

# Ufs

No 1095

November 26, 2025

## Notices to Mariners, SWEDEN



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**SWEDISH MARITIME  
ADMINISTRATION**

## Affected charts and Notices

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@siofartsverket.se](mailto:swedentraffic@siofartsverket.se)

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# ANNOUNCEMENTS

**\* 19743**

**Chart: 536, 711, 93, 9321**

**Sweden. not area bound. New print of charts. New edition of chart 536, 711, 93 and 9321.**

A new edition of the following nautical charts are available from November 2025:

## Chart Edition

536	14.0 NEW EDITION
711	10.0 NEW EDITION
93	15.0 NEW EDITION
9321	14.0 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.

<https://ufs.sjofartsverket.se/en/Current/Products>

*Sjöfartsverket. Publ. 26 Nov 2025*

**\* 19745 (T)**

**Sweden. not area bound. General information to seafarers during winter conditions.**

Time: Until spring of 2026.

Seafarers 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 separate temporary NtM.

**ICE BRIDGES:** Pontoons are sometimes laid across narrow straits enabling transport to islands, when neither vessels nor road vehicles can be used.

**BUOYAGE:** Buoyage in Bay of Bothnia, Sea of Bothnia and Lake Vänern is generally withdrawn during the ice season. Buoyage in harbours may also be withdrawn. The movement of ice can bring buoys and spar buoys off 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. In the spring it generally takes time before all aids to navigation have been overhauled and/or replaced.

**CABLE FERRIES:** The cable might lie on the ice which makes it impossible to pass the ferry route. At some ferry crossings speed restrictions during winter apply. Refer to information in Swedish NtM.

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

**ICE BOOMS:** In some places in Trollhätte canal, ice booms are established during winter to avoid ice affecting 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 regarding winter navigation, contact information to ice breakers etc. can be found on the website [www.sjofartsverket.se/winternavigation](http://www.sjofartsverket.se/winternavigation) and in the booklet "Winter Navigation". The website <http://baltice.org> contains information for winter navigation in the entire Baltic Sea area.

**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 lens on lights and light-buoys may become covered by frost, snow or ice. This could make the light faint or to seem unlit. Sectors may falsely appear as white. Snow on the solar panels can result in discharged batteries, which could result in the light becoming unlit or faint. The light character might also be incorrect.

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

**PILOT BOARDING:** Pilot boarding positions may be moved or withdrawn in ice covered areas. Updated information can be requested from the Pilot coordination center or from the pilot boat.

**PROHIBITION TO BREAK THE ICE:** A prohibition to break the ice may be issued in some areas and fairways. Refer to Swedish NtM.

**REPORTING:** Ships en route to Swedish and Finnish ports in Bay of Bothnia and Sea of Bothnia, which are subject to ice restrictions, shall report to ICE INFO on VHF channel 82 or by telephone +46(0)10 492 76 00 when passing latitude 60-00N.

**RACON:** When severe ice conditions are expected, Racon buoys may be replaced by ordinary light-buoys in order to avoid equipment damage.

**ROADS ON THE ICE:** Ice roads are sometimes established where the ice is strong enough to be used for transports. This is more common in the north. Masters must make sure that the ice is not used for transports before proceeding in ice-covered waters between inhabited islands and the mainland.

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

**TRAFFIC SEPARATION SCHEMES:** TSS may be temporarily withdrawn by the Swedish Transport Agency. Information about this is published in Navigational warnings and in Swedish NtM.

**WINTER NAVIGATION:** Official publication with useful information for 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 (0)771 63 25 25.

Ufs A, chapter 6.5  
[https://ufs.sjofartsverket.se/pdf/Ufs\\_A\\_en.pdf](https://ufs.sjofartsverket.se/pdf/Ufs_A_en.pdf)

## \* 19746 (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 has 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](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  
[https://ufs.sjofartsverket.se/pdf/Ufs\\_A\\_en.pdf](https://ufs.sjofartsverket.se/pdf/Ufs_A_en.pdf)

# NOTICES

## Areas without notices in this booklet

Bay of Bothnia
Sea of Bothnia
Sea of Åland and Archipelago Sea
Gulf of Finland
Gulf of Riga
South-Eastern Baltic
Southern Baltic
South-Western Baltic
The Sound
The Belts
Skagerrak
Inshore waters
not area bound

# The Quark

\* 19754 (T)

Chart: 4, 42, 429, 5, 512

## Sweden. The Quark. TSS in Norra Kvarken. Buoyage withdrawn for the winter 2026.

Time: Until spring of 2026.

The following buoys/spar buoys in the traffic separation scheme 'TSS in Norra Kvarken' have been withdrawn for the winter and have been replaced with virtual AIS-AtoN.

