

## Notices to Mariners, SWEDEN Swedish Maritime Administration



### Areas in Swedish Notices to Mariners



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Publisher:  
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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](mailto:swedentraffic@sjofartsverket.se)

## Affected charts and Notices

Affected charts	Notice no	Affected charts	Notice no
7	16680 (T)	6163	16701 (T)
8	16680 (T)	6212	16704
8	16713 (T)	9312	16622 (T)
10	16701 (T)	9321	16713 (T)
61	16701 (T)		
62	16701 (T)		
74	16680 (T)		
74	16682 (T)		
83	16680 (T)		
83	16682 (T)		
92	16705 (T)		
92	16713 (T)		
93	16713 (T)		
415	16550		
616	16701 (T)		
742	16680 (T)		
742	16682 (T)		
743	16680 (T)		
743	16682 (T)		
921	16707		
923	16705 (T)		
924	16705 (T)		
931	16713 (T)		
1352	16622 (T)		
4151	16550		
5342	16575		
6162	16701 (T)		

# 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](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, 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](http://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*

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### **\* 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/](http://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*

**\* 16688**

**Chart: 135**

**Sweden. Lake Vänern and Trollhätte Canal. Lidköping. Fairway to Lidköpingshamn. Maximum permissible draft.**

Expired notices: 2021:851/15732(T)

Time: From March 18, 2021 until further notice

Maximum permissible draft for all vessels is 5.0 metres.

Lidköpings hamn	58-30,57N	013-09,96E
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Not shown in ENC.

Bsp Göta kanal 2011/s32, s63, Bsp Vänern 2018/s33, Bsp Vänern 2022/s33

*Sjöfartsverket. Publ. 20 Apr 2022*

## \* 16702

**Chart: 135, 1353**

**Sweden. Lake Vänern and Trollhätte Canal. N of Vänersborg. Vänersborgs oil harbour. Reduced maximum permissible draft.**

Time: From April 20, 2022 until further notice

Maximum permissible draft for all vessels is 5.0 metres at the jetty.

Oil jetty Vänersborg	a)	58-23,47N	012-18,80E
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Not shown in ENC.

Bsp Göta kanal 2011/s62, Bsp Vänern 2018/s50, Bsp Vänern 2022/s50, Trollhätte kanal - Dalslands kanal 2020/s40

*Sjöfartsverket Publ. 20 Apr 2022*

## NOTICES

### Areas without notices in this booklet

The Quark
Sea of Åland and Archipelago Sea
Gulf of Finland
Gulf of Riga
Lake Mälaren and Södertälje Canal
Central Baltic
South-Eastern Baltic
South-Western Baltic
The Belts
Skagerrak
Lake Vänern and Trollhätte Canal
Inshore waters
not area bound

### Bay of Bothnia

**\* 16550**  
**Sweden. Bay of Bothnia. Piteå. Leading lights/lines. Buoyage.**

**Chart: 415, 4151**

<b>Move</b>	leading light FI 2s to	a)	65- 12,475N	021- 40,372E	and amend leading line to 145,2° / 325,2°
<b>Move</b>	leading light Q to	b)	65- 12,418N	021- 40,466E	
<b>Move</b>	leading light Q to	c)	65- 14,422N	021- 31,084E	and amend leading line to 160,2° / 340,2°
<b>Move</b>	leading light Q to	d)	65- 14,504N	021- 31,014E	
<b>Move</b>	leading light F to	e)	65- 13,565N	021- 31,767E	and amend leading line between e) and f)
<b>Move</b>	leading light F to	f)	65- 13,411N	021- 32,089E	
<b>Move</b>	leading light 'Bondön övre' Iso 4s to	g)	65- 13,266N	021- 40,719E	and amend leading line to 046° / 226°
<b>Move</b>	port-hand spar buoy to	h)	65- 13,264N	021- 36,100E	
<b>Move</b>	starboard-hand spar buoy* to	i)	65- 13,280N	021- 37,273E	*with top mark
<b>Move</b>	port-hand spar buoy* to	j)	65- 12,884N	021- 36,988E	*with top mark
<b>Move</b>	leading light 'Skorstensudden övre' to	k)	65- 13,308N	021- 39,859E	and amend leading line to 023,2° / 203,2°

