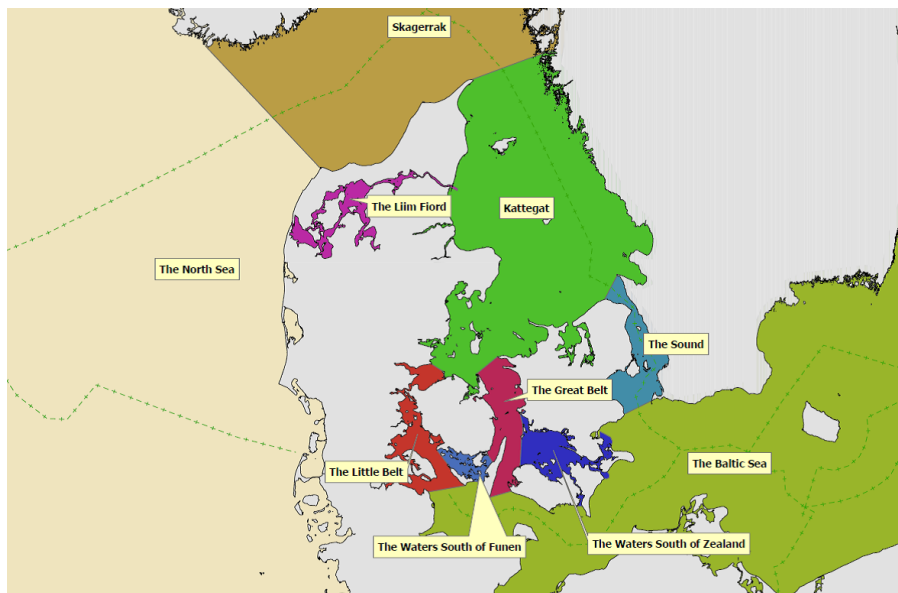
References A/3 2021 - (repetition).

Details

**Efs content is arranged in the following order**

The sketch below, illustrates the various waters into which the Efs is arranged.

<b>Denmark</b>	General announcements for Danish waters.
<b>The Baltic Sea</b>	Denmark: from and including Vejsnæs Nakke to Stevns Light and Bornholm. Sweden: from Falsterbo. Poland. Germany: from and including Falshöft Tower.
<b>The Sound</b>	Denmark: from and including Gilbjerg Hoved to and including Stevns Light. Sweden: from Kullen to and including Falsterbo.
<b>The Waters South of Zealand</b>	Towards the Baltic Sea: outside Bøgestrøm to and including a line round Sandene through Bøgestrøm entrance buoy; outside Grønsund a line round Tolken; outside Guldborg Sund a line from Flinthorne Rev to Skelby. Towards The Great Belt: a line from Korsør Church to the W coast of Egholm, Agersø and Omø, onwards to SW part of Omø Stålgrund, and to E point of Onsevig.
<b>The Great Belt</b>	From the line »Røsnæs - Fyns Hoved« to the line »Gulstav - Kappel Church«.
<b>The Waters South of Funen</b>	From the line »Thurø Rev - Næs Hoved« on the Island of Langeland to the line »Skjoldnæs - Horne Næs«.
<b>The Little Belt</b>	Denmark: from the line »Æbelø - Bjørnsknude« to Vejsnæs Nakke. Germany: Flensborg Fiord to Falshöft Tower.
<b>Kattegat</b>	Denmark: from Gilbjerg Hoved to Skagen Light; see The Great Belt and The Little Belt. Sweden: from and including Kullen to Hamnskär Light.
<b>The Liim Fiord</b>	From and including Hals Barre Light to town of Thyborøn.
<b>Skagerrak</b>	Denmark: from and including Skagen Light to Hanstholm Light. Sweden: from and including Hamnskär Light. Norway: to and including Lindesnes Light.
<b>The North Sea</b>	Denmark. Norway: to Lindesnes Light. Germany. The Netherlands. Great Britain.
<b>Greenland</b>	W-coast. E-coast.
<b>The Faroe Islands</b>	
<b>Remainder of N-Atlantic Ocean</b>	
<b>Legal Announcements, Orders etc.</b>	



(DMA December 2021. Published 5 January 2022)



**DANISH MARITIME AUTHORITY**

A/4 2022

**Denmark. Sweden. Norway. Warning against anchoring, fishing and seabed operations in certain areas.**

References A/4 2021 - (repetition).

Details

**Warning against anchoring, fishing and seabed operations in certain areas**

Due to the suspected presence of bottom mines or other objects containing explosives (e.g. war gas), mariners are warned against anchoring, fishing and seabed operations within the areas shown in charts as follows:

**Denmark and Sweden. The Baltic Sea.**

1. 54° 45.7'N 010° 29.1'E, Ærø S.
2. 54° 41.2'N 010° 36.9'E, Keldsnor SW.
3. 54° 38.3'N 010° 40.1'E, Keldsnor S.
4. 54° 41.0'N 010° 48.1'E, Keldsnor SE.
5. 54° 42.0'N 011° 01.0'E, Langeland SE - Lolland SW.
6. 55° 12.7'N 012° 40.7'E, Møn N - Falsterbo S, Sweden.
7. 55° 02.9'N 014° 39.8'E, Rønne SSW.
8. 55° 33.0'N 015° 01.9'E, Bornholm N.
9. 55° 34.4'N 015° 13.1'E, Bornholm N.
10. 55° 15.0'N 015° 41.0'E, Bornholm E.
11. 55° 16.0'N 016° 12.3'E, Bornholm E.
12. 55° 08.0'N 016° 10.5'E, Bornholm E.
13. 55° 12.3'N 015° 16.2'E, Bornholm E.
14. 55° 02.2'N 015° 09.5'E, Bornholm SE.
15. 54° 41.8'N 015° 02.4'E, Bornholm S.

**The Sound.**

16. 55° 36.4'N 012° 42.9'E, Drogden.
17. 55° 30.8'N 012° 33.0'E, Køge Bugt.

**The Great Belt**

18. 54° 52.5'N 011° 00.1'E, Albuen NE.

**The Little Belt.**

19. 55° 10.0'N 009° 36.3'E, Sandvig.

**Denmark and Sweden. Kattegat.**

20. 56° 13.5'N 012° 09.0'E, Gilleleje NW.
21. 56° 01.8'N 011° 18.8'E, Gniben NE.
22. 56° 00.7'N 011° 14.2'E, Gniben W.
23. 56° 00.0'N 011° 02.7'E, Sejerø NW.
24. 55° 57.5'N 011° 21.1'E, Sjællands Odde S.
25. 55° 51.0'N 011° 12.3'E, Sejerø SE.
26. 55° 46.1'N 010° 33.1'E, Vesborg.
27. 56° 09.9'N 010° 21.2'E, Kjeldshoved W.
28. 56° 09.0'N 010° 26.7'E, Begtrup Vig.
29. 56° 03.5'N 010° 39.7'E, Øreflippen SSW.
30. 56° 05.0'N 010° 56.6'E, Hjelm - Sjællands Rev.
31. 56° 13.0'N 011° 28.9'E, Lille Lysegrund S.
32. 56° 15.9'N 011° 28.2'E, Lille Lysegrund S.
33. 56° 18.0'N 011° 13.9'E, Hastens Grund N.
34. 56° 19.7'N 011° 09.1'E, Hastens Grund N.
35. 56° 25.8'N 011° 46.5'E, Rute B, Lysegrund N.
36. 56° 28.6'N 011° 19.7'E, Gjerrild Bugt E.
37. 56° 36.5'N 011° 28.7'E, Anholt SW.
38. 56° 39.4'N 011° 25.4'E, Anholt SW.
39. 56° 40.0'N 011° 19.7'E, Anholt WSW.
40. 56° 40.9'N 011° 29.5'E, Stensøre.
41. 56° 43.2'N 011° 38.2'E, Pakhusbugt.
42. 56° 45.0'N 011° 29.7'E, Nordvestrev.

