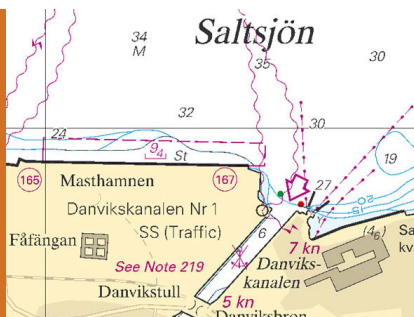


## Notices to Mariners, SWEDEN Swedish Maritime Administration



### Areas in Swedish Notices to Mariners



**SJÖFARTSVERKET**

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Publisher:  
Hydrographer Patrik Wiberg

## Affected charts and Notices

Underrättelser för sjöfarande (Ufs) is an official Swedish publication which provides information pertaining to shipping in the Baltic Sea Area and Kattegat, as well as Skagerrak east of a line drawn between Hanstholm and Lindesnes.

The information on foreign waters is largely confined to significant occurrences which may affect Swedish charts. Ufs is thus wholly unsuited for the purpose of keeping BA-charts and/or other national charts updated.

An asterisk (\*) in front of the number denotes that the notice is based on information obtained from Swedish source material and that the details contained therein affect Swedish waters.

When the letter (P) is adjacent to the notice number it serves as an indication that the notice is of a preliminary nature. Such notices will later be replaced by corresponding ones containing definitive information.

Similarly, when the letter (T) is placed adjacent to the notice number it denotes that the notice is of a temporary nature. In case no period of validity is given, this type of notice will be rendered invalid either when a new Temporary Notice is promulgated or if pertaining conditions cease to exist.

Bearings are true and given clockwise from 000° to 360° and, when given in conjunction with lights, indicate a direction from seaward.

Featured chartlets are primarily intended to simplify chart correction work and are not always true to scale. In general, they show the largest charted scale available for respective area.

Responsibility for the factual content published in Ufs rests with the informant.

Chart corrections and other information attributed to a specific geographical area can be found under NOTICES. Other information is found under ANNOUNCEMENTS, starting on pg. 3.

The periodical Ufs is normally published every Thursday and can be downloaded as a PDF-file from the homepage of the Swedish Maritime Administration. Note that as the file is automatically generated from a database unintentional page breaks may occur at random.

Further information on the use of Ufs can be found in the annual publication *Ufs A*.

## Reporting dangers and errors

All observations concerning floating aids to navigation, unlit beacons and lights, objects adrift or any other occurrence which may have a detrimental impact on safety at sea are to be forwarded to Sweden Traffic at the earliest possible opportunity.

Call: Sweden Traffic

VHF Channel: Appropriate working channel

Phone: +46 771 630 685 (24/7)

E-mail: [swedentraffic@sjofartsverket.se](mailto:swedentraffic@sjofartsverket.se)

Affected charts	Notice no	Sign
4	14588	
7	14568 (T)	
8	14337 (P)	
8	14568 (T)	
8	14587	
41	14588	
74	14337 (P)	
74	14568 (T)	
74	14587	
83	14568 (T)	
92	14337 (P)	
92	14587	
93	14337 (P)	
93	14587	
113	14610 (T)	
415	14588	
712	14590	
712	14601 (T)	
713	14590	
713	14601 (T)	
742	14568 (T)	
743	14568 (T)	
922	14337 (P)	
922	14515	
922	14587	
924	14337 (P)	
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924	14605 (T)	
925	14337 (P)	
925	14587	
931	14337 (P)	
931	14587	
1131	14610 (T)	
5121	14599	
5342	14606 (T)	

## ANNOUNCEMENTS

### \* 14548 (T)

#### General information to mariners during winter conditions.

Time: Until spring of 2020.

The ice has now settled in our northernmost archipelagos which gives us reason to remind mariners on the following for the coming winter season:

**BEFORE BREAKING ICE:** To avoid accidents to persons using the ice for transportation and recreation special attention is required before breaking the ice near shore and in archipelagos, see further information in Swedish NtM Notice 14549(T).

**ICE BRIDGES:** Floating bridges are sometimes laid across narrow straits enabling transportation when neither vessels nor road vehicles can be used.

**BUOYAGE:** Buoyage at sea in Bay of Bothnia, Sea of Bothnia and Lake Vänern is generally withdrawn during the ice season. Buoyage may also be withdrawn inside small harbours. The movement of ice can bring buoys and spar buoys out of position or submerge them. Lights, Racons, AIS, radar reflectors and top marks may be damaged or withdrawn during the winter. During ice conditions, floating aids to navigation should generally be considered to be unreliable. After the ice has melted in the spring it generally takes significant time before all buoyage have been overhauled and/or replaced.

**CABLE FERRIES:** The cable might lie on top of the ice which makes it impossible to pass the ferry route. At some road ferry crossings speed restriction apply when the water is covered by ice. Refer to information in Swedish NtM.

**DGPS:** The range of DGPS-transmitters may be reduced due to ice covering the aeriels.

**ICE BOOMS:** Ice booms are established at some locations in Trollhätte Canal during wintertime to avoid drifting ice floes from affecting the traffic. For the same reason a rope is laid across River Nordre älv at Kornhall.

**ICE-BREAKING SERVICE:** The Swedish governmental ice-breaking service provides sea ice-breaking from open waters to inshore waters protected from sea- and pack ice. Information on winter navigation, contact information to ice breakers etc. can be found on the webpage [www.sjofartsverket.se/winternavigation](http://www.sjofartsverket.se/winternavigation) and in the booklet "Winter Navigation". The webpage [www.baltice.org](http://www.baltice.org) contains valuable information on winter navigation in the entire Baltic Sea region.

**ICE MAPS and TRAFFIC RESTRICTIONS:** Daily updated ice maps and current ice restrictions are published on the websites [www.smhi.se/icechart](http://www.smhi.se/icechart) and [www.baltice.org](http://www.baltice.org).

**LIGHTS:** The glass on lights and light-buoys may quickly become covered by rime, snow and ice. This could make the light faint or invisible or colored sectors to appear as white. Snow on the solar panels could result in discharged batteries which could make the light unlit, faint or its character wrong.

**NOTICES TO MARINERS AND NAVIGATIONAL WARNINGS:** Normally no navigational warning or NtM is issued when buoys are withdrawn in waters covered by ice. If a buoy is withdrawn or a racon is removed from a buoy well before the waters have been covered by ice, a warning and notice will be issued in accordance with normal procedures. This is also the case when buoys of great importance are withdrawn in areas that rarely are covered by ice, e.g. The Sound or the west coast of Sweden.

**PILOT BOARDING.** Pilot boarding places may be moved or withdrawn if the area is covered by thick ice. Always request updated information from the Pilot ordering central or from the pilot boat.

**PROHIBITION TO BREAK THE ICE.** It might be prohibited to break the ice in some areas. Refer to Swedish NtM for further information.

**REPORTING.** Ships en route to Swedish and Finnish ports in Bay of Bothnia and Sea of Bothnia, which are subject to traffic restrictions, are requested to report to ICE INFO on VHF channel 78 when passing latitude 60-00N.

**RACON.** When severe ice conditions are expected, Racon buoys will normally be replaced by ordinary light-buoys in order to avoid damage to the electronic unit.

**ROADS ON THE ICE.** The ice might be used by islanders for transportation. This is more common in our northern waters. The Master should ensure, before proceeding in ice-covered waters between inhabited islands and the mainland, that the ice is not used for transportation.

**SPEED RESTRICTIONS.** In some fairways speed restrictions apply when the water is covered by ice. This is announced in Swedish NtM.

**TRAFFIC SEPARATION SCHEMES.** If a TSS is covered by ice it may be temporarily withdrawn by the Swedish Transport Agency. Information about this will be given on NAVTEX and in Swedish NtM.

**WINTER NAVIGATION 2019-2020** is an official publication with information on shipping in the Baltic Sea area during winter conditions. The publication is available for downloading at [www.sjofartsverket.se/en/Maritime-services/winter-navigation/Winter-navigaition](http://www.sjofartsverket.se/en/Maritime-services/winter-navigation/Winter-navigaition) or may be ordered from the Swedish Maritime Administration's Ice-breaking Department, ph +46 771 63 25 25.

Ufs A, chapter 6.5.1

*Sjöfartsverket, Norrköping. Publ. 5 december 2019*

### \* 14549 (T)

#### Recommendations for maritime traffic near land and in archipelagos during ice conditions in order to avoid accidents to persons on the ice.

The following recommendations have been drafted in order to to avoid accidents where people who use the sea ice for transportation or recreation are falling into channels through the ice or cannot reach shore because the ice has been broken.

#### **Follow fairways and pay attention**

Ships should, in ice covered waters and as far as possible, use fairways shown on charts or the inofficial fairways that are used by local passenger boats and islanders.

If you see persons on the ice in vicinity of your planned route you should ensure that the ice is not broken up where they are or that the channel through the ice does not prevent persons from reaching shore.

#### **Speed restrictions and prohibitions to break the ice**

In order to ensure that ice is not broken - which would make it impossible to use for transportation - waters may be closed to navigation or speed restrictions may apply at certain locations during winter. Information on such will be promulgated in Swedish NtM.

