

Notices to Mariners, SWEDEN Swedish Maritime Administration



Areas in Swedish Notices to Mariners



SWEDISH MARITIME
ADMINISTRATION

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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 Skagerrakeast 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 pagebreaks 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

Affected charts and Notices

Affected charts	Notice no
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7	16636 (T)
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ANNOUNCEMENTS

* 16433 (T)

Sweden. not area bound. General information to mariners during winter conditions.

Time: Until spring of 2022.

Mariners are advised to particularly observe the following during the 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 16434(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 aerials.

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 and in the booklet "Winter Navigation". The webpage 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 and 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, shall 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 2020 - 2021 is an official publication with information on shipping in the Baltic Sea area during winter conditions. The publication is available for download at www.sjofartsverket.se/winternavigation 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. Publ. 01 Dec 2021

*** 16434 (T)**

Sweden. not area bound. Wintertime recommendations for maritime traffic for the prevention of ice-skating accidents etc.

The following recommendations have been drafted in order to prevent accidents for ice-skaters and others who make use of ice-covered waters for transportation and/or recreation due to ice having been broken.

The guidelines are also intended to limit the risk of persons being cut-off from the ability of reaching shore safely.

Follow the fairways and pay attention

Ships should, when transiting ice-covered waters, as far as possible, make use of charted fairways or the unofficial routes used by local passenger boats and islanders.

If you see persons on the ice in vicinity of your planned route you should ensure that ice is not broken up at their location or that a channel cut through the ice does not prevent these people from reaching shore safely.

Speed restrictions and bans on breaking ice

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

Cautions be considered before breaking a channel through the ice

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

Inform the public before breaking a new channel through the ice

Radio Sweden P4 - Sveriges Radio P4 - Trafikredaktionen

Send an e-mail to trafikredaktionen@sverigesradio.se with information on when and where the ice will or has been broken. State detailed information about the location, name of the vessel and contact details.

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

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. The contents of the e-mail will automatically be published on the website www.skridsko.net/mail/fartyg/. The e-mail should contain the following information:

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

Text: Where/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. Publ. 01 Dec 2021

*** 16621**

Chart: 131, 133, 1331, 134, 135

Sweden. not area bound. New print of charts. New edition of chart 131, 133, 1331, 134 and 135.

A new edition of the following nautical charts are available from March 2022:

Chart	Edition
131	10.0 NEW EDITION
133	10.0 NEW EDITION
1331	10.0 NEW EDITION
134	9.0 NEW EDITION
135	11.0 NEW EDITION

A NEW EDITION is a print of an existing chart, containing changes significant to navigation which are not possible to fully describe in the Swedish NtM.

Sjöfartsverket, Norrköping. Publ. 23 Mar 2022

NOTICES

Areas without notices in this booklet

Bay of Bothnia
The Quark
Sea of Bothnia
Gulf of Finland
Gulf of Riga
South-Eastern Baltic
The Belts
Skagerrak
Inshore waters
not area bound

Sea of Åland and Archipelago Sea

*** 16641**

Chart: 536

Sweden. Sea of Åland and Archipelago Sea. N of Grisslehamn. Fogdö. Fygdströmmen. Vertical clearance.

Amend	vertical clearance from 1,7 m to 3.2 m	a)	60-07,49N	018-47,12E
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Bsp Stockholm N 2020/s17, s20, Bsp Stockholm N 2022/s17, s20

Sjöfartsverket. Publ. 23 Mar 2022

Northern Baltic

*** 16436 (T)**

Chart: 6212

Sweden. Northern Baltic. Norrköping. Motala Ström. Inner harbour. Fairway closed.