**DANISH MARITIME AUTHORITY**

43. 56° 42.3'N 010° 24.7'E, Mariager Fjord E.
44. 56° 49.9'N 010° 34.7'E, Svitringen Rende S.
45. 57° 19.8'N 011° 06.6'E, Jegens Bugt.
46. 57° 22.2'N 011° 25.8'E, Bøchers Banke.
47. 57° 28.2'N 011° 19.3'E, Kummel Banke W.
48. 57° 30.5'N 010° 46.6'E, Hirsholm E.
49. 57° 31.3'N 010° 34.4'E, Ålbæk Bugt.
50. 57° 34.6'N 010° 40.7'E, Ålbæk Bugt E.
51. 57° 36.8'N 010° 26.7'E, Ålbæk Bugt.
52. 57° 42.0'N 011° 07.0'E, Skagen - St. Pölsan, Sweden.

#### **The Liim Fiord.**

53. 57° 05.4'N 009° 49.6'E, Egholm N.
54. 56° 49.0'N 009° 08.7'E, Fur E.
55. 56° 39.4'N 009° 14.5'E, Lovns Bredning.
56. 56° 35.0'N 009° 03.9'E, Skive Fjord.

#### **Denmark and Norway. Skagerrak.**

57. 57° 45.5'N 010° 42.4'E, Skagens Rev.
58. 57° 46.0'N 010° 10.6'E, Tannis Bugt.
59. 57° 44.6'N 009° 51.7'E, Tannis Bugt NW.
60. 57° 26.1'N 009° 03.7'E, Jammerbugt.
61. 57° 08.9'N 008° 38.6'E, Hanstholm NE.
62. 57° 45.0'N 008° 59.0'E, Jammerbugt NNW, Danish - Norwegian border.
63. 57° 30.0'N 008° 00.0'E, Jylland NW-coast - S-coast, Norway.

#### **The North Sea.**

64. 56° 15.0'N 008° 07.0'E, N-S-going zone of the coast of Jyllands W-coast.
65. 55° 39.1'N 007° 42.9'E, Horns Rev N.
66. 55° 34.4'N 007° 59.5'E, Horns Rev E.
67. 55° 26.9'N 007° 09.8'E, Horns Rev WSW.
68. 55° 20.6'N 007° 14.1'E, Horns Rev SW.
69. 55° 20.7'N 008° 14.6'E, Knudedyb NW.
70. 55° 24.0'N 008° 22.4'E, Fanø W and S.

Note The rules concerning prohibition of navigation, anchorage and fishing etc. are stated in DMA order no. 135 of 4 March 2005 (Danish only).

(DMA December 2021. Published 5 January 2022)

#### **A/5 2022**

#### **Denmark. Protective zones around submarine cables and pipelines.**

References A/5 2021 - (repetition).  
A/6 2022.

#### **Details Protective zones around submarine cables and pipelines.**

Before laying out a submarine cable or pipeline is to be started, it will be announced in Efs. In connection with the announcement in Efs, a protection zone of 200m around the laid cable or pipeline is established. When the permanent cable or pipeline is shown in the chart, the cable is covered by the cable order no. 939 of 27 November 1992 on the protection of submarine cables and pipelines (The Cable order). The aim of the protection zone is to protect the installation against damage.

The Danish Maritime Authority informs that the owner can, conditional upon the cable or pipeline being sufficiently protected, apply for an exemption in order to maintain fishing using trawling equipment in the area. Thus, the owner may be exempted from paying damages for lost fishing rights. Applications for exemptions in order to maintain fishing in the safety zone around the cable or pipeline are to be forwarded by the owner of the cable or pipeline to the Danish Maritime Authority and contain a declaration that the submarine cable or pipeline is sufficiently protected against trawling equipment.

(DMA December 2021. Published 5 January 2022)

A/6 2022

**Denmark. Guidelines in connection with damage to submarine cables and pipelines.**

References A/6 2021 - (repetition).  
A/5 2022.

**Details Guidelines in connection with damage to submarine cables and pipelines**

In case of fractures or by any other suspect of damage to submarine cables or pipelines as well as in situations where anchors, fishing nets or other equipment have been partly or fully attached to the submarine cable or pipeline, the position of the ship and the equipment must be determined with as great accuracy as possible. Furthermore, the position must be marked.

In cases where ships or their equipment present a risk of damaging submarine cables and pipelines, the master must contact MAS Duty Officer immediately and without any unnecessary delay, which will arrange contact with the owner of the cable or pipeline. Immediately here-after, the owner of the cable or pipeline will contact the ship in order to solve the situation.

**NMOC (Nationalt Maritimt Overvågnings Center).**

Tel. +45 7285 0370 (please ask for the officer on duty in MAS).

VHF Channel 16 (please call Lyngby Radio which will transfer your call to the duty officer in MAS).

If the master assesses that it is impossible to disengage the ships, anchors or other equipment without a risk of damaging the submarine cable/pipeline, attempts at disengagement must not be made until a permit has been granted by the owner of the cable or pipeline. Contraventions of the order are punishable by fine. Persons causing damage to submarine cables and pipelines may, according to the circumstances, be liable to punishment and liable to pay damages.

Note It may be deadly dangerous to approach damaged submarine cables and pipelines since this may involve a risk of losing ships' buoyancy, explosion, fire, electric shock, etc.

(DC DNK and DMA December 2019. Published 5 January 2022)

A/7 2022

**Denmark. Establishment of prohibited areas.**

References A/7 2021 - (repetition).

**Details Establishment of prohibited areas.**

The Danish Maritime Authority establish prohibited areas on the sea territory in accordance with consolidated act no. 1629 of 17 December 2018 on safety at sea, section 6 (i and vii). Contraventions of the prohibition are punishable in accordance with the same act, section 28 (iii).

(DMA December 2021. Published 5 January 2022)

A/8 2022

**Denmark. Conditions related to aids to navigation, etc. in the Danish buoyage area.**

References A/8 2021 - (repetition).

**Details Conditions related to aids to navigation, etc. in the Danish buoyage area**

The Danish Maritime Authority keeps control with aids to navigation in Danish and Greenlandic buoyage areas and ensures that it is reasonable and necessary as regards the extent of the ship traffic and the magnitude of the risk.

Aids to navigation must not be established without permission from the Danish Maritime Authority, which grants permits for establishing, altering or withdrawing of aids to navigation and navigation systems following applications. The Danish Maritime Authority can issue injunctions to maintain, establish, operate, alter and withdraw aids to navigation.

It is not permitted to place objects, establish illuminated advertisements, signposting or other arrangements in the waters capable of affecting ships' safe navigation. It is not permitted either to moor or secure fishing gear, etc. to the aids to navigation.

In case of collisions with or other damage to aids to navigation, the one causing the damage will, to the greatest extent possible, be held liable to pay any expenses for remedying the damage if it is possible and economically appropriate for the state to identify and make a claim against the one causing the damage.

Damage to or defects or faults in aids to navigation that cannot be immediately remedied must be reported to the Danish Maritime Authority without any delay at [vagts@dma.dk](mailto:vagts@dma.dk), tel. +45 72196040 og +45 7285 0370.

Information about alterations to aids to navigation in Danish, Greenland and Faroese buoyage areas will be published in Notices to Mariners.

In Faroese buoyage area, order no. 229 of 4 April 1989 still applies.

Publication DMA order no. 229 of 4 April 1989 and order no. 45 of 22 January 2015

(DMA December 2021. Published 5 January 2022)



A/9 2022

**AIS buoyage.**

References A/9 2021 - (repetition).

