

# Ufs

No 1111  
March 25, 2026

## Notices to Mariners, SWEDEN



NtM-Editorial office  
Swedish Maritime Administration  
601 78 Norrköping  
Sweden  
Phone: +46 771 630 605  
E-mail: [ufs@sjofartsverket.se](mailto:ufs@sjofartsverket.se)

Publisher: Patrik Wiberg  
[www.sjofartsverket.se](http://www.sjofartsverket.se)



SWEDISH MARITIME  
ADMINISTRATION

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
13	19853
41	19967
62	19983 (T)
71	19983 (T)
111	19982 (T)
111	19986
135	19853
412	19967
413	19967
413	19969
535	19984
536	19984
712	19964 (T)
731	19983 (T)
731	19988
922	19968
923	19943
923	19978
933	19905
933	19985
937	19919
6141	19972 (T)
6141	19990 (T)
6142	19972 (T)
6142	19990 (T)
7411	19979
7413	19979
9221	19970

# ANNOUNCEMENTS

## \* 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](https://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)

*Sjöfartsverket. Publ. 26 Nov 2025*

---

## \* 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/trafik/>

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

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

## Bay of Bothnia

**\* 19967**

**Chart: 41, 412, 413**

**Sweden. Bay of Bothnia. S of Töre. Rånöfjärden. Lägenön. Beacon.**

<b>Delete</b>	beacon	65-46,659N	022-48,984E
---------------	--------	------------	-------------

Bsp Bottenviken 2023/s05, s17

*Sjöfartsverket. Publ. 20 Mar 2026*

**\* 19969**

**Chart: 413**

**Sweden. Bay of Bothnia. Törefjärden. Töre. Leading light. Beacon.**

<b>Delete</b>	beacon	a)	65-54,464N	022-38,306E
<b>Delete</b>	leading light 2 FR (occas)	b)	65-52,008N	022-44,818E

Bsp Bottenviken 2023/s16, s20

*Sjöfartsverket. Publ. 24 Mar 2026*

## Sea of Åland and Archipelago Sea

\* 19984

Chart: 535, 536

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 Advice for vessels with low engine power not to pass withdrawn.**

Expired notices: [2026:1104/19857\(T\)](#)

The recommendation for vessels with low engine power not to pass through Öregrundsgrepen is now withdrawn due to improved ice conditions.

Öregrundsgrepen south	60-15N	018-39E
Öregrundsgrepen north	60-30N	018-13E

Bsp Bottenhavet S 2023/s32, s33, s34, s35, s49, Bsp Stockholm N 2024/s10, s11, s15, Bsp Stockholm N 2026/s10, s11, s15

*Sjöfartsverket. Publ. 24 Mar 2026*

## Northern Baltic

\* 19972 (T)

Chart: 6141, 6142

**Sweden. Northern Baltic. Stockholm. Hammarbyleden. The lock "Hammarbyslussen". Closed fairway under the bridge.**

Time: April 7 - April 13, 2026.

During the above stated times, the fairway under the bridge 'Skansbron' in 'Hammarbyslussen' will be closed and partially closed according to below.

Closed, fairway completely closed for all traffic: April 7, 1200 - 2000 LT, 2026.

Partial closure, bridge opening is not possible: April 7, 2000 LT - April 13, 0500 LT, 2026.

Maritime traffic that does not require bridge opening can pass through 'Hammarbyslussen' as usual during the period of partial closure.

Bridge 'Skansbron'	59-18,208N	018-04,792E
--------------------	------------	-------------

Bsp Mälaren - Hjälmarén 2024/s52, Bsp Stockholm M 2024/s06, s10, Bsp Stockholm M 2026/s06, s10

*Sjöfartsverket. Publ. 23 Mar 2026*

**\* 19990 (T)****Chart: 6141, 6142****Sweden. Northern Baltic. Stockholm. Lilla Värtan. Värtahamnen. Frihamnen.  
Works. Wake-free passage.**

Time: April 1 - 2, 2026.