#### **To be noted before breaking ice channels**

Transiting ice covered waters near shore and in archipelagos require detailed route planning. If possible, follow the fairways as mentioned above or existing channels through the ice. Before breaking a new channel you should find out about local conditions and ensure that you are not cutting off the connection to the mainland for islanders.

#### **Inform before breaking a new channel through the ice**

RADIO SWEDEN P4 - SVERIGES RADIO P4 - TRAFIKREDAKTIONEN

Send an e-mail to [trafiken@sverigesradio.se](mailto:trafiken@sverigesradio.se) with information about when and where the ice will or has been broken.

State detailed information about the location, the name of the ship and contact information.

Follow up by calling +46 20 999 444 or +46 8 784 50 00 making reference to your e-mail regarding the above.

Information will be broadcast on channel P4 during weekdays 0900-1800 LT and will additionally be published on the website <https://sverigesradio.se/sida/trafiken/>

SKRIDSKONÄTET

Send an e-mail to [fartyg@skridsko.net](mailto:fartyg@skridsko.net). The contents of the e-mail will automatically be published on the website

[www.skridsko.net/mail/fartyg/](http://www.skridsko.net/mail/fartyg/). The e-mail should contain the following information:

Subject: Location of the channel through the ice, ex. "Mälaren. Lövhölmens-Stäket."

Text: Where/when when a channel will be broken or an existing channel through the ice has been observed. If possible, enclose a map delineating the area.

Ufs A, chapter 6.5

*Sjöfartsverket, Norrköping. Publ. 5 december 2019*

## **NOTICES**

### **Bay of Bothnia**

\* 14588

**Chart: 4, 41, 415**

**Sweden. Bay of Bothnia. Piteå. S of Leskär. New pilot boarding place.**

Insert	pilot boarding place	65-06,4N	021-39,6E
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Bsp Bottenviken 2018/s06, s36, s37

*Sjöfartsverket, Luleå Publ. 8 januari 2020*

### **The Quark**

\* 14599

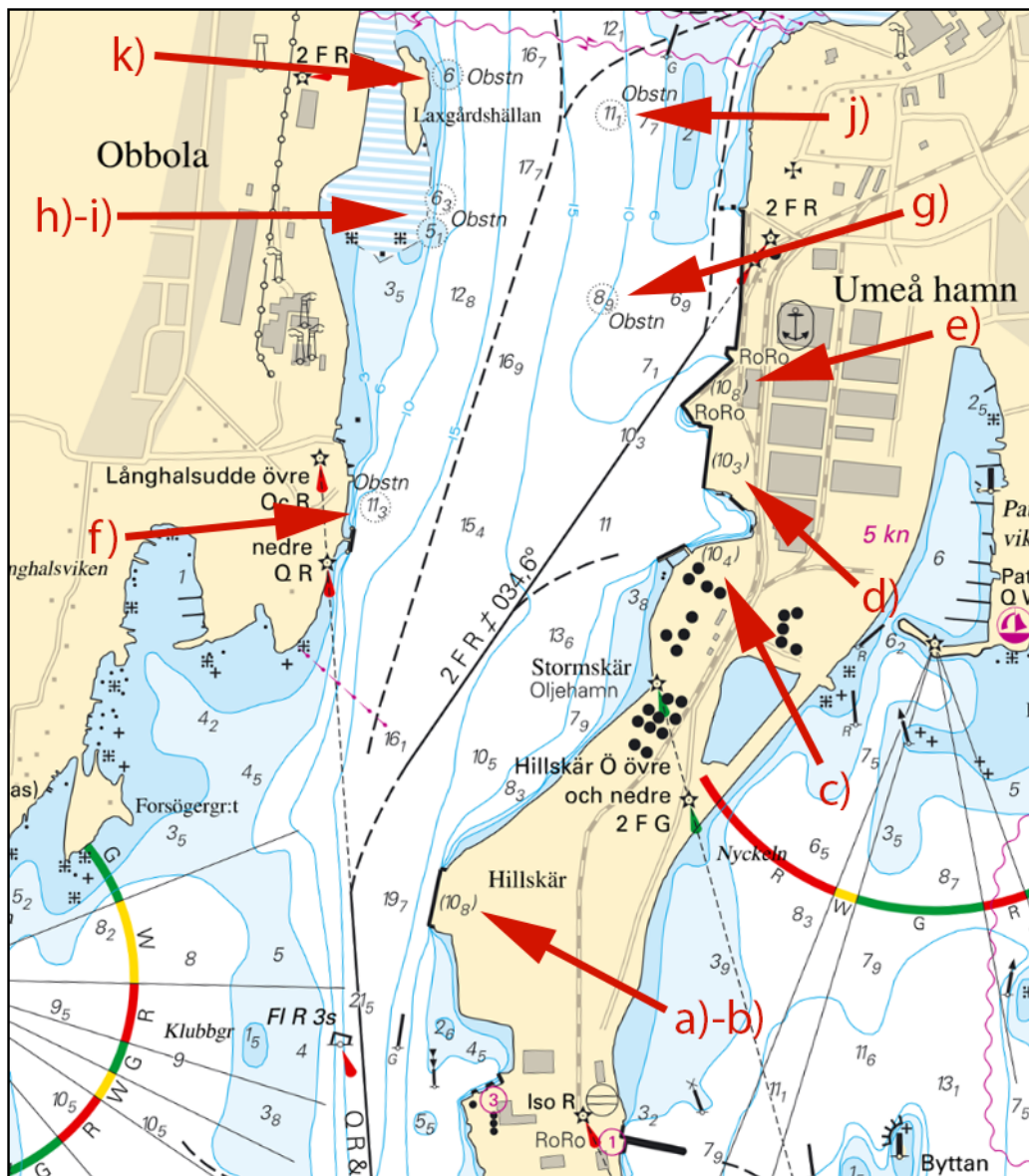
**Chart: 5121**

**Sweden. The Quark. Umeå. Depth.**

A hydrographic survey in Umeå harbour has shown other depths than charted. Important amendments are shown in the table below, and will be published in the next print of the affected chart. The changes are available as an ENC update.

Delete	swept area 11 m (2007)	a)	63-41,23N	020-19,86E
Insert	depth at berth 10,8 m	b)	63-41,223N	020-19,871E
Insert	depth at berth 10,4 m	c)	63-41,700N	020-20,604E
Insert	depth at berth 10,3 m	d)	63-41,823N	020-20,710E
Insert	depth at berth 10,8 m	e)	63-41,934N	020-20,719E
Insert	obstruction 11,3 m	f)	63-41,758N	020-19,695E
Insert	obstruction 8,9 m	g)	63-42,043N	020-20,397E
Insert	obstruction 5,1 m	h)	63-42,134N	020-19,872E
Insert	obstruction 6,3 m	i)	63-42,179N	020-19,896E
Insert	obstruction 11,1 m	j)	63-42,294N	020-20,422E
Insert	obstruction 6 m	k)	63-42,350N	020-19,918E

Bsp Bottenhavet N 2019/s44, s45



Umeå harbour

## Sea of Bothnia

\* 14606 (T)

Chart: 5342

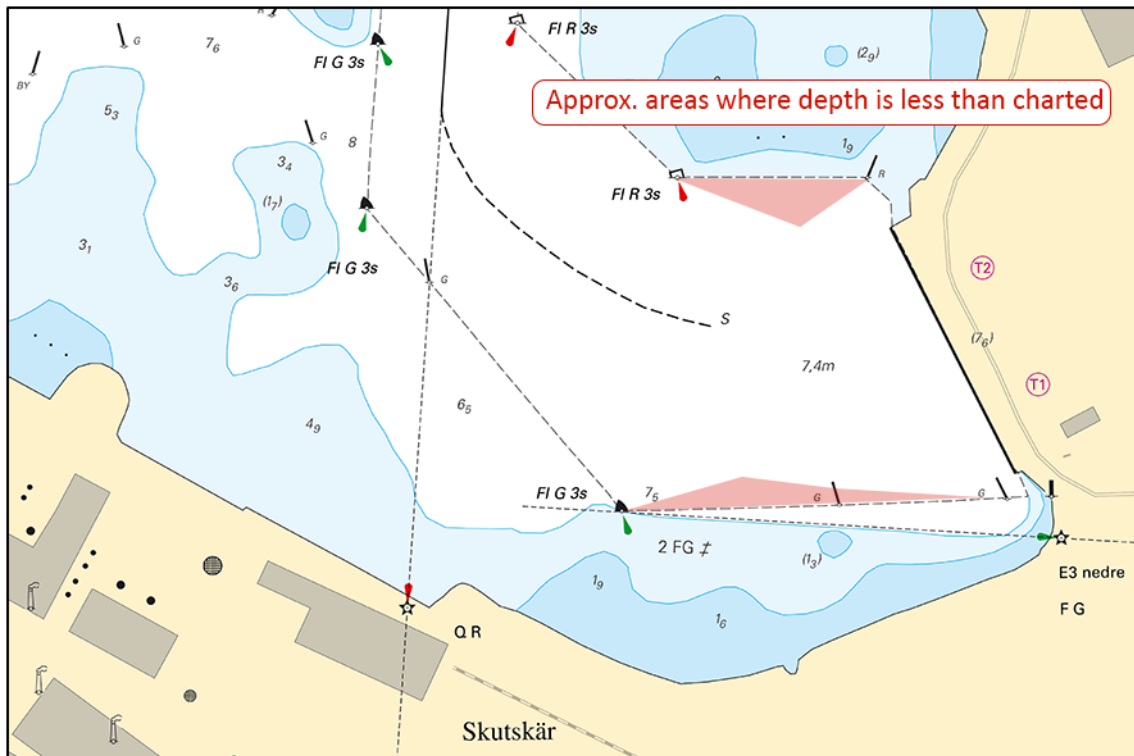
### Sweden. Sea of Bothnia. Skutskär. Shoals. Temporary buoyage.