Details **AIS buoyage**

As part of AIS (Automatic Identification System), some types of buoyage, some channels and fixed structures, such as offshore platforms, can be supplemented with AIS Aids to Navigation (AtoN). The purpose of supplementing Aids to Navigation with AIS is among other, to make it easier for ships to identify a specific buoyage, channel or fixed structure.

Ships equipped with an AIS transponder in accordance with the SOLAS Convention can, as a minimum, expect to receive the following Aids to Navigation Report (Message 21):

- MMSI number (identification number)
- Name (of the buoyage)
- Position (of the buoyage)
- Bearing and distance to the observer

**Types of AIS-AtoN.**

Distinction is made between two types of AIS buoyage:

1. Physical/real AIS AtoN - a "real" AIS AtoN Station is a device located ON the physical AtoN or structure, transmitting AIS Message 21. This type is often used for important floating marks.
2. Virtual AIS AtoN - a "Virtual AIS AtoN" is a transmitted AIS-AtoN (Message 21). In this case the AIS AtoN symbol would appear on the display for a specific location, even though there is no physical AtoN or structure. This type is i.a. used as temporary buoyage and to mark sudden danger, for example wrecks and damaged lights, which constitute an obstruction. Virtual buoyage can also be used to mark an area where vessels have to be extra attentive, for example larger vessels with deep draft, which requires additional buoyage related to the physical buoyage in a channel, or a test area for wave power plants.

**Display of AIS markings on ships' AIS equipment.**

The way AIS information is displayed on ships' AIS equipment is listed in tables 4.1, 4.2 and 4.3 of IMO circular SN.1/Circ.243/Rev.1, "Amended Guidelines for the Presentation of Navigation-related Symbols, Terms and Abbreviations", which was enclosed issue Efs 35 2014. The symbols may vary depending on the make of the vessel's equipment.

Symbols for AIS AtoN may be shown in the charts, as shown by the example below:

Note Basic information on AIS buoyage and a list of AIS AtoN Stations in Danish waters are available in Danish List of Lights (Dansk Fyrliste). IMO and IALA publications on AIS AtoN: IMO - "Amended Guidelines for the Presentation of Navigation-related Symbols, Terms and Abbreviations", SN.1/Circ.243/Rev.1 of 23 May 2014. IMO - "Policy on use of AIS Aids to Navigation", MSC.1/Circ.1473 of 23 May 2014. IALA Recommendation A-126, "The Use of the Automatic Identification System (AIS) in Marine Aids to Navigation Services".

(DMA December 2021. Published 5 January 2022)

A/10 2022

**Denmark. Information about buoyage and lights in Danish waters in ice conditions.**

References A/10 2021 - (repetition).

Details **Information about buoyage and lights in Danish waters in ice conditions**

In general, buoyage with lights are not replaced by daymarks in Danish waters. Efforts are made to maintain the buoyage of routes and traffic separation systems during the winter. Buoyage is replaced/withdrawn only in case of heavy ice formation or in order to make passage easier. If buoyage with light is replaced by a daymark or withdrawn, this will be announced in Efs and, in special cases, be published in "Farvandsefterretninger" on the DMA website: [www.soefartsstyrelsen.dk](http://www.soefartsstyrelsen.dk) and/or as Navigational Warning over Lyngby Radio and on NAVTEX. Buoyage may be damaged, be drawn under the ice or drawn away from their position during heavy ice drift and can, thus, not be expected to be in place and in order.

Note The coloured light in lights and buoyage may, due to ice formation, snow or frost, be perceived as white and the range of the light may be strongly reduced.

(DMA December 2021. Published 5 January 2022)

A/11 2022

**Denmark. Broadcasting periods for special services via Lyngby Radio.**

References A/11 2021 - (repetition).

Details **Broadcasting periods for special services via Lyngby Radio**

Ice reports are broadcasted at 1305 (UTC) on:

MF 1734, 1758 and 2586 kHz.

VHF channel 1, 2, 3, 4, 5, 7, 18, 62, 63, 64, 65 and 66.

After their receipt, Navigational Warnings will be transmitted at 03 or 33 minutes past the hour, whichever comes first, after having been announced on channel 16 and MF DSC on 2187.5 kHz. Subsequently, the warnings will be repeated at the following times: 0133, 0533, 0933, 1333, 1733 and 2133 (UTC) on:

MF 1734, 1758 and 2586 kHz.

VHF channel 1, 2, 3, 4, 5, 7, 18, 62, 63, 64, 65 and 66.

Galewarnings will be transmitted immediately after reception, and will be repeated at the same times and channels as the Navigational warnings.

(Lyngby Radio December 2020. Published 5 January 2022)

A/12 2022

**Denmark. Broadcasting of Navigational Warnings on long wave.**

References A/12 2021 - (repetition).

Details **Broadcasting of Navigational Warnings on long wave**

Transmission of Navigational Warnings (farvandsefterretninger) from DMA are transmitted daily at hours 1803 on long wave frequency 243 kHz.

(DMA December 2021. Published 5 January 2022)

**DANISH MARITIME AUTHORITY**

A/13 2022

**Denmark. Broadcasting of meteorological reports.**

References A/14 2022.  
A/15 2022.  
A/13 2021 - (repetition).

**Details Broadcasting of meteorological reports**

Broadcasts of weather overview, weather forecasts and possibly wind, gale and storm warnings. Regarding the issuing of warnings of ice accretion, see A/15.

1. Broadcasts via **Danmarks Radio's** long waves (every day), time in Central European Time.  
At 0545, 0845, and 1745 hours:  
Weather overview and forecast for Denmark, southern Baltic, western Baltic, The Belts and The Sound, Kattegat, Skagerrak, Fisher, German Bight, and possibly gale and storm warnings. Latest observations of wind and weather from Danish and foreign stations.  
At 1145 and 1745 hours the following is also broadcasted:  
7-days forecast for Denmark and 5-days forecast for The Baltic Sea (southern Baltic, western Baltic), Domestic Waters (The Sound, the Belts and Kattegat), Skagerrak, The North Sea (Fisher, German Bight, Forties, Dogger and Humber).
2. Broadcasts via **Lyngby Radio** on MF and VHF.  
Gale and storm warnings and warnings of ice accretion will be transmitted via Lyngby Radio according to the list below.  
The warnings are broadcasted in Danish and English on the frequencies and the channels specified in the table at next page and will be broadcasted after announcement on VHF channel 16 and DSC on 2187.5 kHz. The warnings will be repeated on 2182 kHz and VHF channel 16 at the end of the silence period, occurring at least half an hour later. Warnings regarding heavy ice accretion will be repeated after announcement on 2182 kHz and on VHF channel 16, 3 minutes past every odd hour until cancellation. Warnings for all districts will be broadcasted on MF.  
On VHF warnings are broadcasted when a warning is available for one or more of above mentioned areas. Broadcast always on all VHF channels: 1, 2, 3, 4, 5, 7, 18, 62, 63, 64, 65 and 66. The table at the next page shows the VHF channels (positions) used for each warning area.

