

## Notices to Mariners, SWEDEN Swedish Maritime Administration



### Areas in Swedish Notices to Mariners



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The Swedish Notices to Mariners (Ufs) booklet is an official Swedish publication regularly published on a weekly basis.

Each PDF-file consists of a number of notices also accessible on [www.sjofartsverket.se/ntm](http://www.sjofartsverket.se/ntm)

Each booklet contains information on changes made to official Swedish nautical charts, as well as essential information on occurrences that pertain to safe navigation in Swedish waters.

Information available on foreign waters is limited. Ufs is not suitable for the task of keeping BA-charts and other nautical charts updated.

Note: Unintentional page breaks may occur as the PDF-file is generated automatically.

**Announcements** – General information, e.g. new chart editions, statutes/decrees from national authorities

**Notices** – Chart corrections and temporary/preliminary notices for a given geographical location

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

When a notice number is followed by a '(P)' this signifies that the information contained therein is of a preliminary nature. An upcoming notice containing a chart correction will replace the former.

Similarly, when the letter '(T)' is used this indicates that the notice is of a temporary nature.

In case no period of validity is stated, such a notice will be invalidated either when a new temporary notice or a chart correction replaces it.

Information in temporary and preliminary notices are generally available as an update to ENC. In case ENC updates are not available, the notice will state 'Not shown in ENC'.

Bearings are true and given clockwise from 000° to 360° and, when describing a light house beam, indicate a direction from seaward towards shore.

Note: Chartlets are intended to simplify chart correction work and are not always true to scale. Generally, these pictorials show the largest charted scale available for respective area.

The respective informant is responsible for factual content.

Please refer to more information on the use of Ufs in the official Swedish publication **Ufs A**.

## Reporting dangers and errors

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

Call: Sweden Traffic

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
4	18391 (T)	6145	18290
6	18395 (T)	9313	18373 (T)
7	18348 (T)	9321	18357
7	18395 (T)		
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133	18387		
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1353	18367 (T)		
6144	18290		

# ANNOUNCEMENTS

## \* 18137 (T)

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

See: [2024:1010/18138\(T\)](#)

Time: Until spring of 2024.

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 18138(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 <http://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 <http://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 82 (or tel +46(0)10 492 76 00) 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 2023 - 2024 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

*Sjöfartsverket. Publ. 22 Nov 2023*

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## \* 18138 (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](mailto: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 0600-1800 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. Lövholmen-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

# NOTICES

## Areas without notices in this booklet

Sea of Bothnia
Sea of Åland and Archipelago Sea
Gulf of Finland
Gulf of Riga
Lake Mälaren and Södertälje Canal
South-Eastern Baltic
The Sound
The Belts
Skagerrak
Inshore waters
not area bound

## Bay of Bothnia

**\* 18391 (T)**

**Chart: 4, 41, 415, 421**

**Sweden. Bay of Bothnia. E of Byske. Tåme. Firing exercises. April 15 - 24, 2024.**

Firing exercises will be carried out at Tåme firing range during times listed below. During these times the charted danger area "R 58" is closed for navigation within stated distance from shore.

Further information on VHF channel 16, call Tåme skjutfält, or phone +46 921 348 405.

**Date Time Range from shore**

Date	Time	Range from shore
April 15	1130 - 2030 LT	9,5 M
April 16 - 19	0830 - 2030 LT	9,5 M
April 20 - 21	0830 - 1730 LT	9,5 M
April 22 - 24	0830 - 2030 LT	9,5 M

Position: Approx.	64-55N	021-30E	Tåme Firing practice area
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Not shown in ENC.