East cardinal light buoy, Odelgrund	a)	63-25,53N	020-33,93E	Replaced with V-AIS
North cardinal light buoy, Östra Kvarken	b)	63-32,89N	020-51,03E	Replaced with V-AIS
Porthand side spar buoy	c)	63-28,129N	020-37,926E	Replaced with V-AIS
Port hand side spar buoy	d)	63-32,240N	020-41,088E	Replaced with V-AIS
Starboard hand spar buoy	e)	63-31,182N	020-43,770E	Replaced with V-AIS
Port hand side spar buoy	f)	63-32,708N	020-45,376E	Replaced with V-AIS
Starboard hand spar buoy	g)	63-32,288N	020-46,247E	Replaced with V-AIS
Port hand side spar buoy	h)	63-33,499N	020-52,351E	Replaced with V-AIS
Port hand side spar buoy	i)	63-35,403N	021-03,326E	Replaced with V-AIS

Bsp Bottenhavet N 2024/s33, s34, s35

*Sjöfartsverket. Publ. 26 Nov 2025*



# Northern Baltic

\* 19739

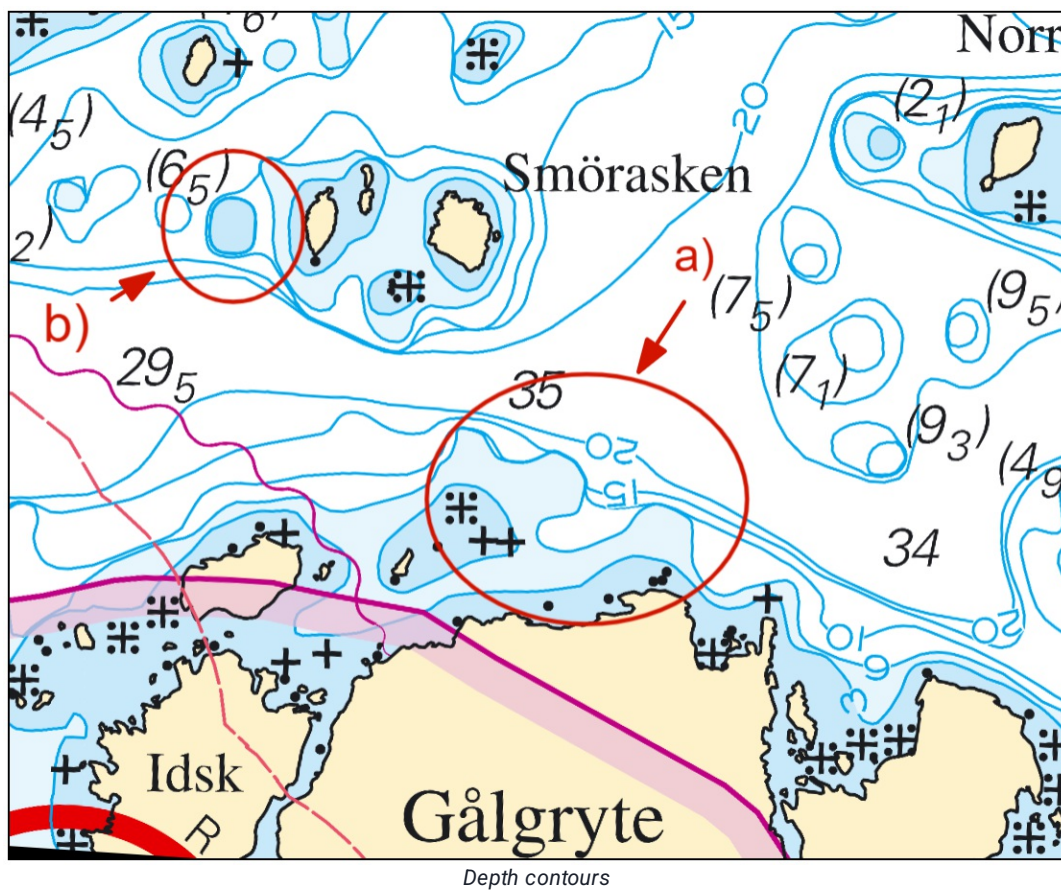
Chart: 611, 612

## Sweden. Northern Baltic. E of Norrtälje. Gålgryte. Smörasken. Depth contours.

A hydrographic survey has shown other depths than charted. Important amendments 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	3-6 meter depth contour in area around a). See chartlet	a)	59-42,067N	019-08,504E
Insert	3 meter depth contour so that position b) is encircled. See chartlet.	b)	59-42,376N	019-07,840E

Bsp Stockholm N 2024/s25



Sjöfartsverket. Publ. 26 Nov 2025



19749

Chart: 5, 6, 61, 619

Finland. Northern Baltic. Ålands hav. SE of Mariehamn. TSS. Södra lägnan.  
Halder.