**MF**

Lyngby Radio 1734, 1758 and 2586 kHz

Warning area	<b>VHF</b>	
	Channel	Location
2. Southern Baltic	1	(Bornholm/Årsballe)
	2	(Møn)
3. Western Baltic	18	(Svendborg)
	1	(Bornholm/Årsballe)
	62	(Als)
	7	(Karleby)
	3	(Copenhagen)
4. The Belts and The Sound	2	(Mern)
	3	(Copenhagen)
	63	(Vejby)
	62	(Als)
	18	(Svendborg)
	7	(Anholt)
	66	(Fornæs)
	7	(Karleby)
	1	(Røsnæs)
	65	(Vejle)
5. Kattegat	3	(Frejlev)
	7	(Anholt)
	66	(Fornæs)
	3	(Copenhagen)
	63	(Vejby)
	1	(Røsnæs)
	65	(Vejle)
	63	(Hirtshals)
	64	(Læsø)
	4	(Skagen)
6. Skagerrak	2	(Bovbjerg)
	1	(Hanstholm)
	63	(Hirtshals)

**DANISH MARITIME AUTHORITY**

	64	(Læsø)
	4	(Skagen)
8. Fisher	63	(Hirtshals)
	7	(Blåvand)
	2	(Bovbjerg)
	1	(Hanstholm)
9. German Bight	7	(Blåvand)
	2	(Bovbjerg)

3. Requests for weather reports from both Danish and foreign ships will be met by Lyngby Radio.

(Lyngby Radio November 2018 and DMI December 2021. Published 5 January 2022)

A/14 2022

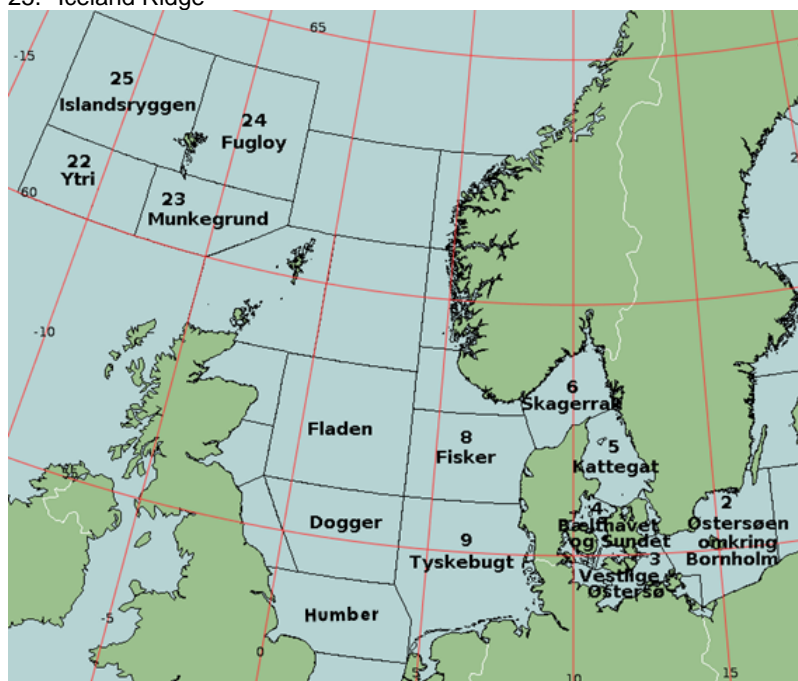
### Denmark. Broadcasting of meteorological information. Marine forecast areas.

References A/14 2021 - (repetition).  
A/13 2022.  
A/15 2022.

#### Details **Broadcasting of meteorological information. Marine forecast areas.**

Broadcast of meteorological marine forecasts are for the following areas, incl. the 3 areas in The North Sea from the 5-days forecast. The areas are shown on the map below:

2. Southern Baltic
3. Western Baltic
4. The Belts and The Sound
5. Kattegat
6. Skagerrak
8. Fisher
9. German Bight
- Forties
- Dogger
- Humber
22. Ytri
23. Munkgrund
24. Fugloy
25. Islandsryggen



(DMI December 2020. Published 5 January 2022)

A/15 2022

**Denmark. Greenland. Faroe Islands. Broadcasting of ice accretion warnings.**

References A/13 2022.  
A/14 2022.  
A/17 2021.  
A/15 2021 - (repetition).

**Details Broadcasting of ice accretion warnings.**

Ice accretion warnings are divided into three categories determined by the diagrams on page 17:

<b>Light ice accretion:</b>	<b>1 - 3cm in 24 hours</b>
<b>Ice accretion:</b>	<b>4 - 14cm in 24 hours</b>
<b>Heavy ice accretion:</b>	<b>more than 15cm in 24 hours</b>

As far as possible warnings are broadcast 30 hours before the ice accretion conditions are expected to occur by Lyngby Radio and Asiaat radio.

The warnings will only be cancelled when the criteria for ice accretion are no longer met. It is often difficult for the meteorologists to predict air temperatures over open sea and thus difficult to portend a degree of ice accretion. The master is therefore recommended to use the diagram with the wind speed and the temperatures observed on board. This way the master is able to make a good assessment of the amount of ice expected within the next few hours. In the diagram it is e.g. shown that a wind speed of 17 - 20 m/s, an air temperature of  $\geq 8$  IC, and a sea temperature of 1 IC will give cause for ice accretion (4 - 14cm in 24h).

For warning districts 2 - 6 and 8 - 9 (cf. A/17, page 15) ice accretion warnings are broadcast at expected wind speeds of 7 m/s and at air temperatures of  $\geq 2$  IC. Ice accretion warnings are reported as light at wind speeds 7 m/s and 10 m/s.

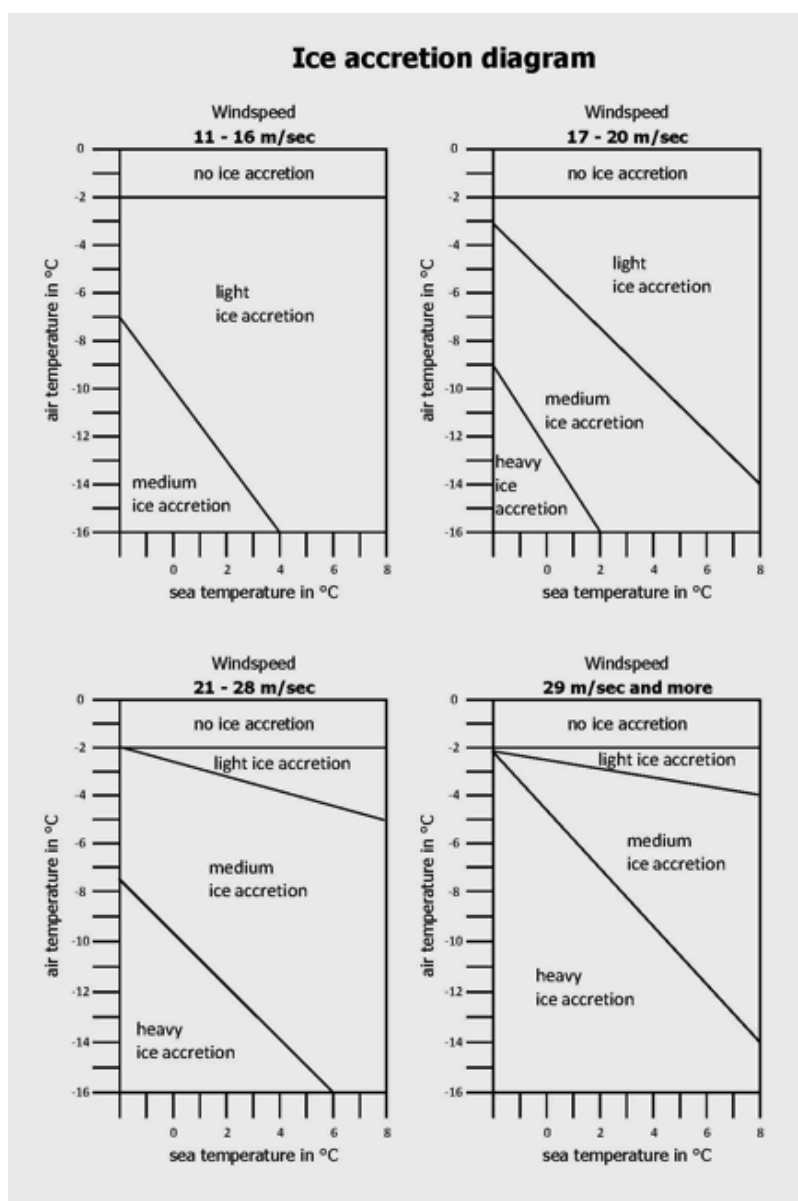
For warning districts 22 - 25 and Greenlandic waters the warnings are broadcast at expected wind speeds of 11 m/s and air temperatures of  $\geq 2$  IC.