Bsp Bottenviken 2018/s37, s38, s39, s40, s41, s42, s44, Bsp Bottenviken 2023/s37, s38, s39, s40, s41, s42, s44

Försvarmakten. Publ. 10 Apr 2024

## The Quark

**\* 18379**

**Chart: 42, 429, 511, 512**

**Sweden. The Quark. Västra Kvarken. NW of Holmön. Prohibition lifted on ice breaking.**

Expired notices: [2024:996/18202\(T\)](#)

NW of Holmön	63-50N	020-49E
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Bsp Bottenhavet N 2019/s07, s38, s40, Bsp Bottenhavet N 2024/s07, s38, s40

Sjöfartsverket. Publ. 04 Apr 2024

## Northern Baltic

**\* 18290**

**Chart: 6144, 6145**

**Sweden. Northern Baltic. E of Stockholm. Runmarö. Storön. Speed limit.**

<b>Insert</b>	text 15 jun–15 Aug	a)	59-16,14N	018-44,11E
<b>Replace</b>	text 7 kn with 5 kn	b)	59-15,82N	018-44,10E

BSP Stockholm M 2022/s30, s47, Bsp Stockholm M 2024/s30, s47

*Länsstyrelsen Stockholm. Publ. 10 Apr 2024*

## Central Baltic



**\* 18395 (T)****Chart: 6, 62, 624, 7, 71, 731, 74, 83****Sweden. Central Baltic. Between Öland and Gotland. Research. Unmanned Surface Vessel.**

Time: April 12 - September 30, 2024.

An unmanned sailbuoy with a length of 2 m, a height of 1,1 m and a weight of 60 kg, is adrift or sailing in an area between the islands Öland and Gotland.

The purpose of the sailbuoy is to study the movement of fish shoal. It will move between preset waypoints with GPS and autopilot with a maximum speed of 2 knots.

The sailbuoy is unlit with no radar reflector or AIS. No deference to the buoy is needed.

Contact: Project leader +46 739 38 79 69 or +47 916 52 190.

Research area a) - d)	a)	57-44N	017-14E
	b)	57-40N	018-06E
	c)	56-01N	018-19E
	d)	55-15N	016-23E

Not Shown in ENC

Bsp Kalmarsund 2019/s04, s05, s06, s07, s15, Bsp Kalmarsund 2023/s04, s05, s06, s07, s15, Bsp Ostkusten 2021/s06, s07, Bsp Ostkusten 2023/s06, s07



*Sailbuoy*

## Southern Baltic

\* 18348 (T)

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

**Sweden. Southern Baltic. S of Åhus. Ravlunda. Firing exercises. April 25 - 26, 2024.**

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 yellow quick light, VQ Y, is shown from shore.

For further information call "Ravlunda skjutfält" on VHF Ch 16/68 or call +46 734-22 24 90.

**Date Hours Range**

Date	Hours	Range
April 25	0900 - 2400 LT	3.4 M
April 26	0900 - 1700 LT	3.4 M

Not shown in ENC.

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

Försvarmakten. Publ. 10 Apr 2024

## South-Western Baltic

\* 18384

Chart: 74, 921

**Sweden. South-Western Baltic. SW of Malmö. Falsterborev. Light 'Falsterborev' in normal operation.**

Expired notices: [2023:994/18195\(T\)](#)

Light 'Falsterborev' FL(4) WR 12s	55-18,53N	012-39,35E
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Adm LoL. C2417