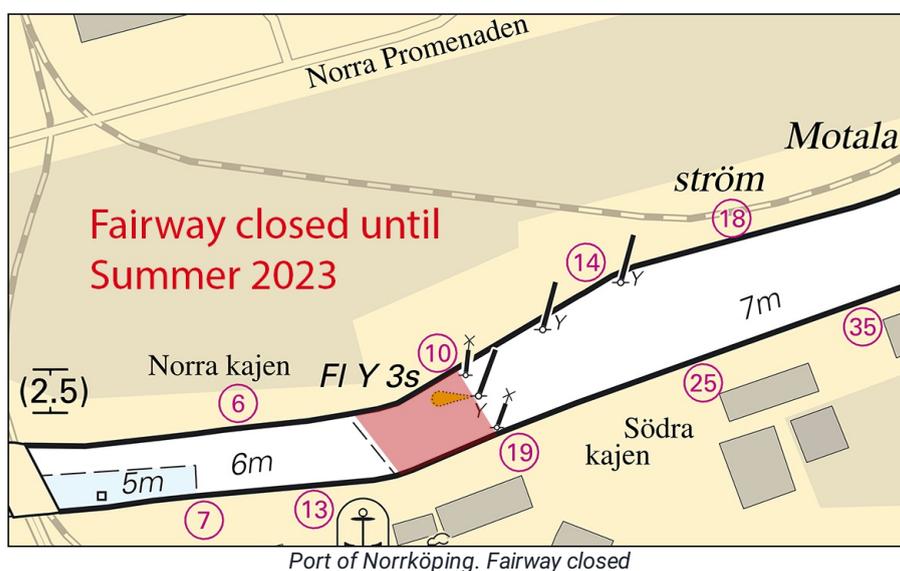
Time: April 2022 - summer 2023.

A new bridge is under construction and the area is closed for unauthorized marine traffic.

Contact: Tel +46 11-151398.

Work area approx position	58-35,7N	016-12,1E
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Bsp Ostkusten 2021/s58



Norrköpings kommun. Publ. 23 Mar 2022

*** 16614**

Chart: 6212

Sweden. Northern Baltic. Port of Norrköping. Motala ström. Inner harbour. Buoyage.

See: 2022:903/16436(T)

Move	special purpose spar buoy approximately 100 meters east from position a) to b)	a)	58-35,677N	016-12,065E
		b)	58-35,684N	016-12,173E
Delete	special purpose spar buoy	c)	58-35,710N	016-12,142E
Insert	special purpose light spar buoy FI Y 3s	d)	58-35,702N	016-12,153E

Bsp Ostkusten 2021/s58

Norrköpings hamn. Publ. 23 Mar 2022

*** 16633****Chart: 613, 619****Sweden. Northern Baltic. SW of 'TSS South Åland Sea'. W of light 'Svenska Björn'. Buoyage.**

Insert	special purpose spar buoy with topmark in pos a) and b)	a)	59-41,89N	019-43,56E
		b)	59-32,55N	019-43,56E

Bsp Stockholm N 2020/s09, Bsp Stockholm N 2022/s09

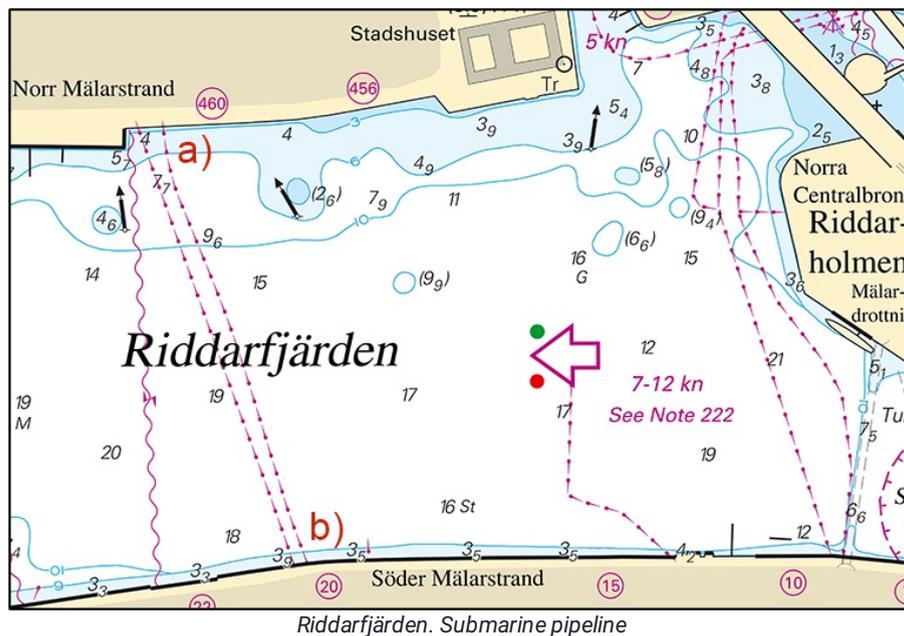
Transportstyrelsen. Publ. 23 Mar 2022

Lake Mälaren and Södertälje Canal

*** 16603****Chart: 6141****Sweden. Lake Mälaren and Södertälje Canal. Lake Mälaren. Stockholm. Riddarfjärden. Submarine pipeline.**

Insert	submarine pipeline between pos a) - b) according to chartlet	a)	59-19,590N	018-02,803E
		b)	59-19,277N	018-03,000E

Bsp Mälaren - Hjälmarén 2020/s51



Stockholm vatten och avfall. Publ. 23 Mar 2022

Central Baltic

*** 16645 (T)****Chart: 62, 71, 731****Sweden. Central Baltic. Gotland. SW of Visby. Tofta. Firing exercises April 5 - 12, 2022.**

Firing exercises will be carried out within Tofta firing range (R28) during stated times.