Please notice that, according to executive order no. 9848 of 12 April 2007 on safety of navigation, at any air temperatures below freezing forthwith in connection with strong breezes, causing heavy ice formations on the ship's superstructure, the master is responsible for reporting this by all means available to ships in the vicinity and to the competent authorities on the first place on the coast which he can contact.

Radio reports of ice accretion are sent as safety reports and should include:

- 1) Date and time (UTC) along with the ship's position at the time of the observation,
- 2) Air temperature,
- 3) Seawater temperature (if possible),
- 4) Wind force and direction,
- 5) Description of the ice accretion, etc.

Reports of ice accretion given from a ship at sea to a Danish coast radio station will be sent to the relevant authority at no expense to the sender regardless of nationality.



(DMI December 2020. Published 5 January 2022)

A/16 2022

**Transmission of Navigational Warnings and meteorological reports by NAVTEX.**

References A/18 2022.  
A/22 2022.  
A/16 2021 - (repetition).

**Details Transmission of Navigational Warnings and meteorological reports by NAVTEX.**

Denmark transmits warnings and other reports to the shipping in Danish waters by NAVTEX. Danish waters are covered by the Swedish and Norwegian transmitting stations Gislövhammar and Grimeton (SE) as well as Rogaland Radio and Jeloya (NO).

Greenlandic waters are covered by two transmitters located in Iceland at Grindavik and Saudarnes (East Greenland) and three transmitters located at Igdlutaligssuaq, Simiutaq and Upernavik (West Greenland). The transmissions are controlled by Joint Arctic Command (JACMD).

The Faroese waters are covered by a transmitter located in Tórshavn. The transmissions are carried out by MRCC Tórshavn.

Note As regards transmission times/areas, reference is made to the radio manuals, such as the Admiralty List of Radio Signals, volume 5.

(DMA December 2021. Published 5 January 2022)

A/17 2022

**Greenland. Transmission of meteorological notices. Warning areas.**

References A/17 2021 - (updated repetition).

Details **Transmission of meteorological notices. Warning areas.**

Warning areas for Greenlandic waters, see diagram below.

1. Weather forecasts, sea forecasts and any gale and storm warnings as well as warnings against ice accretion are transmitted by Kalaallit Nunaata Radio (KNR) over local FM transmitters on 90.5 - 104.0 MHz. As regards the broadcasting time, reference is made to the programs of KNR available at any time.
2. Gale and storm warnings as well as warnings against ice accretion is transmitted by Aasiaat Radio. A complete list of frequencies can be obtained in ITU List IV - List of Coast Stations and Special Service Stations. Mariners can obtain information regarding warnings in force by contacting Aasiaat Radio.

Warnings are transmitted on all working channels without regard to warning district.

The warnings are transmitted as fixed transmissions at 0605, 1005, 1505 and 2005 hours local Greenland west coast time. The transmissions are announced at 2182 kHz and VHF channel 16 shortly after the silence period, and the warnings are read aloud on work frequencies and channels.

Warnings received for transmission at times other than those above are transmitted on work frequencies and channels following previous announcement on MF DSC (2187.5 kHz), the emergency traffic channels 2182 kHz and VHF channel 16 and are repeated at the expiry of the silence period that starts at least half an hour later. The warnings are transmitted in English, Greenlandic and Danish on the frequencies and channels listed.

(JACMD November 2014 and DMI and Tusass December 2021. Published 5 January 2022)

**DANISH MARITIME AUTHORITY**



**DANISH MARITIME AUTHORITY**



A/18 2022

**Greenland. Transmission of Local warnings, Navigational warnings and NAVTEX.**

References A/18 2021 - (updated repetition).

Details

**Transmission of Local warnings, Navigational warnings and NAVTEX.**

JRCC Greenland transmit Navigational warnings to mariners by Local warnings, Navigational warnings and by NAVTEX. Mariners are dependent on the reports made by seafarers such as unlit lights, damaged beacons and unknown rocks etc. It is possible to make such reports directly by telephone to the JRCC Greenland or via the police, local bailiffs, commercial directors and Aasiaat radio.

**Local warnings** are transmitted over Kalaallit Nunaata Radio (KNR) 1700 hours and 1800 hours local time and are read in Danish and Greenlandic.

**Navigational warnings** are transmitted by Aasiaat Radio in Danish, Greenlandic and English. The warnings are transmitted after the first silence period when received and after prior announcement on the emergency and calling frequencies MF (2182 kHz) and VHF channel 16. Subsequently, in connection with the traffic lists after previous announcement on the emergency and calling frequencies MF DSC (2187.5 kHz), MF (2182 kHz) and VHF channel 16. Navigational Warnings will be transmitted on all working frequencies and channels. For a list of frequencies refer to the ITU List IV - List of Coast Stations and Special Service Stations.

Ships can acquire information about the Navigational Warnings applicable in a sea area by contacting Aasiaat Radio or by contacting JRCC Greenland directly.

**Navigational warnings on NAVTEX** is transmitted by JRCC Greenland regarding the West-Greenlandic waters from the NAVTEX-transmitters at Simiûtaq, Igdlutaligssuaq and Upernavik.

**Simiûtaq - 60° 41' N 46° 35, W.**

NAV/MET Area: IV

NAVTEX ID: M

NAVTEX-frequency: 518 kHz

Broadcast hours: 0200, 0600, 1000, 1400, 1800 and 2200 UTC

Range: 300nm

The station transmits safety information to the following Greenlandic meteorological warning areas: 5. Timmiarmiut, 6. Nunap Isuata Kangia, 7. Nunap Isuata Kitaa and 8. Nunarsuit.

**Igdlutaligssuaq (Kook Island) - 64° 04, N 52° 01' W.**

NAV/MET Area: IV

NAVTEX ID: W

NAVTEX-frequency: 518 kHz

Broadcast hours: 0340, 0740, 1140, 1540, 1940 and 2340 UTC

Range: 300nm

The station transmits safety information to the following Greenlandic meteorological warning areas: 9. Narsalik, 10. Meqqitsoq and 11. Attu.

**Upernavik - 72° 47' N 56° 09' W.**

NAV/MET Area: XVIII

NAVTEX ID: I

NAVTEX-frequency: 518 kHz

Broadcast hours: 0120, 0520, 0920, 1320, 1720 and 2120 UTC

Range: 300nm

The station transmits safety information to the following Greenlandic meteorological warning areas: 12. Uiffaq, 13. Qimusseriarsuaq and 14. Kiatak.

**Navigational warnings via NAVTEX** is transmitted by JRCC Greenland regarding the East-Greenlandic waters from the NAVTEX-transmitters located on Iceland at Grindavik and Saudanes.

**Reykjavik Radio/Grindavik - 64° 05' N 21° 51' W.**

NAV/MET Area: I

NAVTEX ID: X  
NAVTEX-frequency: 518 kHz  
Broadcast hours: 0350, 0750, 1150, 1550, 1950 and 2350 UTC  
Range: 450nm

The station transmits messages to the following Greenlandic meteorological warning areas:  
3. Aputiteeq, 4. Kulusuk and 5. Timmiarmiut.