Amend	south cardinal buoy 'Halder' with topmark to	south cardinal light buoy 'Halder' with topmark VQ(6)+LFI 10s	59-42,502N	020-33,065E
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Finnish ENC. Publ. 25 Nov 2025

Lake Mälaren and Södertälje Canal

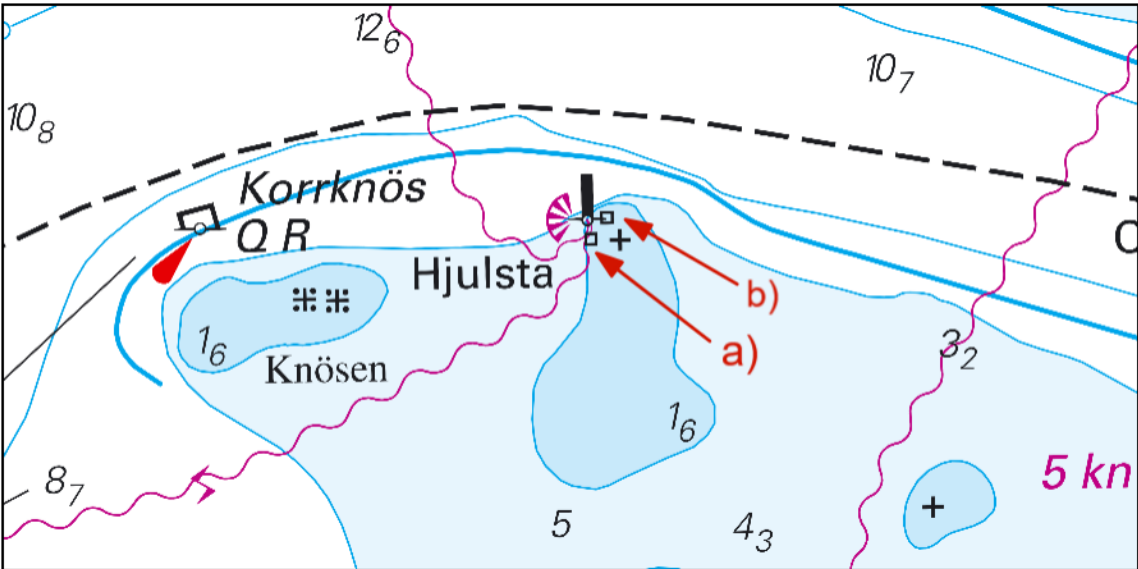
\* 19678

Chart: 1133

Sweden. Lake Mälaren and Södertälje Canal. Lake Mälaren. N of Märsön.  
Hjulstafjärden. Dolphins.

Move	dolphin approx. 25 meters to the north to position a)	a)	59-31,878N	016-59,867E
Insert	dolphin	b)	59-31,885N	016-59,878E

Bsp Mälaren - Hjälmaren 2024/s62, s63



Dolphins west of bridge 'Hjulstabron' in lake 'Mälaren'

Sjöfartsverket. Publ. 26 Nov 2025

\* 19721 (T)

Chart: 6141, 6142

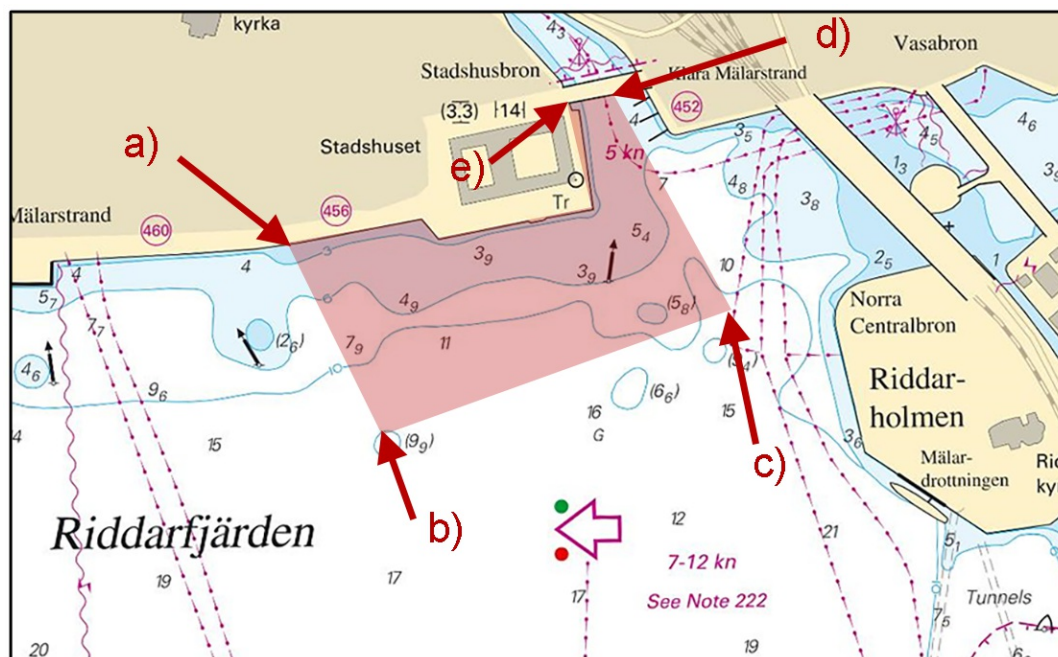
**Sweden. Lake Mälaren and Södertälje Canal. Stockholm. Riddarfjärden. Stadshuset. Entry prohibited area.**