The area is supervised. Firing will be discontinued when vessels pass through the area.

Further information during firing: tel. +46 10-829 57 17.

Signal ammunition is used during hours of darkness.

Tofta firing range	57-34,8N	018-00,8E
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Date	Time	Range from shore
April 5	0900 - 1600 LT	6.8 M
April 6	0800 - 1630 LT	6.8 M
April 7	0800 - 2030 LT	6.8 M
April 11	0900 - 1500 LT	2.2 M
April 12	0900 - 1630 LT	2.2 M

Not shown in ENC.

Bsp Ostkusten 2021/s07

Försvarmakten. Publ. 23 Mar 2022

Southern Baltic

*** 16592**

Chart: 7, 74, 8, 83, 839

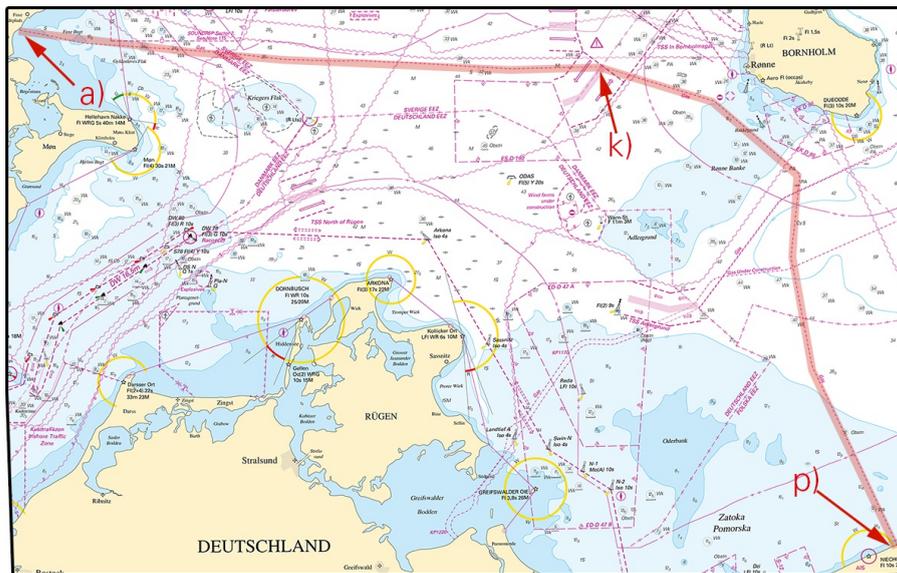
Denmark, Poland, Sweden. Southern Baltic, South-Western Baltic. S of Ystad. Gas pipeline between Denmark and Poland.

Expired notices: 2021:886/16397(P)

A gas pipeline has been established between Denmark and Poland.

Insert	gas pipeline between a) - t)	a)	55-11,28N	012-07,57E
		b)	55-10,68N	012-13,68E
		c)	55-09,72N	012-21,38E
		d)	55-08,59N	012-51,15E
		e)	55-07,74N	013-03,68E
		f)	55-07,50N	013-14,33E
		g)	55-07,50N	013-20,35E
		h)	55-07,30N	013-25,82E
		i)	55-07,21N	013-29,95E
		j)	55-06,28N	013-51,58E
		k)	55-06,33N	014-10,94E
		l)	55-01,77N	014-34,60E
		m)	54-52,51N	014-52,18E
		n)	54-42,48N	014-49,69E
		o)	54-29,13N	014-53,38E
		p)	54-06,82N	015-09,82E

Bsp Hanöbukten 2018/s07, Bsp Hanöbukten 2022/s07, Bsp Sydkusten 2020/s03, s05, s06, s07, s26, s27, s28, s30



Baltic Pipe

*** 16636 (T)****Chart: 7, 74, 742, 743, 8, 83****Sweden. Southern Baltic. S of Åhus. Ravlunda. Firing exercises. April 4 - 27, 2022.**

Position: Approx.	55-46N	014-20E	Firing restriction area R34 RAVLUNDA
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Restricted 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 "Ravlunda skjutfält" on VHF Ch 16/68 or call +46 44-35 10 96.