Adm LoL 5790-83/82/81/51 and C5792-41/4

Bsp Bottenviken 2018/s35, s36, s55, s56

Transportstyrelsen. Publ. 20 Apr 2022

## Sea of Bothnia

**\* 16575**

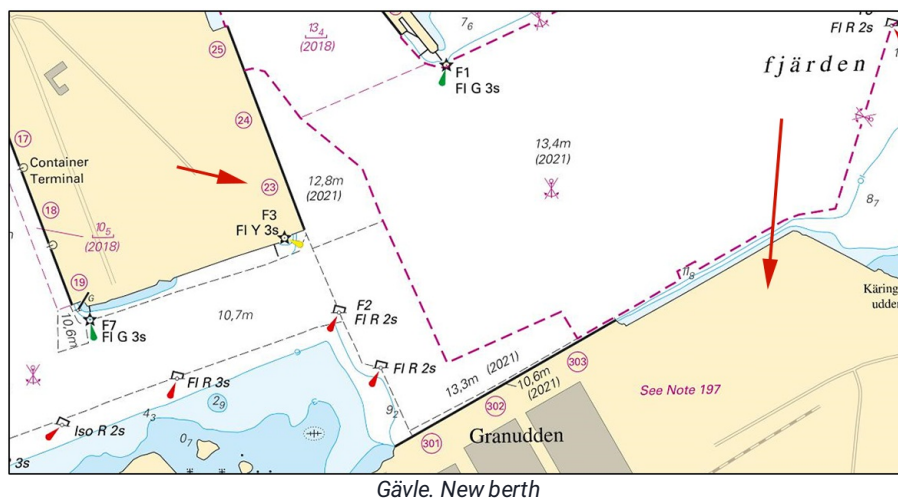
**Chart: 5342**

**Sweden. Sea of Bothnia. Port of Gävle. Works completed. Berth number.**

Works at container terminal and Granudden are completed. Berth number 23 is ready to be taken into operation.

<b>Delete</b>	area and text "Works in progress (2010)" a) - d)	a)	60-41,80N	017-13,669E
		b)	60-41,51N	017-13,87E
		c)	60-41,47N	017-13,57E
		d)	60-41,75N	017-13,39E
<b>Insert</b>	Quay with related berth number 23	e)	60-41,58N	017-13,79E
<b>Delete</b>	area and text "Works in progress (2012)" f) - i)	f)	60-41,54N	017-14,75E
		g)	60-41,44N	017-15,0E
		h)	60-41,30N	017-14,51E
		i)	60-41,43N	017-14,35E

Bsp Bottenhavet S 2019/s41, s42



Gävle hamn AB. Publ. 20 Apr 2022

## Northern Baltic

\* 16701 (T)

Chart: 10, 61, 616, 6162, 6163, 62

Sweden. Northern Baltic. E of Utö. Firing exercises. May 2 - 15, 2022.



Position: Approx.	58-54N	018-20E	Utö firing exercise area
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Firing exercises will be carried out within Utö firing range during stated times. The current extension of the closed area is given in the table.

Signal ammunition is used during hours of darkness.

Information during practice times VHF channel 16, call Utö skjutfält, or phone +46 8 501 570 45. Information about upcoming practice times, phone: +46 10 823 18 23, Muskö Sjöcentral.

Date	Time	Range from shore
May 2	1200 - 1900 LT	3.8 M
May 3 - 5	0900 - 1900 LT	3.8 M
May 12 - 15	0900 - 1800 LT	4.2 M
May 12 - 15	1800 - 2100 LT	1.8 M

Not shown in ENC.

BSP Stockholm S 2020/s04, s05, s13, s17, s18, s19, s34, s35, s37, BSP Stockholm S 2022/s04, s05, s13, s17, s18, s19, s34, s35, s37

Försvarmakten. Publ. 20 Apr 2022

## \* 16704

Chart: 6212

### Sweden. Northern Baltic. Norrköping. Pampusrännan. Light buoy operational.

Expired notices: 2022:895/16519(T)

The red light buoy 'Nr 05' is operational.

Red light buoy 'Nr 05' FIR 3s	58-37,762N	016-18,257E
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Bsp Ostkusten 2021/s26, s60

Sjöfartsverket. Publ. 20 Apr 2022

## Southern Baltic

## \* 16680 (T)

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

### Sweden. Southern Baltic. S of Åhus. Ravlunda. Firing exercises. May 2 - 4, 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 32.

Date	Hours	Range
May 2	1300 - 1700 LT	6.8 M
May 3 - 4	0900 - 1700 LT	6.8 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

Försvarsmakten. Publ. 20 Apr 2022

## \* 16682 (T)

Chart: 74, 742, 743, 83

Sweden. Southern Baltic. Approach to Åhus. Rinkaby. Firing exercises. May 6 - 8, 2022.

Position: Approx.	55-56N	014-22E	Firing restriction area R38A RINKABY
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The restriction area R38A will be closed for vessels during times given in the table. The exercises will be interrupted to allow passage of merchant vessels.

During exercise orange quick light, Q Or, is shown from shore.

For further information call: "Rinkaby skjutfält" on VHF Ch 16/18 or call +46 44-24 25 02 (only during firings).

