

Notices to Mariners, SWEDEN Swedish Maritime Administration



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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

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

Affected charts and Notices

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731	18200 (T)		
742	18164 (T)		

ANNOUNCEMENTS

* 18137 (T)

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

See: 2024:998/18138(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 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 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 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

* 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 inofficial 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 0600-1800 LT and will additionally be published on the website <https://sverigesradio.se/sida/trafik/>

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 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

The Quark
Gulf of Finland
Gulf of Riga
South-Eastern Baltic
South-Western Baltic
The Sound
The Belts
Inshore waters
not area bound

Bay of Bothnia

*** 17776**

Chart: 415

Sweden. Bay of Bothnia. Piteå. S of Lill-Rönnskäret. Buoyage.

Delete	north cardinal spar buoy	65-14,346N	021-41,390E
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Bsp Bottenviken 2018/s35, Bsp Bottenviken 2023/s35

Transportstyrelsen. Publ. 17 Jan 2024

*** 18166**

Chart: 4101

Sweden. Bay of Bothnia. Luleå. Buoy.

Move	port-hand light buoy Fl R 3s	from a) to b)	a)	65-30,748N	022-20,639E
			b)	65-30,756N	022-20,727E

Bsp Bottenviken 2018/s61, Bsp Bottenviken 2023/s61

Sjöfartsverket. Publ. 17 Jan 2024

*** 18223 (T)****Chart: 4, 41, 415, 421****Sweden. Bay of Bothnia. E of Byske. Tåme. Firing exercises. January 22 - February 2, 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
January 22 - 23	0730 - 1730 LT	9.5 M
January 24 - 25	0830 - 1700 LT	9.5 M
January 26	0830 - 2000 LT	9.5 M
January 27 - 28	0830 - 1730 LT	9.5 M
January 29 - February 1	0830 - 1930 LT	9.5 M
February 2	0830 - 1300 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. 17 Jan 2024

Sea of Bothnia*** 18228****Chart: 5331****Sweden. Sea of Bothnia. Söderhamn. Ljusne. Orrskär. Virtual aid to navigation withdrawn.**

Expired notices: [2022:928/17061\(T\)](#)

Virtual AIS-ATON on starboardhand spar buoy in position below has been removed.

Starboard hand spar buoy	61-12,752N	017-09,807E
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MMSI: 992651031

Bsp Bottenhavet S 2019/s37, Bsp Bottenhavet S 2023/s37

Sjöfartsverket. Publ. 17 Jan 2024

Sea of Åland and Archipelago Sea

*** 18214 (T)**

Chart: 535, 536

**Sweden. Sea of Åland and Archipelago Sea. Öregrund. Öregrundsgrepen.
Advice for vessels with low engine power not to pass.**

Time: Until further notice

Vessels with low engine power are not recommended to pass through Öregrundsgrepen due to ice conditions.

Öregrundsgrepen southern entrance	60-30N	018-13E
Öregrundsgrepen northern entrance	60-15N	018-39E

Bsp Bottenhavet S 2019/s32, s33, s34, s35, s49, Bsp Bottenhavet S 2023/s32, s33, s34, s35, s49, Bsp Stockholm N 2022/s10, s11, s15

Sjöfartsverket. Publ. 15 Jan 2024

Northern Baltic

* 18218 (T)

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

Sweden. Northern Baltic. E of Utö. Firing exercises. January 29 - February 2, 2024.

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.

Firing will be performed with laser. Seafarers shall not use binoculars/optical instruments towards the area.

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
January 29	0900 - 1900 LT	0.6 M
January 30 - February 1	0900 - 2200 LT	4.2 M
February 2	0900 - 1200 LT	3.2 M

Not shown in ENC.

Bsp Mälaren - Hjälmarén 2020/s07, Bsp Ostkusten 2021/s05, Bsp Ostkusten 2023/s05, BSP Stockholm S 2022/s04, s05, s13, s17, s18, s19, s34, s35, s37

Försvarmakten. Publ. 17 Jan 2024

*** 18227 (T)****Chart: 10, 61, 616, 6162, 6163, 62****Sweden. Northern Baltic. E of Utö. Firing exercises. February 6 - 8, 2024.**

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.