Period: December 10, 1600 (LT) - December 11, 0100 (LT), 2025.

Entry prohibited in an area at Riddarfjärden in Stockholm, in front of building 'Stadshuset'.

Entry prohibited area a) - e)	a)	59-19,602N	018-03,076E	Refer to chartlet
	b)	59-19,501N	018-03,143E	
	c)	59-19,554N	018-03,550E	
	d)	59-19,685N	018-03,410E	
	e)	59-19,679N	018-03,356E	

Bsp Mälaren - Hjälmaren 2024/s51, Bsp Stockholm M 2024/s10



Entry prohibited area Riddarfjärden December 10th -11th.

Länsstyrelsen Stockholm. Publ. 26 Nov 2025

Central Baltic

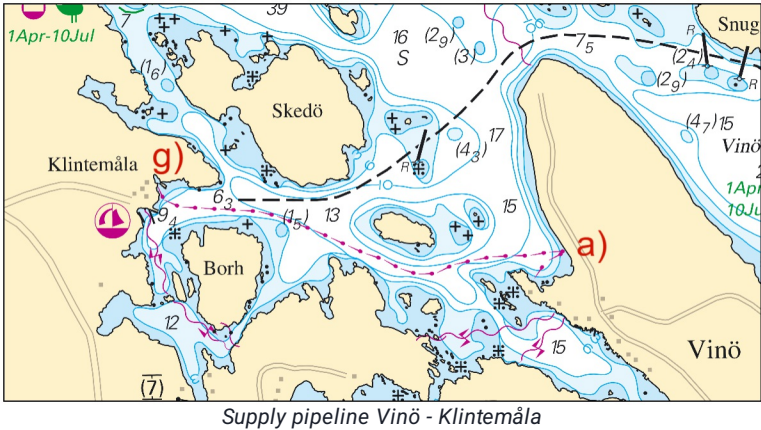
\* 19709

Chart: 624

Sweden. Central Baltic. N of Oskarshamn. Vinö. Klintemåla. Supply pipeline.

Insert	supply pipeline between a) - g)	a)	57-30,97N	016-41,18E
		b)	57-30,960N	016-40,824E
		c)	57-30,936N	016-40,608E
		d)	57-30,900N	016-40,482E
		e)	57-31,086N	016-39,624E
		f)	57-31,098N	016-39,126E
		g)	57-31,164N	016-39,072E

Bsp Kalmarsund 2023/s10, s12



Oskarshamns kommun. Publ. 25 Nov 2025

## Kattegat

\* 19752 (T)

Chart: 923, 924

**Sweden. Kattegat. W of Halmstad. Ringenäs. Firing exercise. December 6 - 7, 2025.**

Position approximately	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 (0)35 26 63 955, +46 (0)35 53 677.

Date	Time	Range
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December 6	0900 - 1600 LT	1.7 M
December 7	0900 - 1430 LT	1.7 M

Not shown in ENC.

Bsp Västkusten S 2025/s28, s29, s30

Försvarmakten. Publ. 25 Nov 2025

## Lake Vänern and Trollhätte Canal

\* 19696 (T)

Chart: 931

**Sweden. Lake Vänern and Trollhätte Canal. Nordre Älv. Cable ferry crossing at Kornhall. Fairway closed.**

Time: December 15, 2025 - until spring 2026.

The fairway is closed for all marine traffic.

A rope fitted with red and yellow floats will be deployed across river 'Nordre Älv', approximately 70 m upstream from the ferry landing point at Kornhall. This temporary measure is undertaken in order to prevent ice floes from causing undue disturbance to the operation of the cable ferry.

Contact: Cable ferry, VHF Ch 16.

Kornhall	57-49,13N	011-52,77E
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Bsp Västkusten S 2025/s62

Sjöfartsverket. Publ. 26 Nov 2025