Bsp Sydkusten 2020/s05, s23

Sjöfartsverket. Publ. 05 Apr 2024

# Kattegat

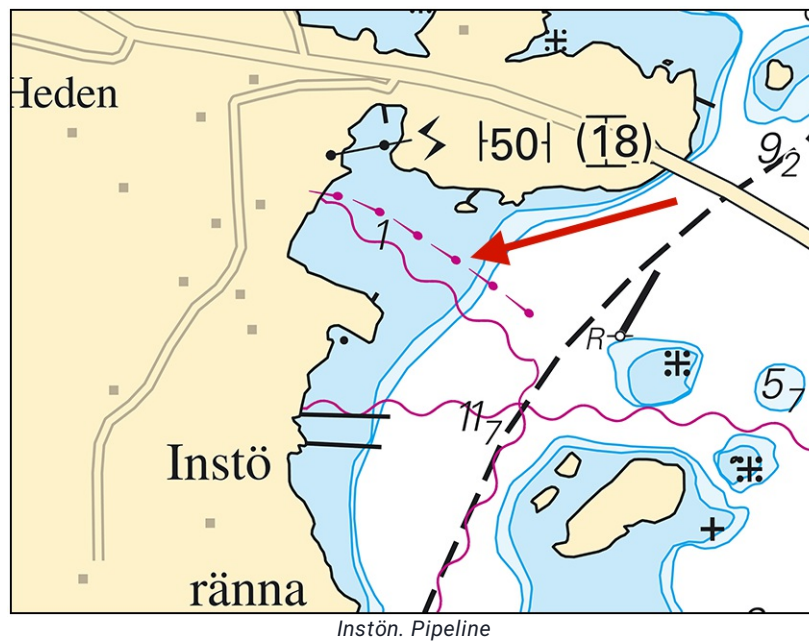
\* 18357

Chart: 9321

Sweden. Kattegat. E of Marstrand. Instön. Pipeline.

Insert	pipeline between a) and b)	a)	57-53,48N	011-39,20E
		b)	57-53,40N	011-39,44E

Bsp Västkusten S 2021/s42, Bsp Västkusten S 2023/s42



Norconsult AB. Publ. 10 Apr 2024

\* 18373 (T)

Chart: 931, 9313

Sweden. Kattegat. Gothenburg archipelago. W of Styrso. Stora Rävholmen.  
Firing exercises. April 19 - 22, 2024.

Firing exercises with live ammunition will be carried out within Gothenburg archipelago firing range during stated times.

The exercise area is marked in chartlet below and will be supervised by guard vessels.

Warning flags are displayed on the perimeter.

Anchorage "C" is affected and shall not be used during the exercises.

Information during practice times VHF channel 16, or phone +46 709 249 258 / +46 706 235 318.

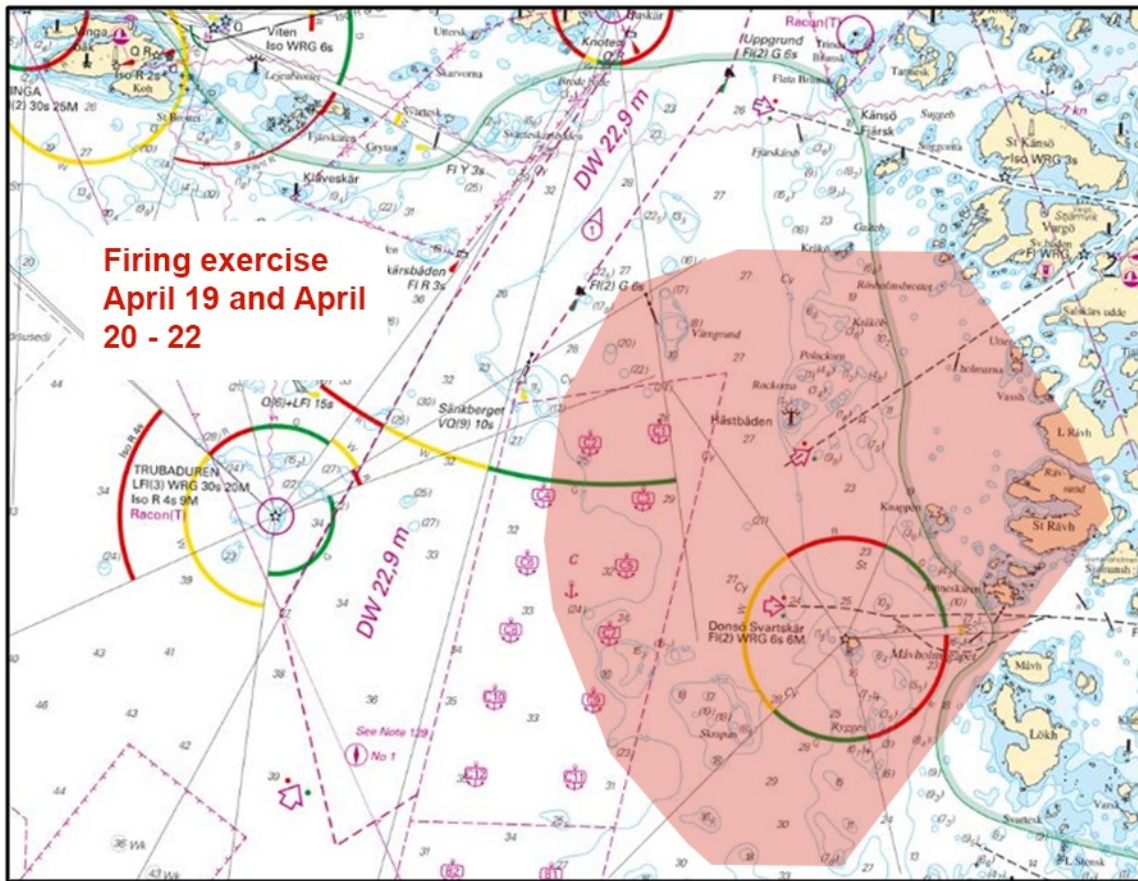
Approximate area between a) - f)	a)	57-37,2N	011-41,9E
	b)	57-36,3N	011-45,4E
	c)	57-35,8N	011-45,8E
	d)	57-34,0N	011-42,4E
	e)	57-34,8N	011-40,7E
	f)	57-36,8N	011-40,8E