Firing will be performed with laser. Seafarers shall not use binoculars/optical instruments towards the area.

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
February 6	0900 - 1700 LT	4.2 M
February 7	0900 - 2000 LT	4.2 M
February 8	0900 - 1700 LT	4.2 M

Not shown in ENC.

Bsp Mälaren - Hjälmarén 2020/s07, Bsp Ostkusten 2021/s05, Bsp Ostkusten 2023/s05, BSP Stockholm S 2022/s04, s05, s13, s17, s18, s19, s34, s35, s37

Försvarmakten. Publ. 17 Jan 2024

Lake Mälaren and Södertälje Canal

* 18216 (T)

Chart: 111

Sweden. Lake Mälaren and Södertälje Canal. Stockholm. Kärnsön. Lovön. Drottningholm. Works.

Expired notices: [2022:928/17075\(T\)](#)

Time: Until May 2024.

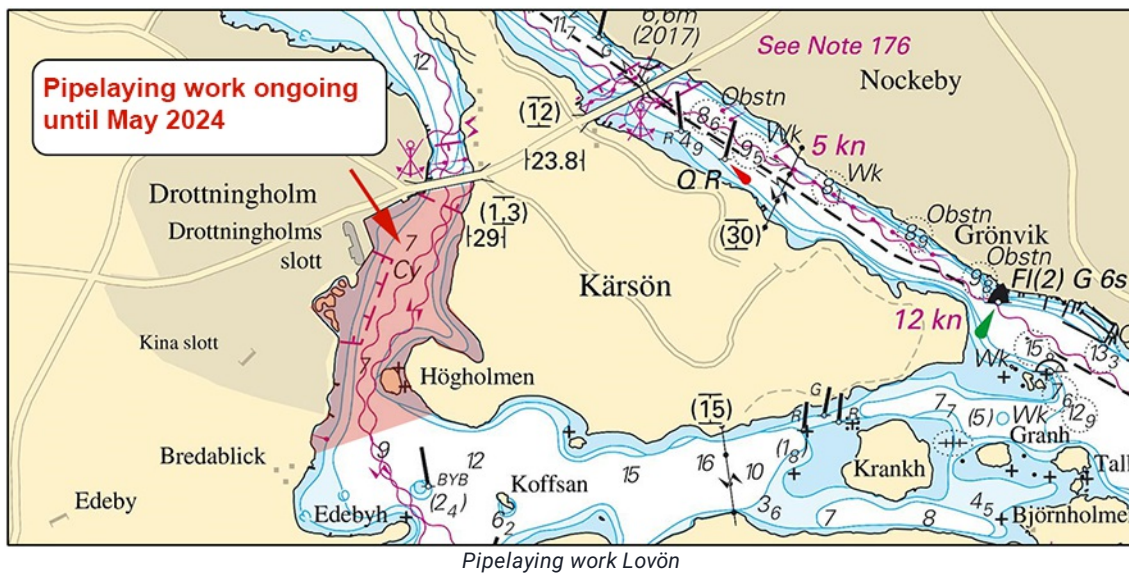
Supply pipeline is constructed in the marked-out area in the chartlet. During the construction, the work area will be marked with buoys. Mariners are requested to pass with caution.

Operating units can be contacted on VHF channel 16.

Contact: Project manager + 46 (0)70 604 64 04.

Work area between a) - b)	a)	59-19,42N	017-53,63E
	b)	59-18,85N	017-53,29E

Bsp Mälaren - Hjälmarén 2020/s49



Sventab. Publ. 17 Jan 2024

Central Baltic

*** 18200 (T)**

Chart: 731

Sweden. Central Baltic. Gotland. Approach to Slite. Geophysical surveys.

Time: January 15 until further notice

Geophysical surveys are in progress in the fairway outside Port of Slite.

Participating unit: 'Lili af Sakskobing/XPE6313'. Vessel maintains watch on VHF Ch 16.

Mariners are advised to pass exercising caution.