Date	Hours	Range
April 4	1300 - 1700 LT	6.8 M
April 5	0900 - 1700 LT	6.8 M
April 6	0900 - 2200 LT	6.8 M
April 7	0900 - 1700 LT	6.8 M
April 20	0900 - 1700 LT	6.8 M
April 21	0900 - 2400 LT	6.8 M
April 22	0900 - 1700 LT	6.8 M
April 23	0900 - 1900 LT	6.8 M
April 24	0900 - 1700 LT	6.8 M
April 25	0900 - 2400 LT	6.8 M
April 26 - 27	0900 - 1700 LT	11.4 M

Not shown in ENC.

Bsp Hanöbukten 2018/s06, s07, s24, s25, s26, s27, s28, s29, s30, s31, s32, s33, Bsp Hanöbukten 2022/s06, s07, s24, s25, s26, s27, s28, s29, s30, s31, s32, s33, Bsp Sydkusten 2020/s06, s07, s29

Försvarmakten. Publ. 23 Mar 2022

South-Western Baltic*** 16592****Chart: 7, 74, 8, 83, 839****Denmark, Poland, Sweden. Southern Baltic, South-Western Baltic.**

The notice is displayed in its entirety under the area Southern Baltic in the booklet.

*** 16634****Chart: 74, 839****Denmark. South-Western Baltic. Kriegers Flak. Offshore wind farms.**

Delete	special light spar buoys FI(3) Y 10s in areas a) and b)			
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	below				
Delete	restricted areas a) and b)	a)	55-00,9N	012-48,0E	Kriegers Flak W
		b)	55-02,6N	013-01,5E	Kriegers Flak E

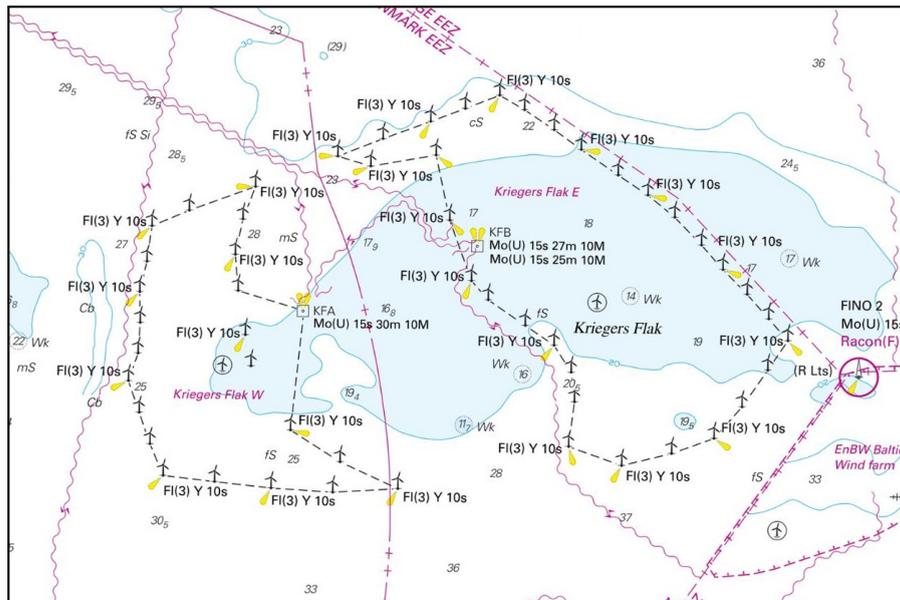
Kriegers Flak W

Insert	wind turbine at 1) - 20)	1	55-04,027N	012-49,413E	with light FI(3) Y 10s
		2	55-03,560N	012-47,238E	
		3	55-03,248N	012-46,025E	with light FI(3) Y 10s
		4	55-02,573N	012-45,881E	
		5	55-01,990N	012-45,671E	with light FI(3) Y 10s
		6	55-01,422N	012-45,663E	
		7	55-00,810N	012-45,636E	
		8	55-00,327N	012-45,320E	with light FI(3) Y 10s
		9	54-59,732N	012-45,696E	
		10	54-59,125N	012-46,072E	
		11	54-58,507N	012-46,509E	with light FI(3) Y 10s
		12	54-58,389N	012-48,268E	
		13	54-58,316N	012-50,044E	with light FI(3) Y 10s
		14	54-58,236N	012-52,042E	
		15	54-58,331N	012-54,151E	with light FI(3) Y 10s
		16	54-58,820N	012-52,293E	
		17	54-59,404N	012-50,630E	with light FI(3) Y 10s
		18	55-02,025N	012-48,876E	
		19	55-02,730N	012-48,757E	with light FI(3) Y 10s
		20	55-03,395N	012-49,023E	