Time: Until further notice

A hydrographic survey has shown shoals. The outer edges of the shoals are marked-out with spar buoys in the following positions.

Port hand spar bouy	a)	60-38,960N	017-24,010E
Starboard hand spar buoy	b)	60-38,835N	017-24,105E

Bsp Bottenhavet S 2019/s48



Skutskär

Sjöfartsverket. Publ. 8 januari 2020

## Lake Mälaren and Södertälje Canal

\* 14610 (T)

Chart: 113, 1131

### Sweden. Lake Mälaren and Södertälje Canal. E of Kvicksund. Granholmen. Geotechnical surveys.

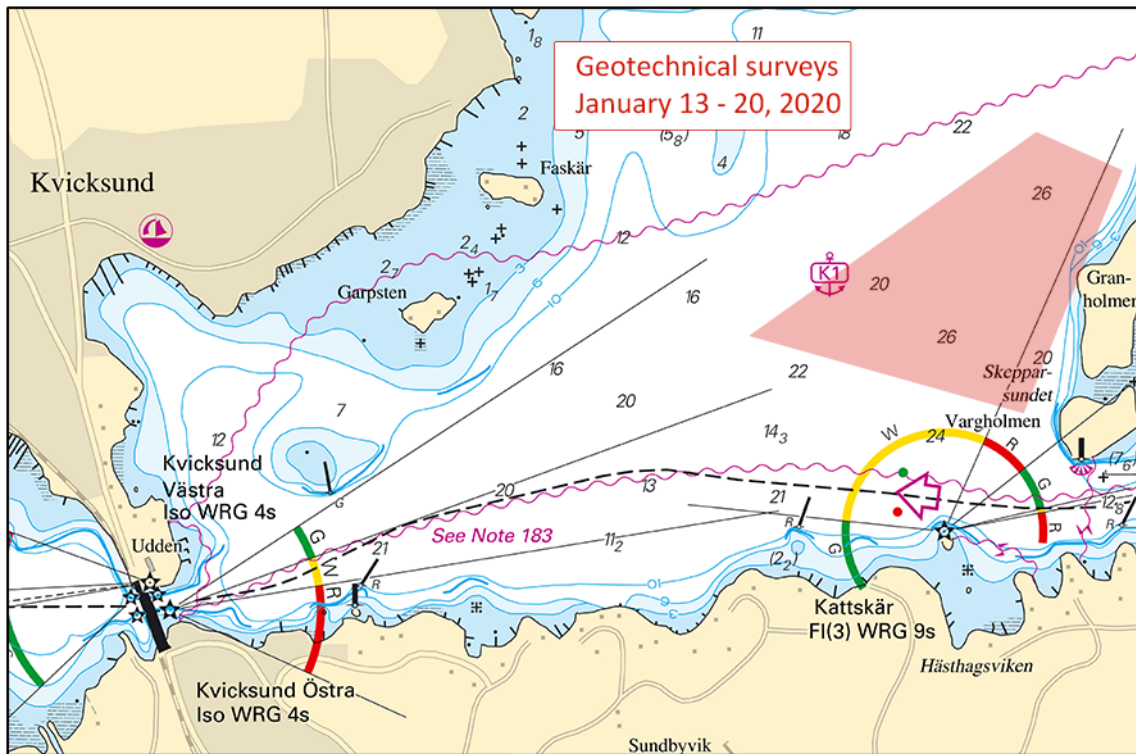
Time: January 13 - 20, 2020

Geotechnical surveys are undertaken in the marked-out area in the chartlet. Work is performed by 'King Loke/SMXJ' and 'Triton/SFE-2748'. Triton maintains watch on VHF channel 16/68.

Geotechnical surveys	59-27,6N	016-21,7E
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Not shown in ENC.

Bsp Mälaren - Hjälmarén 2016/s19, s20



Granholmen

Peab Anläggning AB. Publ. 9 januari 2020

**Central Baltic**

\* 14590

Chart: 712, 713

Sweden. Central Baltic. Kalmar. Skansgrundet light. Amended sector limit.

Expired notices: 2018:686/12777

<b>Amend</b>	R-W sector limit from 201,0 till 202,6°	56-39,1N	016-22,5E	Skansgrundet light
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Adm. LoL vol. C7390

Bsp Kalmarsund 2019/s26, s35, s38

Sjöfartsverket. Publ. 9 januari 2020

\* 14601 (T)

Chart: 712, 713

Sweden. Central Baltic. Port of Kalmar. Dredging.

Time: January 20 - mid of March 2020

Dredging will be performed in the highlighted area a) as shown in the chartlet.

During the work the buoyage may be out of position.

The dredged material are transported to marked area b).

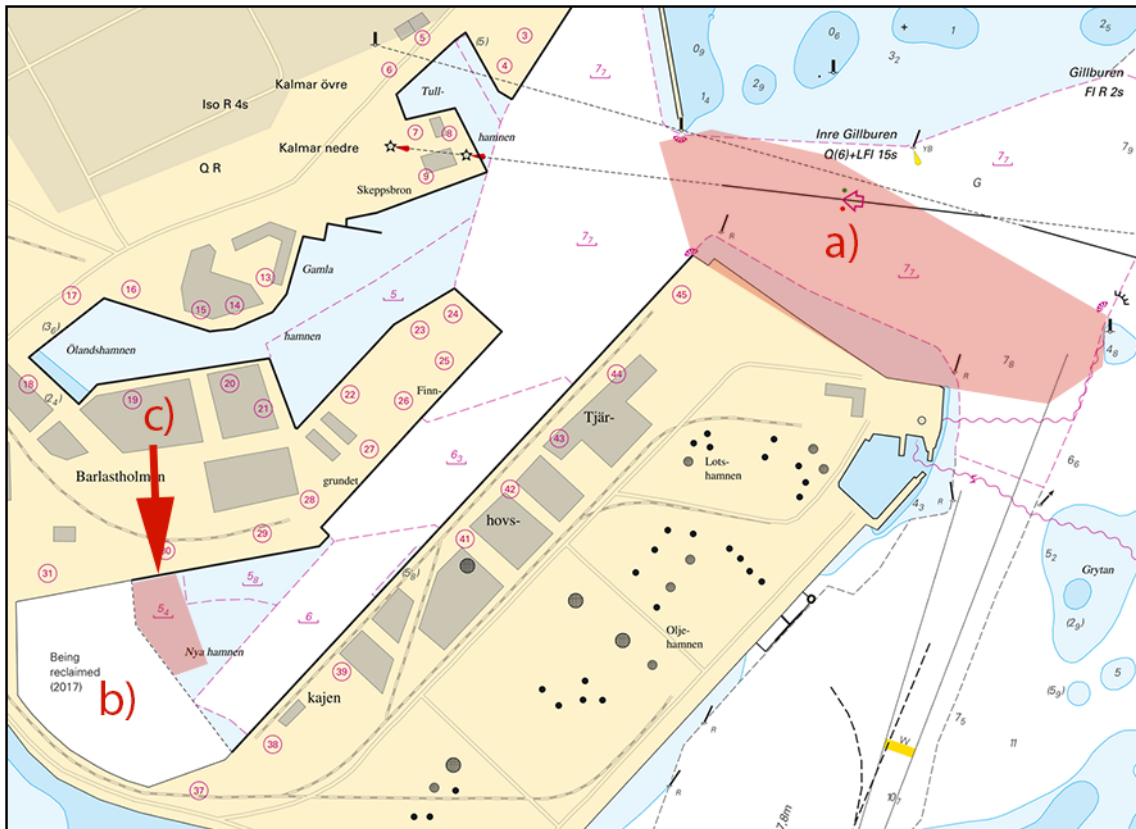
A pipeline will be established in area c) during the work.

The work vessels 'Thor R'/OZDW2/IMO 8325262, 'Tjalfe R'/PCTO/IMO 9281889 och 'Rimfaxe R'/PCON/IMO 9652090 are planned to participate in the work.

Mariners are advised to proceed with caution.

Dredging area	a)	56-39,67N	016-22,60E
Area under reclamation	b)	56-39,42N	016-21,78E
Area with pipeline	c)	56-39,44N	016-21,86E

Bsp Kalmarsund 2019/s26, s35



Port of Kalmar

Kalmar Hamn AB. Publ. 9 januari 2020

**Southern Baltic**

\* 14568 (T)

Chart: 7, 74, 742, 743, 8, 83

Sweden. Southern Baltic. S of Åhus. Ravlunda. Firing exercises. January 18 - 28.