**Reykjavik Radio/Saudanes** - 66° 11' N 18° 57' W.

NAV/MET Area: I  
NAVTEX ID: R  
NAVTEX-frequency: 518 kHz  
Broadcast hours: 0250, 0650, 1050, 1450, 1850 and 2250 UTC  
Range: 450nm

The station transmits messages to the following Greenlandic meteorological warning areas:  
1. Daneborg, 2. Kangikajik and 3. Aputiteeq.

Note Responsible authority is JRCC Greenland, who edits and transmit messages on behalf of the Danish Maritime Authority.

Publication GMDSS.1/Circ.16 from 5 February 2014.  
(JACMD and DMA November 2017 and Tusass December 2021. Published 5 January 2022)



**DANISH MARITIME AUTHORITY**

A/19 2022

**Greenland. The Greenland Ice Service including dissemination of ice charts and ice reports for the Greenland marine areas.**

References A/19 2021 - (updated repetition).

Details **The Greenland Ice Service including dissemination of ice charts and ice reports for the Greenland marine areas.**

The Greenland Ice Service is managed by DMI Operations in Copenhagen.

	<b>DMI Greenland Ice Service</b> Lyngbyvej 100, 2100 København Ø Tlf. +45 3915 7315 E-mail: iskort@dmi.dk Web: <a href="https://www.dmi.dk/gronland/is/">https://www.dmi.dk/gronland/is/</a>
--	--

All information provided by the DMI Ice Service must be considered as guidance for the master. The DMI Ice Service is staffed year-round 7 days/week with ice analyst trained in advanced satellite image analysis for navigational use.

**Description of ice information**

The DMI Ice Service provides regional and local ice information, including ice charts and ice report based on various types of data from spacebased radar, delivered in Near Real Time, and independent of darkness or daylight.

The primary area of observation is the South Greenland Shore region Timmiarmiut - Kap Farvel - Paamiut (Frederikshåb) or as far north as the multi-year ice regime goes, and out to about 120 NM from shore.

Additionally, ice charts for use to navigation will be issued, depending on the extent of the ice and the amount of traffic.

After a regional ice issued for the Kap Farvel, a NAVTEX bulletins published. It is also called the "reduced ice report" and contain lat-lon positions for the multi-year ice distribution near Kap Farvel. Infrequently reduced ice reports are issued for regions outside Kap Farvel.

The ice report is available on the NAVTEX system and can also be obtained via Aasiaat Radio.

The NAVTEX report has the following format:

Reduced ice report South Greenland1 (dato og tid (UTC))

Conc of ice/polar ice observed inside 5925N 4358W 5930N 4420W fullstop

The value of ice charts and ice report decreases as it get older and after a couple of days it has only statistical value.

**Distribution of ice information**

All published ice information in dmi.dk, email briefings or telephone briefings are free of charge

Telephone:

Ice information along route or at destination can be obtained directly from the Ice Service at +45 39 15 73 15, weekdays hours 0800-1900 LT, weekends and holidays hours 0800-1700 LT.

Outside office hours ice service staff is not on duty but in case of urgency, DMI chief forecaster can be contacted at +45 39 15 72 45

Coastal Radio:

The reduced ice report can be acquired from Aasiaat Radio (24/7 duty)

E-mail:

By request to the Ice Service, ice reports can be received by e-mail. An e-mail specifying which area is requested (Kap Farvel, East Coast or West Coast), should be sent to iskort@dmi.dk. An ice map has a size of approx. 100-300 kB:

All published ice information is available at local harbour offices.

Kalaallit Nunaata Radio (KNR):

The Inshore ice report is transmitted KNR service messages

Internet:

The latest inshore ice report is available in Danish and Greenlandic at dmi.dk. Latest regional ice chart are available at dmi.dk

Facebook:

The Inshore Ice Report and annotated satellite imagery are published at the ice Service Facebook group. Access can be granted by contacting the Ice Service.

Dropbox:

Annotated satellite imagery is distributed to dropbox immediately after an inshore ice report is issued. Access can be granted via direct contact to the Ice Service

NAVTEX:

The NAVTEX ice report: Greenlands West [I], [M], [W] og Greenland East [X], [R].

## Areas:

South Greenland	=	South of 62° 00' N.
West Greenland	=	Vest, north of 62° 00' N.
East Greenland	=	East, north of 62° 00' N.

(DMI and Tusass December 2021. Published 5 January 2022)

A/20 2022

**Greenland. Information about JACMD.**

References A/20 2021 - (updated repetition).

## Details

**Information about JACMD.**

Joint Arctic Command (JACMD) is located in Nuuk.

The primary tasks of JACMD in Greenland are sovereignty assertion, including monitoring and fisheries inspection, maritime rescue services, hydrographic survey, station services, planning of defence tasks, maritime environmental monitoring, and participation in pollution prevention, the mandatory ship reporting system GREENPOS, transmission of Navigational Warnings via KNR and the coast radio stations. JACMD is also the operator of NAVTEX.

**JACMD**

Tlf.: +299 364000

Fax: +299 364099

Iridium: 00881677754507

Email: FKO-KTP-AKO@mil.dk

## Fisheries inspection:

As regards fisheries inspection, JACMD and the Greenland Fisheries Licence Control Authority (GFLK) cooperate closely on the fishing vessels' obligation to report their arrival, departure and catch. The fisheries inspection of the Defence monitors that the fishing vessels in the Greenland fishing territory comply with the acts and orders that apply to the fishing industry.

(JACMD December 2021. Published 5 January 2022)

**DANISH MARITIME AUTHORITY**

A/21 2022

**Greenland. The search and rescue service in Greenlandic waters.**

References A/20 2022.  
A/23 2022.  
A/24 2022.  
A/21 2021 - (updated repetition).

**Details The search and rescue service in Greenlandic waters.**

The management of the search and rescue service (SAR) in Greenland is divided between Joint Arctic Command (JACMD), the Air Rescue Coordination Center and the Commissioner of Police in Greenland. Joint Arctic Command and the Air Rescue Coordination Center are co-located in Nuuk.

JACMD, which operate JRCC Greenland, is responsible for the management of the maritime rescue service, meaning the search and rescue of vessels in distress of any type on or below the surface of the sea, irrespective of whether the measures are carried out at sea, from the air or ashore.

Naviair, which operate the Flight Information Center (FIC) Sondrestrom, is responsible for the management of the air navigation service, meaning search and rescue of persons in distress by aircraft, irrespective of whether the measures are carried out from the air, at sea or ashore.

The Commissioner of Police in Greenland is responsible for the management of the local rescue service, meaning search and rescue operations in local sea areas, as well as for search and rescue operations ashore.

JACMD has the operational control of the entire stock of Danish ships and vessel equipment used for search and rescue operations and is authorised to assign these ships and vessels specific search areas. However, at any time each individual master bears the full responsibility for their own ship and crew. In this connection, attention is drawn to chapter V, regulation 33, of Notice B from the Danish Maritime Authority (identical to SOLAS convention, chapter V, regulation 33), according to which the master of a ship, be it Danish or foreign, who receives information from any source while at sea that persons are in distress at sea and who is able to provide assistance is bound to proceed with full speed to their assistance. Any master who, at his own initiative, launches a search or rescue operation in Greenland waters must, as soon as possible, inform JACMD about the decision taken.

Contact (24 hours a day):

**JRCC GREENLAND**

Tel. +299 36 40 10  
Fax +299 36 40 99  
Iridium 00881677754507  
E-mail FKO-JTP-A-JRCC@mil.dk

**Naviair (As a part of JRCC Greenland)**

Tel. +299363304  
Fax: +299363309  
Email: Fic@naviair.dk

**Commisioner of Police in Greenland**

Tel. +299 701448  
Fax: +299 324194  
Email: GRL-OPA-FOREBYG@politi.dk

**Calling the maritime rescue service in the waters around Greenland**

General remarks:

Distress calls and thus the launching of a rescue operation may depend on a ship station intercepting and transmitting the distress call to Aasiaat radio, JRCC Greenland or the police. Consequently, the DMA therefore requests all ships to keep a proper listening watch as required by means of the radio equipment on board. Ships with DSC equipment keep a watch on the DSC emergency frequencies, and ships with VHF radio systems keep a continuous listening watch on VHF channel 16 when the ship is at sea. Ships must in general and when possible, keep a continuous listening watch on VHF channel 16.