Kriegers Flak E

Insert	wind turbine at 1) - 31)	1	55-04,595N	012-52,067E	with light FI(3) Y 10s
		2	55-04,429N	012-53,166E	with light FI(3) Y 10s
		3	55-04,674N	012-55,292E	with light FI(3) Y 10s
		4	55-03,397N	012-55,762E	with light FI(3) Y 10s

	Kriegers Flak E	5	55-02,274N	012-56,486E	with light FI(3) Y 10s
		6	55-01,936N	012-57,048E	
		7	55-01,412N	012-58,285E	
		8	55-01,080N	012-59,228E	with light FI(3) Y 10s
		9	55-00,569N	012-59,817E	
		10	55-00,003N	012-59,927E	
		11	54-59,143N	012-59,748E	with light FI(3) Y 10s
		12	54-58,789N	013-01,498E	with light FI(3) Y 10s
		13	54-59,047N	013-03,137E	
		14	54-59,347N	013-04,494E	with light FI(3) Y 10s
		15	54-59,948N	013-05,405E	
		16	55-00,655N	013-06,210E	
		17	55-01,241N	013-06,899E	with light FI(3) Y 10s
		18	55-01,642N	013-06,225E	
		19	55-02,066N	013-05,530E	
		20	55-02,559N	013-04,728E	with light FI(3) Y 10s
		21	55-03,019N	013-04,051E	
		22	55-03,533N	013-03,125E	
		23	55-03,942N	013-02,245E	with light FI(3) Y 10s
		24	55-04,302N	013-01,265E	
		25	55-04,788N	013-00,073E	with light FI(3) Y 10s
		26	55-05,161N	012-59,153E	
		27	55-05,532N	012-58,171E	
		28	55-05,825N	012-57,397E	with light FI(3) Y 10s
		29	55-05,536N	012-56,264E	
		30	55-05,281N	012-55,109E	with light FI(3) Y 10s
		31	55-04,937N	012-53,570E	



Offshore wind farms Kriegers Flak E and W

Dk Efs 747/744/842/2021. Publ. 23 Mar 2022

The Sound

*** 16608 (T)**

Chart: 921

Sweden. The Sound. Falsterbokanalen. Canal 'Falsterbokanalen' closed during daytime April 4 - 8.

Time: Monday April 4 - Friday April 8, 2022, 0700 - 1600 LT.

Falsterbokanalen will be closed for all traffic during stated time due to repair works.

Falsterbokanalen	55-24,60N	012-56,09E
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Not shown in ENC.

Bsp Sydkusten 2020/s21, s25

Sjöfartsverket. Publ. 23 Mar 2022

Kattegat

*** 16644 (T)**

Chart: 931

Sweden. Kattegat. Gothenburg. W of Rörö. SW of Marstrand. Stora Pölsan. Blasting operations March 29 - 31.

Time: March 29 - 31, 0900 - 1600 LT.

Blasting operations will be carried out in the area during the stated times.

Safety distance: Ships 500 m from the area, diving 2400 m from the area, swimming 1264 m from the area.

Contact: Vhf Ch 16 or +46 31 692805.

	Exercise area between a) - d)	a)	57-47,5N	011-27,4E
		b)	57-47,5N	011-28,4E
		c)	57-46,5N	011-28,4E
		d)	57-46,5N	011-27,4E

Bsp Västkusten S 2021/s16

Försvarmakten. Publ. 23 Mar 2022

Lake Vänern and Trollhätte Canal

*** 16640**

Chart: 1352

Sweden. Lake Vänern and Trollhätte Canal. Göta älv. Agnesberg. Depths.

A hydrographic survey at Agnesberg has shown other depths than previously charted.

The changes are presented in the table below, and will be published in the next print of the affected chart.

The changes are available as an ENC update.

Insert	bar swept area 5m (2021) within a) - c)	a)	57-47,215N	012-00,473E
		b)	57-47,114N	012-00,403E
		c)	57-47,218N	012-00,457E
Delete	depth at berth 4,9	d)	57-47,176N	012-00,449E

Trollhätte kanal - Dalslands kanal 2020/s07, s08