Position: Approx.	55-46N	014-20E	Firing restriction area R34 RAVLUNDA
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Restriction area R34 will be closed for traffic during stated times.  
 During exercise orange quick light, Q Or, is shown from shore.  
 For further information, call +46 44 35 10 32.

Date	Hours	Range
January 18	0900 - 1700 LT	2.7 M
January 19	0900 - 1300 LT	2.7 M
January 20 - 22	0900 - 1600 LT	6.8 M
January 23	0900 - 1600 LT	5.4 M
January 24	0900 - 2130 LT	5.4 M
January 25	1200 - 1600 LT	5.4 M
January 26	0900 - 1600 LT	5.4 M
January 27	0900 - 2130 LT	5.4 M
January 28	0900 - 1600 LT	5.4 M

Not shown in ENC.

Bsp Hanöbukten 2018/s06, s07, s24, s25, s26, s27, s28, s29, s30, s31, s32, s33, Bsp Sydkusten 2012/s06, s07, s29  
 Försvarsmakten, Södra Skånska Regementet, Södra Sandby. Publ. 9 januari 2020



## The Sound

\* 14337 (P)

Chart: 74, 8, 92, 922, 924, 925, 93, 931

Denmark, Sweden. The Sound, Kattegat, Skagerrak. TSS, precautionary areas and deep-water routes to be established at Skagen, in Kattegat and the Sound.

Time: July 1, 2020, 0000 UTC

The following measures for improving the safety at sea at Skagen, in Kattegat and in The Sound will be established on the above stated time

- A. 'TSS Skagen West'
- B. 'TSS Skagen East'
- C. 'Inshore traffic zone At Skagen'
- D. 'Precautionary area Off Skagen'
- E. 'TSS Fladen'
- F. 'TSS Lilla Middelgrund'
- G. 'TSS Entrance to The Sound'
- H. 'Inshore Traffic Zone - Entrance to the sound west'
- I. 'Inshore Traffic Zone - Entrance to the sound east'
- J. DW-route 'DW Kattegat North'
- K. 'DW-route "DW Kattegat South'
- L. 'Precautionary area At Kummel Bank'
- M. Recommended route 'Route A'
- N. Recommended route 'Route B'
- O. Recommended route 'Route T' between 'TSS Skagen East' and 'Precautionary area At Kummel Bank'
- P. Recommended route 'Route T' between 'Precautionary area At Kummel Bank' and DW-route 'DW Kattegat North'
- Q. Recommended route 'Route T' between DW-route 'DW Kattegat North' and DW-route 'DW Kattegat South'
- R. Recommended route 'Route T' between DW-route 'DW Kattegat South' and 'TSS at Hatter Barn'
- S. Recommended route 'Route S' between 'Precautionary Area At Kummel Bank' and 'TSS Fladen'
- T. Recommended route 'Route S' between 'TSS Fladen' and 'TSS Lilla Middelgrund'
- U. Recommended route 'Route S' between 'TSS Lilla Middelgrund' and 'TSS Entrance to the Sound'
- V. Recommended route 'Route C' between 'Precautionary Area Off Skagen' and recommended route 'Route T' north of 'TSS at Hatter Barn'
- W. Recommended route 'Route D' between recommended route 'Route T' and 'Route C'
- X. Existing recommended route 'Route D' deleted
- Y. Recommended direction of traffic flow southbound
- Z. Recommended direction of traffic flow northbound

Note: The new traffic separation schemes and routeing measures will be shown in the Swedish charts 74, 8, 92, 922, 924, 925, 93 och 931, which will be available in new editions from April 2020, and in ENC from May 2020.

Designators 'A' - 'Z' refers to the following description of each amendment:

### A - TSS Skagen West

Description of the traffic separation scheme:

- a) A separation zone within positions 1 - 4
- b) A separation zone within positions 5 - 8
- c) A traffic lane for east-bound traffic between the separation zones a) and b)
- d) A traffic lane for west-bound traffic between the separation zone a) and a line connecting position 9 and 10

a) separation zone bounded by 1 - 4	1	57-50,47N	010-33,32E
	2	57-50,47N	010-37,06E
	3	57-49,50N	010-36,66E
	4	57-49,50N	010-32,92E
b) separation zone bounded by 5 - 8	5	57-47,84N	010-32,24E
c) east-bound lane bounded by 3 - 6	6	57-47,84N	010-35,98E
	7	57-47,45N	010-35,82E
	8	57-47,45N	010-32,08E
d) west-bound lane bounded by 1, 2, 10 and 9	9	57-52,13N	010-34,00E
	10	57-52,13N	010-37,74E

### B - TSS Skagen East

Description of the traffic separation scheme:

- e) A separation zone within positions 11 - 14

- f) A separation zone within positions 15 - 19  
 g) A traffic lane for eastbound traffic between the separation zones e) and f)  
 h) A traffic lane for westbound traffic between the separation zone e) and a line connecting position 20 and 21

e) separation zone bounded by 11 - 14	11	57-48,39N	010-53,49E
	12	57-46,93N	010-56,03E
	13	57-46,58N	010-55,35E
	14	57-48,05N	010-52,81E
f) separation zone bounded by 15 - 19	15	57-46,70N	010-50,06E
g) eastbound lane bounded by 13 - 16	16	57-45,23N	010-52,61E
	17	57-44,89N	010-51,93E
	18	57-46,40N	010-49,30E
	19	57-46,72N	010-49,34E
h) westbound lane bounded by 11, 12 21 and 20	20	57-49,75N	010-56,23E
	21	57-48,29N	010-58,77E

### C - Inshore Traffic zone - At Skagen

- i) Inshore Traffic zone bounded by lines connecting positions 27, 8, 7, 22 - 26

i) inshore traffic zone bonded by 27, 8, 7, 22 - 26	27	57-44,06N	010-32,08E
	8	57-47,45N	010-32,08E
	7	57-47,45N	010-35,82E
	22	57-47,66N	010-35,90E
	23	57-47,64N	010-44,10E
	24	57-46,83N	010-45,50E
	25	57-42,24N	010-44,92E
	26	57-42,23N	010-33,11E

### D - Precautionary Area Off Skagen

- j) A precautionary area within positions 10, 28, 20, 15, 24, 23 and 22

j) precautionary area bounded by 10, 28, 20, 15, 24, 23 and 22	10	57-52,13N	010-37,74E
	28	57-52,13N	010-52,07E
	20	57-49,75N	010-56,23E
	15	57-46,70N	010-50,06E
	24	57-46,83N	010-45,50E
	23	57-47,64N	010-44,10E
	22	57-47,66N	010-35,90E

### E - TSS Fladen

Description of the traffic separation scheme:

- k) A separation zone bounded by positions 29 - 34  
 l) A traffic lane for southbound traffic between the traffic separation zone k) and a line connecting positions 35 - 37  
 m) A traffic lane for northbound traffic between the traffic separation zone k) and a line connecting position 38 - 40

k) separation zone bounded by 29 - 34	29	57-14,68N	011-51,37E
	30	57-13,81N	011-52,85E
	31	57-13,12N	011-53,49E
l) southbound lane bounded by 32 - 37	32	57-13,05N	011-53,11E
	33	57-13,66N	011-52,56E
	34	57-14,53N	011-51,08E
	35	57-13,80N	011-49,62E
	36	57-12,93N	011-51,10E
	37	57-12,72N	011-51,22E
m) northbound lane bounded by 29 - 31 and 38 - 40	38	57-15,41N	011-52,83E
	39	57-14,54N	011-54,31E
	40	57-13,47N	011-55,37E

#### F - TSS Lilla Middelgrund

Description of the traffic separation scheme:

n) A separation zone bounded by positions 41 - 44

o) A traffic lane for southbound traffic between traffic separation zone n) and a line connecting positions 45 - 46

p) A traffic lane for northbound traffic between traffic separation zone n) and a line connecting position 47 - 48

n) separation zone bounded by 41 - 44	41	56-56,40N	012-04,49E
	42	56-55,27N	012-05,20E
o) southbound lane bounded by 43 - 46	43	56-55,04N	012-03,99E
	44	56-56,17N	012-03,28E
	45	56-55,73N	012-01,01E
	46	56-54,61N	012-01,72E
p) northbound bounded by 41 - 42 and 48 - 47	47	56-56,83N	012-06,77E
	48	56-55,71N	012-07,45E

#### G - TSS Entrance to The Sound

Description of the traffic separation scheme:

q) A separation zone bounded by positions 49 - 52

r) A separation zone bounded by positions 53 - 56

s) A separation zone bounded by positions 57 - 62

t) A traffic lane for the southbound traffic between separation zones q) and r)

u) A traffic lane for the northbound traffic between separation zones q) and s)

q) separation zone bounded by 49 - 52	49	56-10,92N	012-24,95E
	50	56-09,33N	012-27,46E
	51	56-09,19N	012-27,23E
	52	56-10,16N	012-25,23E
r) separation zone bounded by 53 - 56	53	56-09,93N	012-23,20E
	54	56-08,54N	012-26,11E
	55	56-08,40N	012-25,86E
	56	56-09,78N	012-22,94E
s) separation zone bounded by 57 - 62	57	56-11,38N	012-27,73E
	58	56-10,61N	012-28,09E
t) southbound lane bounded by 51 - 52, 49, 53 - 54	59	56-10,13N	012-28,82E
	60	56-09,99N	012-28,58E
u) northbound lane bounded by 49 - 50 and 60 - 62	61	56-10,50N	012-27,77E
	62	56-11,32N	012-27,39E