Attention is drawn to the fact that Aasiaat radio has discontinued the listening watch on MF (2182 kHz) in 2004 and that distress calls in A2 sea area must be made by MF DSC equipment.

Safety of navigation:

Attention is drawn to the ship reporting systems adopted by the IMO, GREENPOS and KYSTKONTROL, see A/23 and A/24.

The GREENPOS system is mandatory for all ships engaged on voyages to or from Greenland waters and within the Greenland continental shelf or the EEZ.

GREENPOS reports are to be given to JRCC Greenland, possibly via Aasiaat radio.

Coast control reports include all ships of 20 GT and above as well as fishing vessels engaged on voyages between Greenland ports and places of call. These ships are to provide Aasiaat radio with coast control reports. JRCC Greenland and Aasiaat radio will, on the basis of the reports received, keep a continuous overview of the position in Greenland waters of the ships participating in the reporting system so that it is possible at any time to establish a search and rescue operation on sufficient basis.

Publication Ships Routeing Edition 2019. Admiralty List of Radio Signals Vol. 5.

(DMA and JACMD December 2021. Published 5 January 2022)

A/22 2022

**Faroe Islands. Transmission by NAVTEX.**

References A/16 2022.

A/22 2021 - (repetition).

Details

**Transmission by NAVTEX.**

As a part of the Global Maritime Distress and Safety System (GMDSS) safety messages of importance for the waters surrounding the Faroe Islands will be transmitted from the Faroese NAVTEX-transmitter at Tórshavn (Radio).

NAV/MET Area: I

NAVTEX ID: D

NAVTEX-frequency: 518kHz

Broadcast hours: 0030, 0430, 0830, 1230, 1630 and 2030 UTC

Range: 300nm

Note Responsible operational authority is MRCC Tórshavn, who edits and prioritizes the messages on behalf of Danish Maritime Authority.

Publication GMDSS.1/Circ.16 from 5 February 2014.

(DMA December 2021. Published 5 January 2022)

A/23 2022

**Greenland. Information on the GREENPOS system.**

References A/21 2022.

A/24 2022.

A/23 2021 - (updated repetition).

Details

**Information on the GREENPOS system.**

1. The GREENPOS reporting system is mandatory. The system applies to all ships on voyage to and from Greenlandic waters and inside the Greenlandic continental shelf or exclusive economic zone. The ships are to report their position, course, speed and actual weather information every 6 hour.
2. When joining the system, the ship must send a sailingplan (SP) with the following information:
  - GREENPOS - SP
  - A. SHIP NAME/CALL SIGN
  - B. DATE AND TIME (151632UTC)
  - C. PRESENT POSITION
  - E. COURSE
  - F. SPEED
  - I. DESTINATION AND ESTIMATED TIME OFF ARRIVAL
  - L. ROUTE
  - S. ACTUAL WEATHER AND ICE INFORMATION
  - X. PERSONS ONBOARD (POB XX)
3. After joining the system the ship must send a position report (PR) every 6 hour (at 0000, 0600, 1200, 1800 UTC). The PR includes the following information:
  - GREENPOS - PR
  - A. SHIP NAME/CALL SIGN
  - B. DATE AND TIME
  - C. PRESENT POSITION
  - E. COURSE
  - F. SPEED
  - S. ACTUAL WEATHER AND ICE INFORMATIONS
4. When the ship leaves the reporting area (Greenland EEZ) or upon arrival at the Greenlandic destination the ship must send a final report (FR) including the following information:
  - GREENPOS - FR
  - A. SHIPS NAME/CALL SIGN
  - B. DATE AND TIME GROUP
  - C. PRESENT POSITION
  - S. ACTUAL WEATHER AND ICE INFORMATIONS
5. If the ship changes destination or alter its route, the ship must send a deviation report (DR) including the following information:
  - GREENPOS - DR
  - A. SHIPS NAME/CALL SIGN
  - B. DATE AND TIME

C. PRESENT POSITION  
L. SHORT DESCRIPTION OF NEW ROUTE.

6. As the system is a part of the "search and rescue" assistance system it is important that the ship reports in accordance with the above. If the ship is more than 30 minutes overdue with its report, JRCC Greenland are obliged to investigate the ships missing report and if JRCC Greenland is unable to establish contact with the ship, JRCC Greenland will initiate a search and rescue mission.
7. All reports are to be sent directly to JRCC Greenland or via Aasiaat radio:

**JRCC Grønland**  
INMARSAT C: 433 116 710  
E-mail: greenpos@jrcc.gl  
Tlf.: +299 364010  
Fax: +299 364099  
Iridium: 00881677754507

**Aasiaat Radio**  
Via radio VHF, MF, HF  
E-mail: oyr@tusass.gl  
Tel. +299 130000, +299 386993  
Fax +299 892777

Publication Ships' Routeing Edition 2019.

(JACMD December 2020 and Tusass December 2021. Published 5 January 2022)

---



**DANISH MARITIME AUTHORITY**

A/24 2022

**Greenland. Information on COASTAL CONTROL system.**

References A/21 2022.  
A/23 2022.  
A/24 2021 - (updated repetition).

**Details Information on COASTAL CONTROL system.**

1. The COASTAL CONTROL reporting system is mandatory to ships larger than 20 BRT on voyage to and from Greenlandic harbours and ports of call. The ships are to report their position, course and speed every 24th hour.
2. When joining the system, the ship must send a sailing plan (SP) with the following information:  
COASTAL CONTROL - SP  
A. SHIP NAME/CALL SIGN  
B. DATE AND TIME (151632UTC)  
C. PRESENT POSITION  
E. COURSE  
F. SPEED  
I. DESTINATION AND ESTIMATED TIME OFF ARRIVAL  
L. ROUTE  
X. PERSONS ONBOARD (POB XX)
3. After joining the system the ship must send a position report (PR) every 24th hour.  
The PR includes the following information:  
COASTAL CONTROL - PR  
A. SHIP NAME/CALL SIGN  
B. DATE AND TIME  
C. PRESENT POSITION  
E. COURSE  
F. SPEED
4. When the ship leaves COASTAL CONTROL either on arrival to port or when joining GREENPOS the ship must send a final report (FR) including the following information:  
COASTAL CONTROL - FR  
A. SHIPS NAME/CALL SIGN  
B. DATE AND TIME GROUP  
C. PRESENT POSITION
5. If the ship changes destination or alter its route, the ship must send a deviation re- port (DR) including the following information:  
COASTAL CONTROL - DR  
A. SHIPS NAME/CALL SIGN  
B. DATE AND TIME  
C. PRESENT POSITION  
L. SHORT DESCRIPTION OF NEW ROUTE.
6. As the system is a part of the "search and rescue" assistance system it is important that the ship reports in accordance with the above. If the ship is more than 1 hour overdue with its report, the coast radio stations are obliged to report to the police. It is the police who decide whether to initiate a search and rescue mission.
7. All reports are to be send directly to:

**Aasiaat Radio**

Via radio on VHF, MF, HF or  
E-mail: [oyr@tusass.gl](mailto:oyr@tusass.gl)  
Tel. +299 130000, +299 386993  
Fax +299 892777

(JACMD December 2020 and Tusass December 2021. Published 5 January 2022)



A/25 2022

**Radio reporting service AMVER.**

References A/25 2021 - (repetition).