Port of Slite			
Survey area, approximate between a) and b)	a)	57-42,6N	018-48,6E
	b)	57-40,9N	018-49,8E

Not shown in ENC.

Bsp Kalmarsund 2019/s06, s07, Bsp Kalmarsund 2023/s06, s07

Heidelberg Cement Group. Publ. 15 Jan 2024

*** 18215 (T)**

Chart: 711, 712, 713

Sweden. Central Baltic. Southern Baltic. Kalmar. Öland. Kalmarsund. Advice for vessels with low engine power not to pass.

Time: Until further notice

Vessels with low engine power are not recommended to pass through Kalmarsund due to ice conditions.

Kalmarsund southern entrance	a)	56-15N	016-13E
Kalmarsund northern entrance	b)	57-12N	016-44E

Bsp Hanöbukten 2022/s08, s09, s10, s12, Bsp Kalmarsund 2023

Sjöfartsverket. Publ. 15 Jan 2024

Southern Baltic

*** 18164 (T)**

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

Sweden. Southern Baltic. S of Åhus. Ravlunda. Firing exercises. Jan 22 - Feb 2, 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
January 22	1300 - 1700 LT	11,9 M
January 23 -25	0900 - 1700 LT	11,9 M
January 26	0900 - 2200 LT	11,9 M
January 30 - February 1	0900 - 1700 LT	6,8 M
February 2	0900 - 1200 LT	11.9 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. 17 Jan 2024

*** 18215 (T)**

Chart: 711, 712, 713

Sweden. Central Baltic. Southern Baltic. Kalmar. Öland. Kalmarsund. Advice for vessels with low engine power not to pass.

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

Kattegat

* 18226 (T)

Chart: 92, 923, 924

Sweden. Kattegat. W of Halmstad. Ringenäs. Firing exercise. January 22 - 25, 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**

Date	Hours	Range
January 22	0930 - 1500 LT	2.4 M
January 23	0900 - 1500 LT	2.4 M
January 24 - 25	0800 - 1600 LT	1.7 M

Not shown in ENC.

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

Försvarmakten. Publ. 17 Jan 2024

Skagerrak

* 18006 (T)

Chart: 93, 933, 9331

Sweden. Skagerrak. Smögen. Kungshamn. Smögenbron. Bridge repair.

Time: During 2024

During the work, a restricted area is established and sea traffic will be redirected.

Light Buoys marks areas restricted for navigation.

Works will proceed from north to south during the year

Contact: +46727304797

Smögen bridge	58-21,911N	011-14,593E
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Bsp Västskusten N 2021/s05, s14, s15, s26, BSP Västskusten N 2023/s05, s14, s15, s26

Svevia. Publ. 17 Jan 2024

*** 18184****Chart: 8, 93, 933, 9331****Sweden. Skagerrak. NV om Lysekil. Light Hållö.**

Amend	range to 23M	58-20,155N	011-13,039E
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Adm. LoL. C0375

Bsp Västkusten N 2021/s14, s18, s26, s27, BSP Västkusten N 2023/s14, s18, s26, s27

Sjöfartsverket. Publ. 17 Jan 2024

Lake Vänern and Trollhätte Canal

*** 18224 (T)****Chart: 13, 135****Sweden. Lake Vänern and Trollhätte Canal. TSS Gälleudde and TSS Hindens rev temporarily suspended.**

Time: Until April 15, 2024.

TSS Gälleudde and TSS Hindens rev in lake Vänern are temporarily withdrawn due to winter conditions.

TSS Gälleudde	58-29N	012-30E
TSS Hindens rev	58-39N	012-45E

Bsp Vänern 2022/s04, s08, s25, s34, s35, Trollhätte kanal - Dalslands kanal 2020/s24, s25, s26

Transportstyrelsen. Publ. 17 Jan 2024

*** 18230 (T)****Chart: 133****Sweden. Lake Vänern and Trollhätte Canal. Hönsäter. Port closed. Buoyage unreliable.**

Time: Until further notice

Hönsäter port is closed due to ice and unreliable fairway marks.

The port is opened after inspection of floating fairway markers. This will be conducted in the spring.

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

Sjöfartsverket. Publ. 17 Jan 2024