#### H - ITZ Entrance to The Sound west

The inshore traffic zone is bounded by the following positions:

v) Inshore traffic zone bounded by positions 63, 56, 55 and 64.

v) inshore traffic zone bounded by 63, 56, 55 and 64	63	56-07,71N	012-16,76E
	56	56-09,78N	012-22,94E
	55	56-08,40N	012-25,86E
	64	56-06,38N	012-22,38E

#### I - ITZ Entrance to The Sound east

The inshore traffic zone is bounded by the following positions:

w) Inshore traffic zone bounded by positions 66, 59, 58, 57 and 65.

w) inshore traffic zone bounded by 66, 59, 58, 57 and 65.	66	56-11,67N	012-33,26E
	59	56-10,13N	012-28,82E
	58	56-10,61N	012-28,09E
	57	56-11,38N	012-27,73E
	65	56-13,67N	012-32,29E

#### J - DW Kattegat North

x) A deep-water route with a minimum depth of 19 m bounded by the following positions:

x) DW-route 19 m bounded by 67 - 70	67	57-11,26N	011-38,89E
	68	56-53,59N	011-50,26E
	69	56-52,96N	011-46,96E
	70	57-10,63N	011-35,57E

#### K - DW Kattegat South

y) A deep-water route with a minimum depth of 19 m bounded by the following positions:

y) DW-route 19 m bounded by 71 - 74	71	56-22,10N	011-29,14E
	72	56-17,26N	011-24,12E
	73	56-17,60N	011-23,02E
	74	56-22,44N	011-28,05E

#### L - Precautionary area At Kummel Bank

z) A precautionary area is established within positions 75 - 79

z) precautionary area bounded by 75 - 79	75	57-31,77N	011-27,42E
	76	57-27,63N	011-34,57E
	77	57-24,61N	011-25,81E
	78	57-27,01N	011-23,74E
	79	57-28,65N	011-20,95E

#### M - Recommended Route A

A recommended route "Route A" is established from the North Sea to "TSS Skagen West" with a central line drawn between the following positions:

80	57-22,57N	008-22,32E
81	57-48,32N	009-37,18E
82	57-49,48N	010-16,04E
83	57-49,99N	010-33,12E

#### N - Recommended Route B

A recommended route "Route B" is established from the North Sea to "TSS Skagen West" with a central linedrawn between the following positions:

84	57-13,26N	008-30,99E
82	57-49,48N	010-16,04E

**O - Recommended Route T**

A recommended route "Route T" is established between "TSS Skagen East" and "Precautionary Area At Kummel Bank" with a central line drawn between the following positions:

85	57-46,76N	010-55,7E
86	57-30,26N	011-24,29E

**P - Recommended Route T**

A recommended route "Route T" is established between "Precautionary Area At Kummel Bank" and deep-water route "DW Kattegat North" with a central line drawn between the following positions:

87	57-25,36N	011-27,98E
88	57-10,95N	011-37,23E

**Q - Recommended Route T**

A recommended route "Route T" is established between deep-water route "DW Kattegat North" and deep-water route "DW Kattegat South" with a central line drawn between the following positions:

89	56-53,28N	011-48,61E
90	56-43,70N	011-54,68E
91	56-22,27N	011-28,59E

**R - Recommended Route T**

A recommended route "Route T" is established between deep-water route "DW Kattegat South" and "TSS At Hatter Barn" with a central line drawn between the following positions:

92	56-17,45N	011-23,52E
93	56-10,48N	011-16,37E

**S - Recommended Route S**

A recommended route "Route S" is established for vessels with draft of 10 m or less between "Precautionary area At Kummel Bank" and "TSS Fladen" with a central line drawn between the following positions:

94	57-26,39N	011-30,98E
95	57-14,60N	011-51,22E

**T - Recommended Route S**

A recommended route "Route S" is established for vessels with draft of 10 m or less between "TSS Fladen" to "TSS Lilla Middelgrund" with a central line drawn between the following positions:

96	57-13,09N	011-53,30E
97	56-56,29N	012-03,89E

**U - Recommended Route S**

A recommended route "Route S" is established for vessels with draft of 10 m or less between "TSS Lilla Middelgrund" to "TSS Entrance to The Sound" with a central line drawn between the following positions:

98	56-55,16N	012-04,59E
49	56-10,92N	012-24,95E

**V - Recommended Route C**

Existing recommended Route B between precautionary area Off Skagen and Route T north of TSS Off Hatter Barn will be renamed to Route C and will be amended to a central line drawn between the following positions:

99	57-46,79N	010-47,13E
100	57-10,62N	010-42,56E
101	56-57,97N	010-52,06E
102	56-50,93N	010-48,00E
103	56-43,40N	011-01,04E
104	56-23,85N	011-05,99E
105	56-01,36N	011-05,14E

**W - Recommended Route D**

Existing recommended route "Route A" between "Route T" and "Route C" off Grenaa is renamed to "Route D" and will be amended to a central line drawn between the following positions:

106	56-33,21N	011-41,88E
104	56-23,85N	011-05,99E

**X - Existing "Route D" is deleted**

Existing recommended route "Route D" between "Route T" east of Anholt and "TSS In the Sound" is deleted.

**Y - Recommended direction of southbound traffic flow**

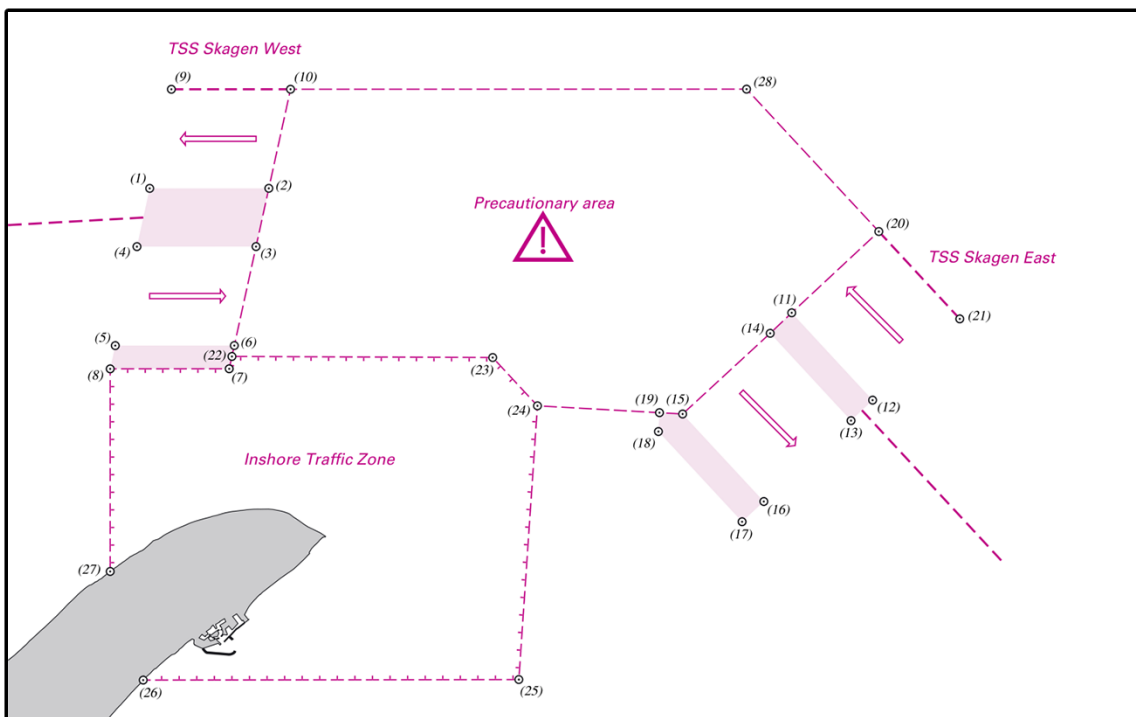
A recommended direction of traffic flow southbound is established for vessels with a draught of 10 meters or more between "Route T" and "TSS Entrance to The Sound". The direction is marked with arrows placed at the following positions:

107	56-36,16N	011-54,57E
108	56-21,16N	012-07,92E

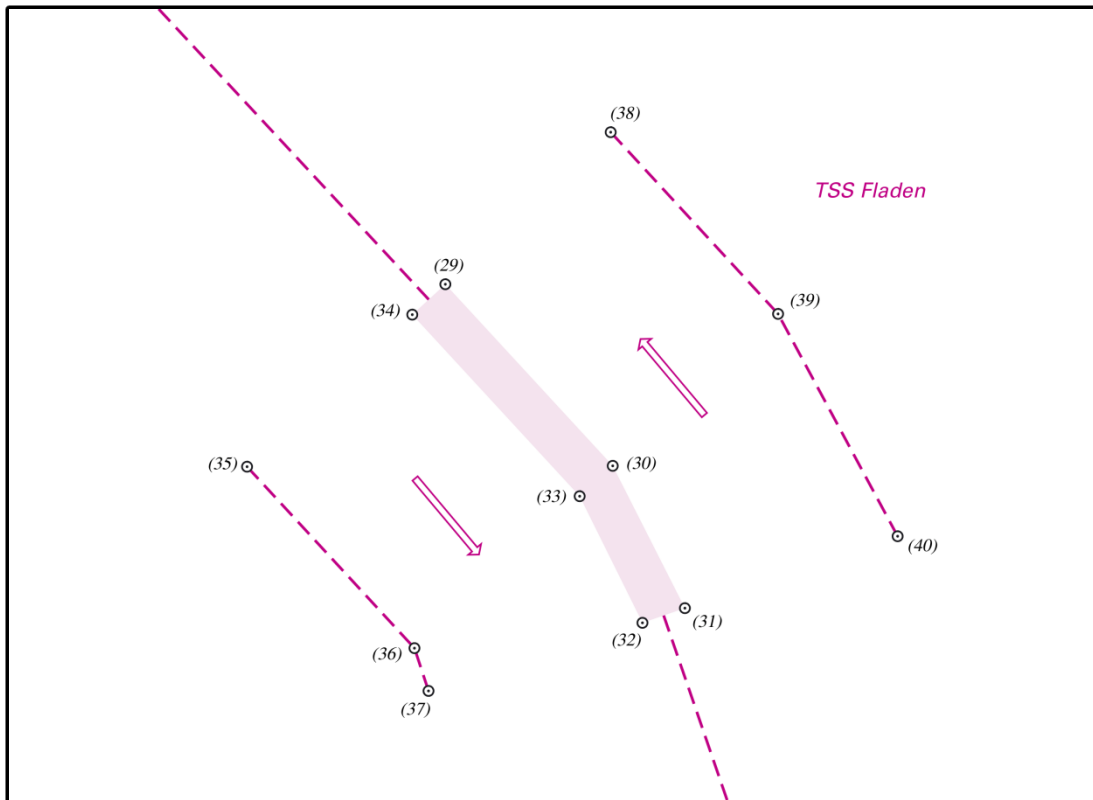
**Z - Recommended direction of northbound traffic flow**

A recommended direction of traffic flow northbound is established for vessels with a draught of 10 meters or more between "TSS Entrance to The Sound" and "Route T". The direction is marked with arrows placed at the following positions:

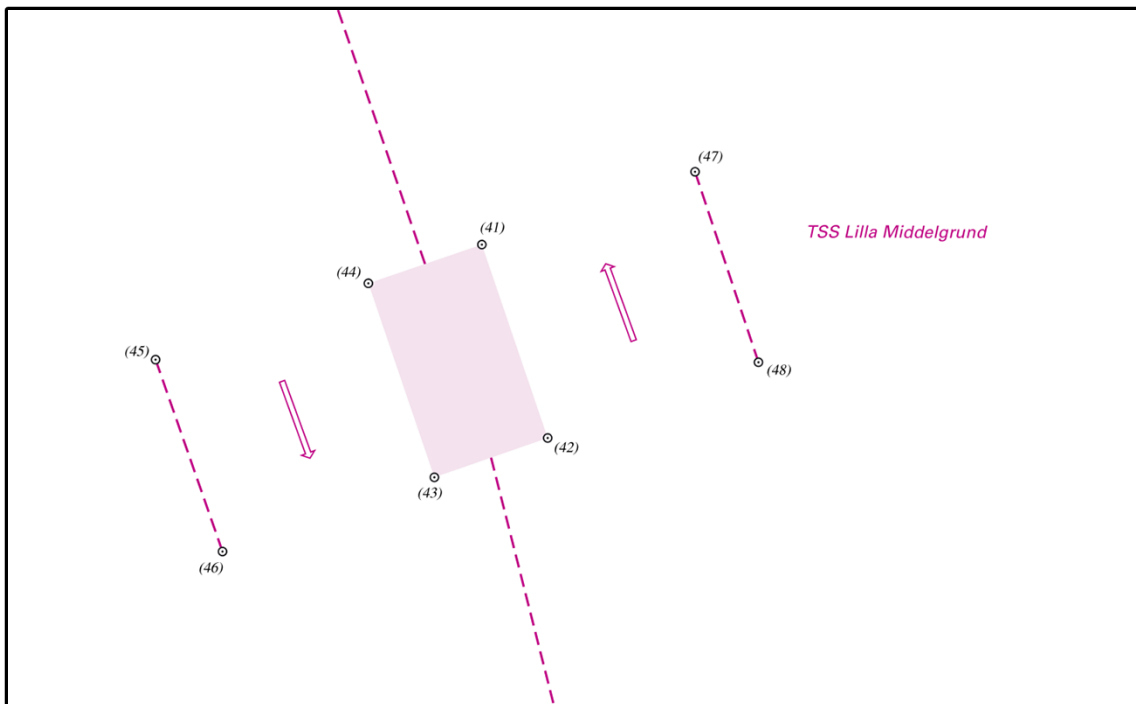
109	56-23,63N	012-08,93E
110	56-38,53N	011-57,65E



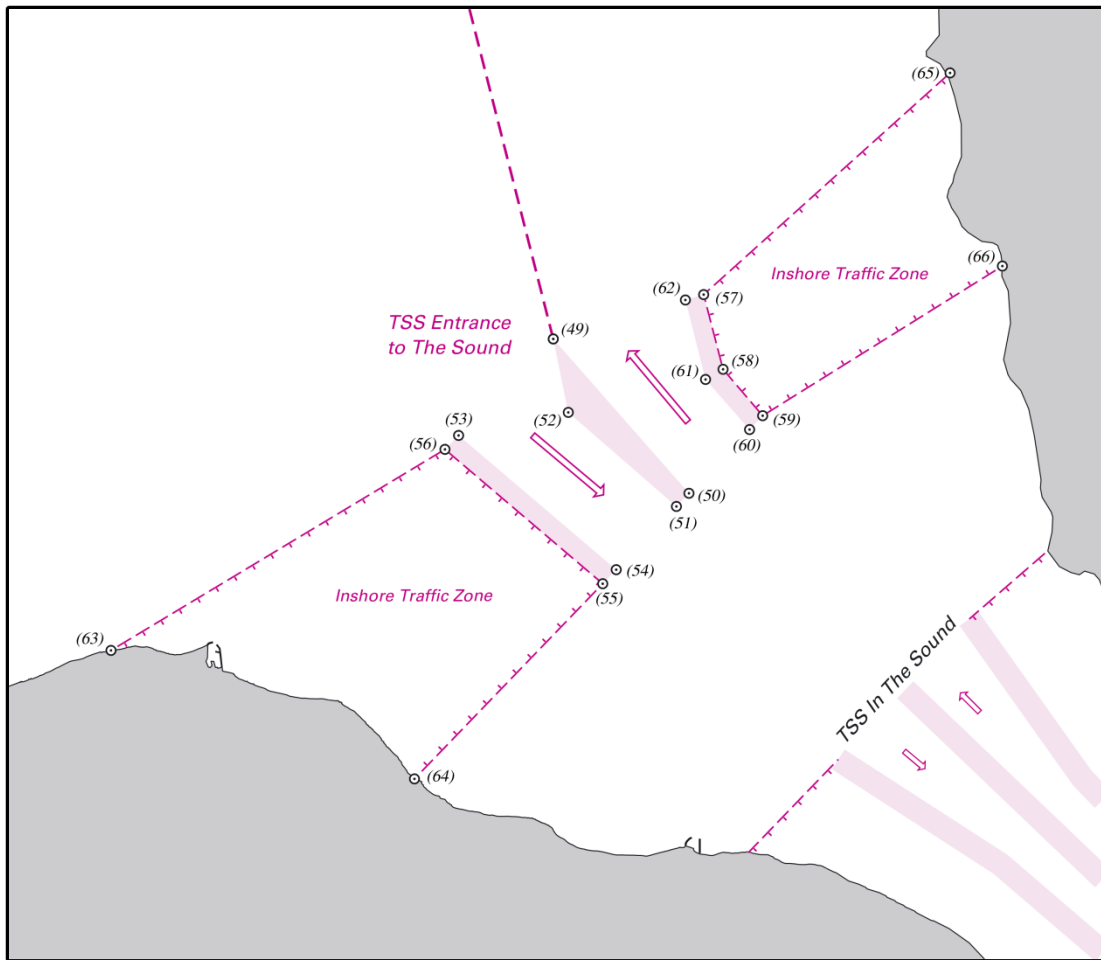
TSS Skagen West, TSS Skagen East, Inshore Traffic Zone at Skagen and Precautionary area Off Skagen