Details **Radio reporting service AMVER.**

AMVER (Automated Mutual Assistance Vessel Rescue System) is a reporting service led by the US Coast Guard that is open to all ships on voyages in the Atlantic Ocean and the Pacific Ocean. Ships that want to participate can, free of charge, transmit reports on their positions and movements via Inmarsat-C and a number of designated coast radio stations to sub-sequently form part of an AMVER plot. The purpose of AMVER is to determine fast in an emergency what ships are in the vicinity that could be of assistance. On the other hand, the intention of AMVER is not to control the voyages of each individual ship.

Additional information about AMVER and instructions on the drawing up and transmission of reports on positions and movements is available on the AMVER website [www.amver.com](http://www.amver.com)

Contact details for AMVER are:

**AMVER Maritime Relations**

1 South Street  
USCG Battery Park Building  
New York, NY  
10004-1499  
USA  
Tel. +001 212 232 3862  
E-mail: [benjamin.m.strong@uscg.mil](mailto:benjamin.m.strong@uscg.mil)

Note The material is also available in Danish, and if you request it in writing, it should be stated in which language the material is requested.

(United States Coast Guard 8 December 2020. Published 5 January 2022)

A/26 2022

**Danish Maritime Authority's (DMA's) nautical publications.**

References A/26 2021 - (repetition).

Details **Danish Maritime Authority's (DMA's) nautical publications.**

The Danish Maritime Authority publishes the following publications:

Navigation through Danish Waters, Danish List of Lights (Dansk Fyrliste), Afmærkning af danske farvande (Danish only) and Efterretninger for Søfarende (Efs).

All the publications can be downloaded free of charge at [www.soefartsstyrelsen.dk](http://www.soefartsstyrelsen.dk). Afmærkning af danske farvande is also sold by Iver C. Weilbach & Co. A/S - se [www.weilbach.com](http://www.weilbach.com).

Efs announcements is released continuously and is collected in a weekly edition every Wednesday. The Efs announcements and the weekly edition can be found on DMA's Homepage [www.soefartsstyrelsen.dk](http://www.soefartsstyrelsen.dk).

Notifications of errors and/or omissions are welcome and should be submitted to Efs via e-mail: [efs@dma.dk](mailto:efs@dma.dk). DMA has no liability for damage caused by possible errors in the publications.

(DMA December 2021. Published 5 January 2022)

A/27 2022

**The Danish Geodata Agency's (GST's) nautical products. Charts and publications and their maintenance.**

References A/27 2021 - (updated repetition).

Details

**The Danish Geodata Agency's (GST's) nautical products. Charts and publications and their maintenance.**

Official Danish paper charts and print publications covering Danish and Greenlandic waters are issued by GST. Charts and publications can be obtained via Rosendahls, Vandtårnsvej 83A, 2860 Søborg, Denmark, tel. +45 7022 9999, e-mail: kundeservice@rosendahls.dk. Homepage: www.kobsokort.dk.

Danish Geodata Agency is part of an international cooperation, and as such distributes Danish and Greenlandic electronic charts (ENC), via the "Regional ENC Coordination Center" (RENC) situated in England and named "IC-ENC".

**Publishing**

The following net publications are published in Danish and English, and can be downloaded free of charge at GST's homepage:

- Product Catalogue with index of charts.
- Kort 1 - INT 1 (symbols, abbreviations and terms used on charts)
- Behind the Nautical Chart (surveying, reliability and use)
- Danish Chart Corrections
- Greenland Pilot - General Information about Greenland
- Greenland Pilot - Sailing Directions for East Greenland
- Greenland Pilot - Sailing Directions for West Greenland
- Greenland Pilot - Explanation of the place names.

The following print publication is published by GST and sold by Rosendahls, see: www.kobsokort.dk.

- Den danske Lods II (Danish Sailing Directions).

Updated information on all Danish harbours and bridges can be accessed on www.danskehavnelods.dk.

Updated information on all Greenland harbours can be accessed on www.gronlandskehavnelods.dk.

Information on current editions of paper charts and latest print of these is given continuously on www.gst.dk.

Publication of charts (new editions, updated reprints and new charts) is announced in Danish Chart Corrections.

Updated reprints do not cancel the previous print of the same edition but due to the continuous correction work, users are advised to order updated reprints. When extensive changes occur the paper charts will be published as new editions which will cancel the previous edition. As updated paper charts are most important for safe navigation users are recommended to keep paper charts updated and always use the latest edition. Cancelled paper charts and publications should not be used as Danish Notices to Mariners, Danish Chart Corrections and supplements to the publications only refer to the latest edition.

Please note that corrections to paper charts after the date of printing must be carried out by the user.

**Updating**

GST publishes Danish Chart Corrections weekly, describing in Danish and English the corrections necessary for the maintenance of paper charts and publications. Danish Chart Corrections can be accessed on www.gst.dk. Danish Notices to Mariners provide information of significance to navigation, including information of preliminary and temporary character. Part of this information may be of importance to paper charts and publications and should be added as amendments or remarks.

Users of Danish Chart Corrections with internet access can download the publication free of charge to their own PC or print corrections from the GST website. The digital issue of Danish Chart Corrections is published every Wednesday and can be obtained at the GST website.

Notifications of errors and omissions on charts and nautical publications are appreciated and should be submitted to GST, Lindholm Brygge 31, 9400 Nørresundby, Denmark, e-mail soe@gst.dk.

**Copyright**

All charts, harbour plans and nautical publications published by GST are protected by copyright. GST's copyright includes any and all corrections to charts, harbour plans and nautical publications.

The distribution of any partial or complete copy of the above-mentioned charts, harbour plans and nautical publications and corrections, whether by copying or by release of their contents in original or revised form, is prohibited.

The corrections to charts, harbour plans and nautical publications are permitted for use by individual mariners or navigators in updating or correcting their legal copies of charts, harbour plans and nautical publications published by GST.

Any other use of the charts, harbour plans and nautical publications requires entry into a written contract with GST. Requests for such contract entries can be submitted to soe@gst.dk.

(GST December 2021. Published 5 January 2022)

A/28 2022

**Danish Meteorological Institute's (DMI's) publications.**

References A/28 2021 - (repetition).

Details **Danish Meteorological Institute's (DMI's) publications.**

Danish Meteorological Institute (DMI) publishes the following publications:

Tide tables for Danish, Faroese and Greenlandic waters.

The publications can be downloaded at [www.dmi.dk](http://www.dmi.dk).

(DMI December 2021. Published 5 January 2022)

\*

A/28 2022

**Containervessels navigating in the North Sea, in certain weather and wave conditions.**

References A/29 2021 - (updated repetition).

Details **North Sea, container ships sailing under certain types of weather and wave conditions north of the German and Dutch Wadden Sea islands.**

Masters of ships transporting containers on deck, when planning their passage through the waters north of German and Dutch Wadden Islands, either eastbound or westbound, and making use of the traffic separation schemes located in this area, should be aware of the risk of loss of containers to the sea under unfavourable weather conditions. This risk becomes particularly imminent during heavy sea conditions and high waves from a north or northwest direction.

In particular the following classes of containerhips risk losing containers to the sea under the following unfavourable circumstances:

Containerhips with a length of 200 metres or more when wave heights exceed 4.5 metres. These ships are recommended to take the Northern route i.e. the TSS East Friesland and TSS German Bight Western Approach in order to avoid bottom contact;

Containerhips with a length between 100 and 200 metres when wave heights exceed 3.3 metres. These ships are recommended to take appropriate measures and alter course if necessary to avoid coming transverse to the wave direction.

(DMA December 2021. Published 5 January 2022)