Date	Hours	Range
May 6	0900 - 1700 LT	2.5 M
May 7	0900 - 1900 LT	2.5 M
May 8	0900 - 1200 LT	2.5 M

Not shown in ENC.

Bsp Hanöbukten 2018/s24, s25, s26, Bsp Hanöbukten 2022/s24, s25, s26

Försvarsmakten. Publ. 20 Apr 2022

## The Sound

### \* 16707

Chart: 921

Sweden. The Sound. Öresund. W of Skanör. Measuring equipment removed.

Expired notices: 2021:891/16473(T)

Foul ground removed in positions a) - c)	a)	55-27,484N	012-44,368E
	b)	55-25,981N	012-37,438E
	c)	55-22,850N	012-43,285E

Bsp Sydkusten 2020/s19, s20, s21, s24

DHI. Publ. 20 Apr 2022

## Kattegat

**\* 16622 (T)**

**Chart: 1352, 9312**

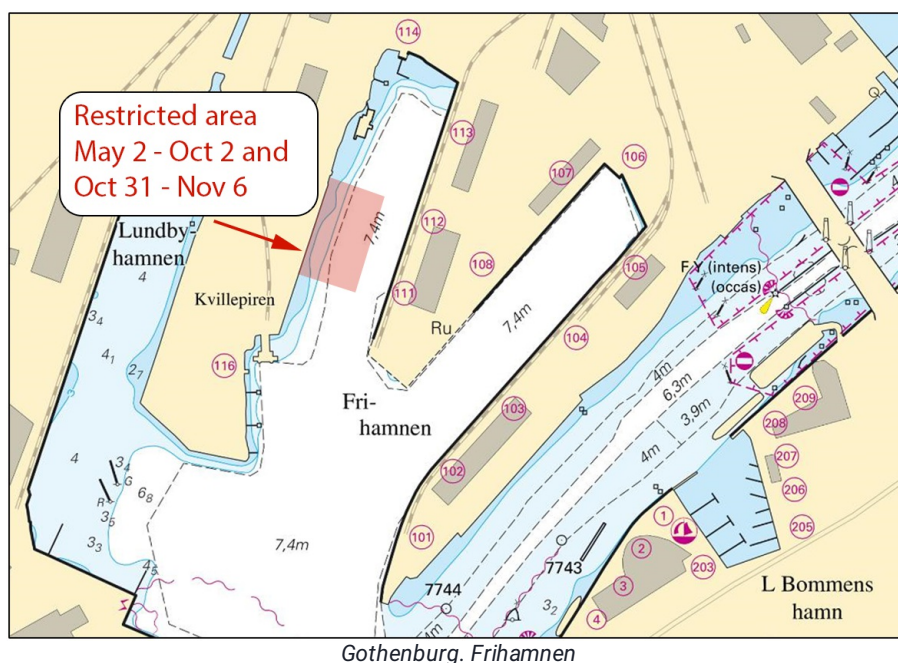
**Sweden. Kattegat. Göteborg. Frihamnen. Restricted area.**

Time: May 2 - October 2 and October 31 - November 6, 2022 daily between 0900 - 2000 LT.

All vessel traffic prohibited in area described below due to sailing course.

vessel traffic prohibited within a) - d)	a)	57-42,943N	011-57,347E
	b)	57-42,934N	011-57,431E
	c)	57-42,856N	011-57,374E
	d)	57-42,866N	011-57,300E

Not shown in ENC.



Länsstyrelsen Västra Götaland. Publ. 20 Apr 2022

**\* 16705 (T)**

**Chart: 92, 923, 924**

**Sweden. Kattegat. W of Halmstad. Ringenäs. Firing exercises. April 27, 2022.**

Firing will take place at R41A Ringenäs firing range during stated times. The dangerous area extends from the shore according to the table below. A light on shore, VQ W, will be shown during firing.

For further information call +46 35 266 39 55, +46 35 536 77.

Date	Hours	Range
April 27	0830 - 1530 LT	1.7 M

Position: Approx.	56-40,8N	012-38,6E	Firing restriction area R41 A RINGENÄS
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Not shown in ENC.

Bsp Västkusten S 2021/s28, s29, s30

Försvarsmakten. Publ. 20 Apr 2022

### \* 16713 (T)

Chart: 8, 92, 93, 931, 9321

Sweden. Kattegat. SW of Tjörn. Marstrandsfjorden. Light Hätteberget unlit.

Time: Until further notice

Light 'Hätteberget' is unlit.

Work to repair the lighthouse is in progress. During the work, the power cable is marked with buoys.

Light 'Hätteberget' Fl(2) WRG 12s	57-51,82N	011-27,52E
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Bsp Västkusten S 2021/s14, s41

Sjöfartsverket. Publ. 20 Apr 2022