TSS Fladen

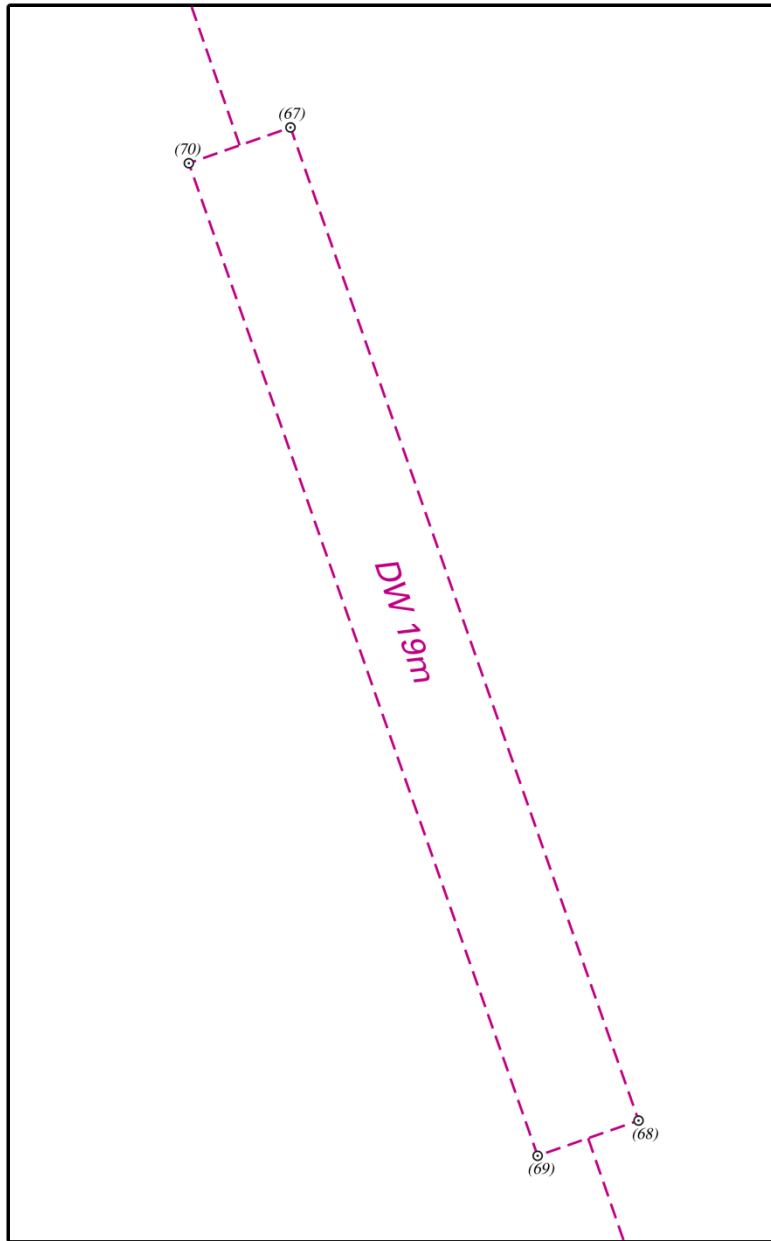


TSS Lilla Middelgrund

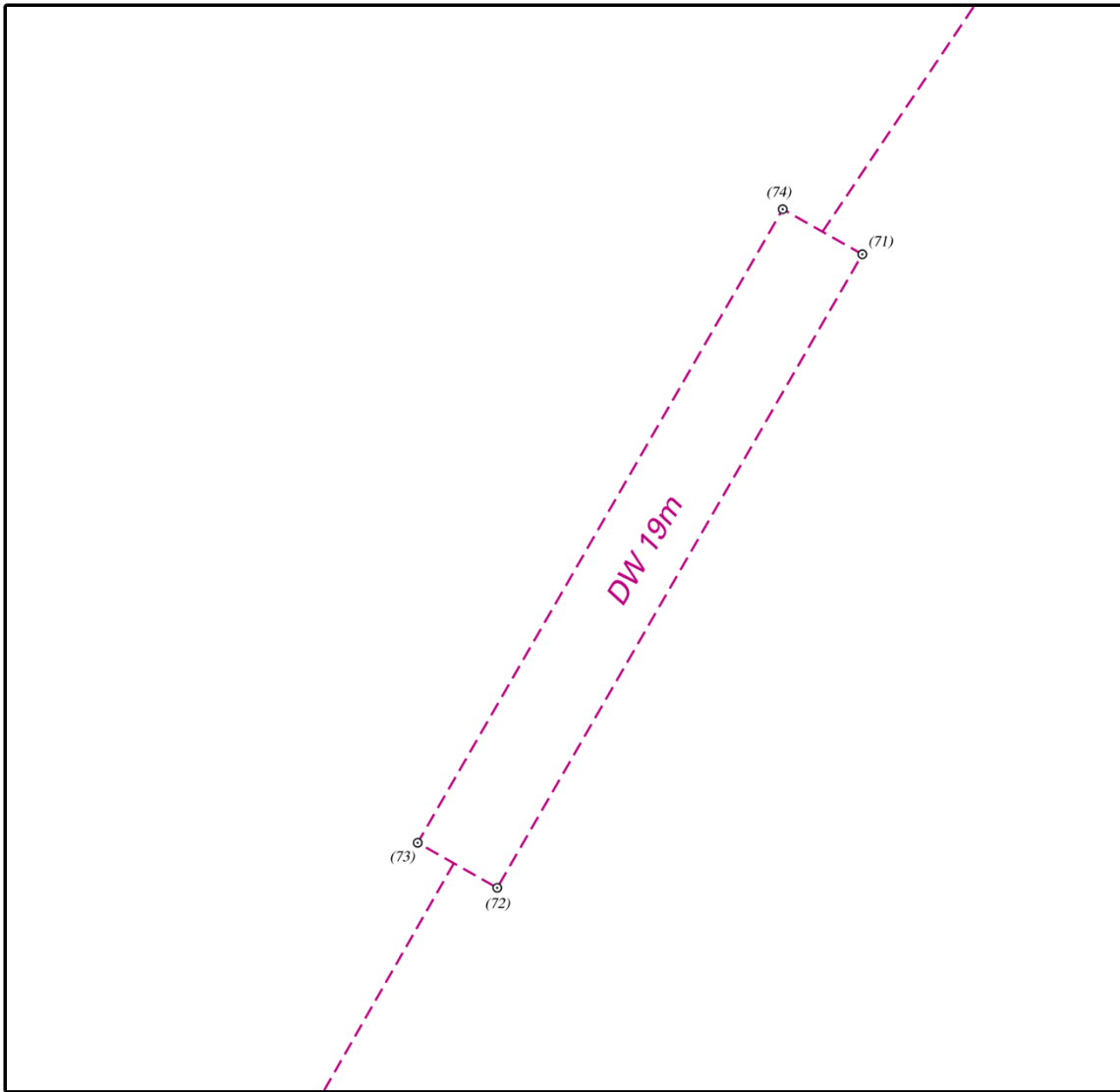


TSS Entrance to The Sound

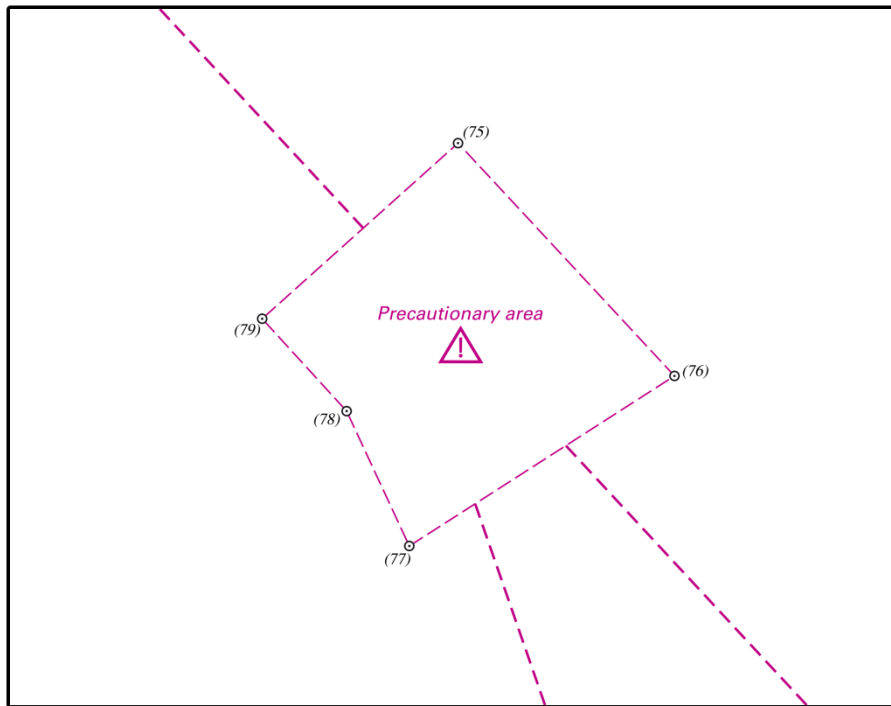




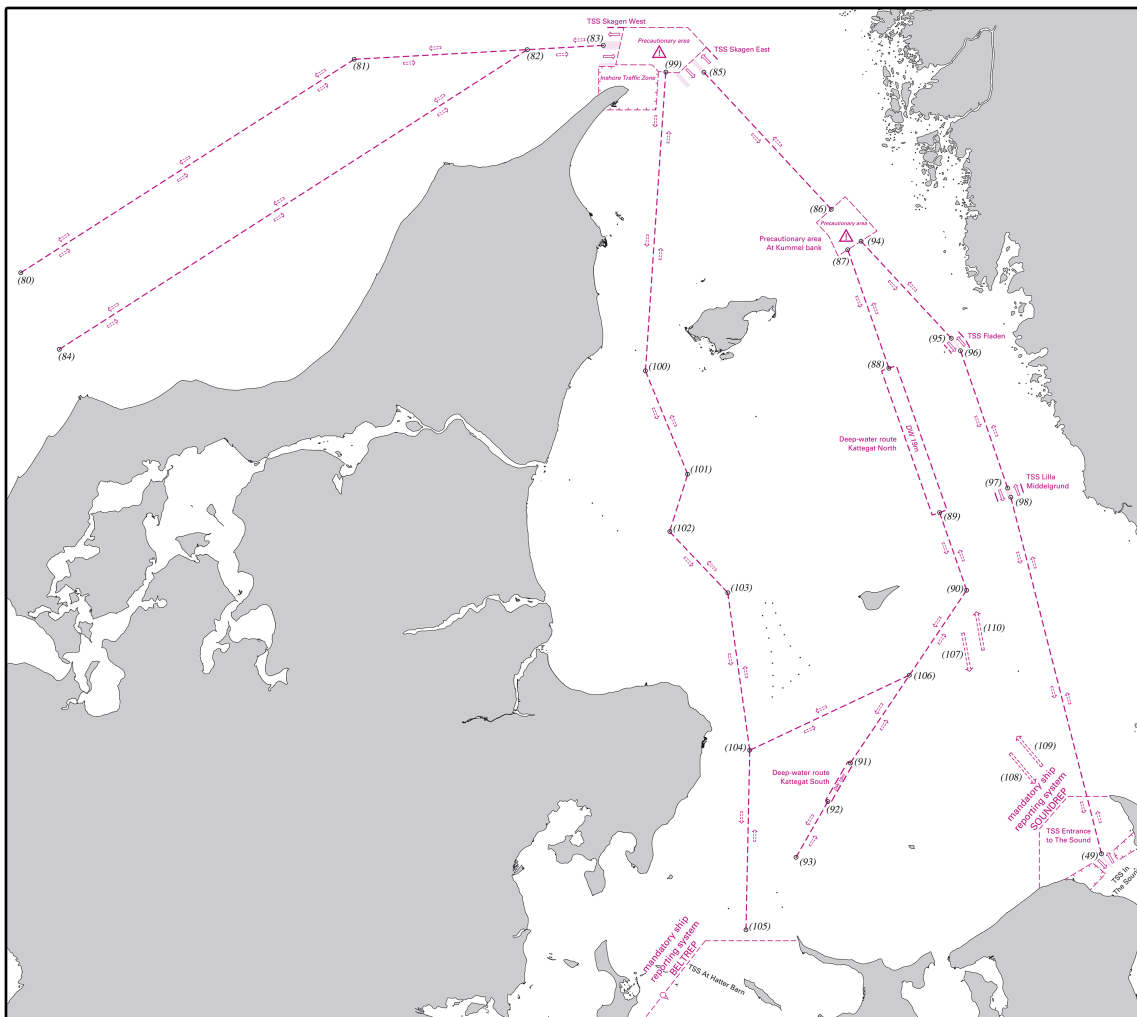
DW Kattegat North



DW Kattegat South



Precautionary area At Kummel Bank



Recommended routes A, B, C, D, S and T

\* 14515

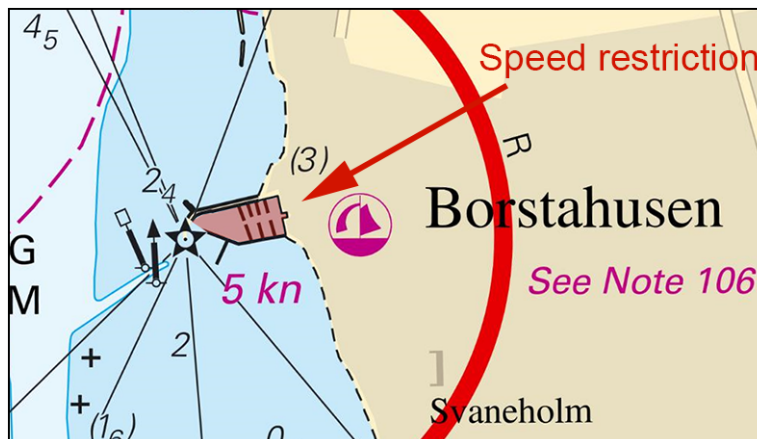
Chart: 922

**Sweden. The Sound. Landskrona. Borstahusen marina. Speed restriction.**

Speed restriction 5 kn in Borstahusen marina is valid from January 15, 2020.

Insert	5 kn	55-53,60N	012-48,20E
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Bsp Sydkusten 2012/s13, s31



Borstahusen marina. Speed restriction.

Länsstyrelsen i Skåne. Publ. 8 januari 2020

\* 14587

Chart: 74, 8, 92, 922, 924, 925, 93, 931

**Denmark, Sweden. The Sound, Kattegat, Skagerrak. TSS, precautionary areas and deep-water routes to be established at Skagen, in Kattegat and the Sound.**

See: 2020:788/14337(P)

Due to the upcoming new TSS, precautionary areas, deep water routes and amendments to routeing, a magenta explanatory legend shall be inserted on the affected charts.