**Date**      **Time**

April 19	0900 - 1700 LT
April 20 - 22	0900 - 2000 LT

Not shown in ENC.

Bsp Västkusten S 2021/s18, s19, s49, s50, Bsp Västkusten S 2023/s18, s19, s49, s50



Göteborg firing exercise

Försvarsmakten. Publ. 10 Apr 2024

\* 18390 (T)

Chart: 92, 923, 924

Sweden. Kattegat. W of Halmstad. Ringenäs. Firing exercise. April 16, 2024.

Position: Approx.	56-40,8N	012-38,6E	Firing restriction area R41A RINGENÄS
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Firing will take place at R41A Ringenäs firing range during stated times. The dangerous area extends from the shore according to the table below. Two lights on shore, VQ Y, will be active during firing.

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

Date	Hours	Range
April 16	0900 - 1600 LT	2.4 M

Not shown in ENC.

Bsp Västskusten S 2021/s28, s29, s30, Bsp Västskusten S 2023/s28, s29, s30

Försvarsmakten. Publ. 10 Apr 2024

## Lake Vänern and Trollhätte Canal

**\* 18251****Chart: 1353****Sweden. Lake Vänern and Trollhätte Canal. Trollhättan. Dolphin.**

Delete	dolphin and text '284'	58-16,61N	012-16,79E
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Trollhätte kanal - Dalslands kanal 2020/s21

Sjöfartsverket. Publ. 10 Apr 2024

**\* 18367 (T)****Chart: 1353****Sweden. Lake Vänern and Trollhätte Canal. Göta älv. Trollhätte kanal. Trollhättan. Closed fairway.**

Tid: April 22, 2024, 0800 - 1700 LT

The fairway between lock no. 2 and no. 5 is closed for all marine traffic during the stated time.

Lock no. 2	a)	58-15,945N	012-15,875E
Lock no. 5	b)	58-15,900N	012-15,125E

Trollhätte kanal - Dalslands kanal 2020/s20, s21

Sjöfartsverket. Publ. 10 Apr 2024

**\* 18387****Chart: 133****Sweden. Lake Vänern and Trollhätte Canal. Hönsäter. Port open.**Expired notices: [2024:998/18230\(T\)](#)

Hönsäter port is open for traffic.

Hönsäter port	58-38,12N	013-26,43E
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Bsp Vänern 2022/s29, s49

Sjöfartsverket. Publ. 05 Apr 2024