					Chart
Insert	explanatory text in the following approximate positions	a)	56-10,0N	012-38,0E	chart 74
		b)	57-55,0N	010-35,0E	chart 8
		c)	56-26,0N	011-50,0E	chart 8
		d)	56-30,0N	011-45,0E	chart 92
		e)	57-52,0N	010-40,0E	chart 92
		f)	56-13,0N	012-25,0E	chart 922
		g)	56-42,0N	012-12,0E	chart 924
		h)	57-12,0N	011-50,0E	chart 925
		i)	57-52,0N	010-40,0E	chart 93
		j)	57-32,0N	011-27,0E	chart 931

**CHANGES TO TSS AND ROUTEING MEASURES  
TO BE IMPLEMENTED ON 1 JULY 2020  
(SEE NM 14337(P)/20)**

Information about future changes in Kattegat

IMO. Publ. 9 januari 2020

**Kattegat**

\* 14605 (T)

Chart: 924

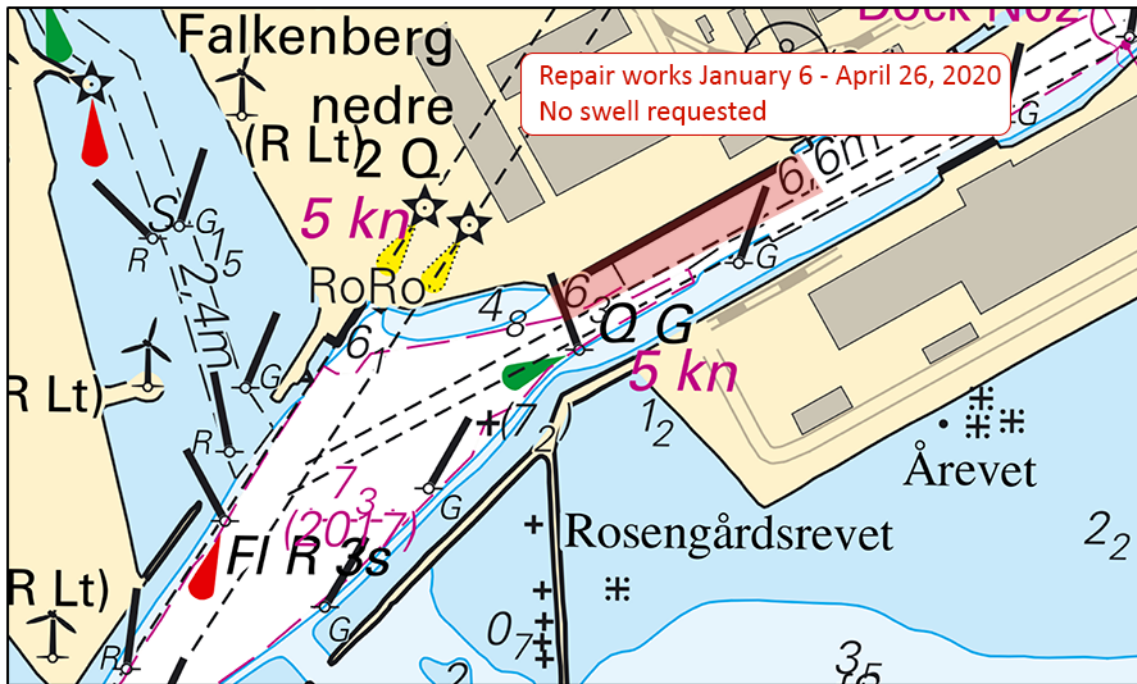
**Sweden. Kattegat. Falkenberg. Works.**

Time: January 6 - April 26

Repair works in progress in the marked-out area in the chartlet. Mariners are requested to pass without causing swell.

Port of Falkenberg	56-53,3N	012-28,7E
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Bsp Västkusten S 2019/s27, s66



Falkenberg

Falkenbergs hamn. Publ. 8 januari 2020