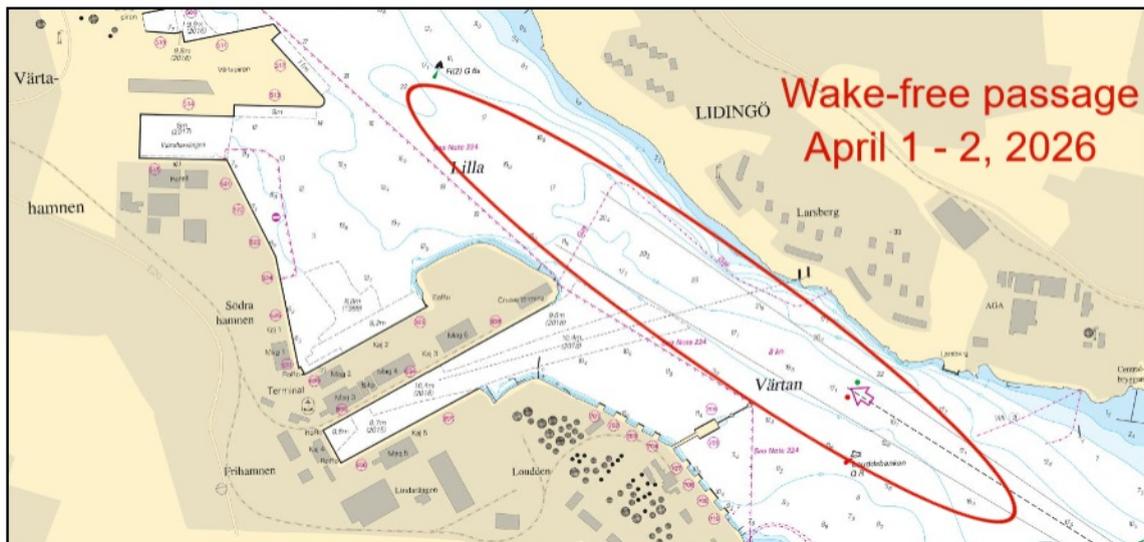
Works on the sea crane 'Lodbrok/SHCM' underway at 'Lilla Värtan' by 'Värtahamnen' and 'Frihamnen'. Mariners are requested to avoid causing swells and to keep well clear of 'Lodbrok'.

Contact: 'Lodbrok', phone +48 69 38 43 286.

'Lilla Värtan'	59-20,9N	018-07,8E
----------------	----------	-----------

Not shown in ENC.

Bsp Stockholm M 2024/s09, s10, Bsp Stockholm M 2026/s09, s10



Wake-free passage area, April 1 - 2, 2026.

Skanska. Publ. 25 Mar 2026

## Lake Mälaren and Södertälje Canal

\* 19982 (T)

Chart: 111

**Sweden. Lake Mälaren and Södertälje Canal. Lake Mälaren. Kärson. Bridge 'Nockebybron'. No bridge opening.**

Period: April 7, 0600 LT - April 12, 2400 LT, 2026

The bridge 'Nockebybron' will not be opened due to works.

The Swedish Transport Administration is carrying out a thorough inspection of the bridge to ensure operation ahead of the upcoming peak season.

Bridge 'Nockebybron'	a)	59-19,65N	017-54,54E
----------------------	----	-----------	------------

Bsp Mälaren - Hjälmaren 2024/s49

Trafikverket. Publ. 23 Mar 2026

\* 19986

Chart: 111

**Sweden. Lake Mälaren and Södertälje Canal. Lake 'Mälaren'. Södra Björkfjärden. Prohibition on breaking ice cancelled.**

Expired notices: [2026:1105/19888\(T\)](#)

The prohibition on ice breaking in the area around 'Södra Björkfjärden' in Lake Mälaren has been cancelled.

Södra Björkfjärden	a)	59-18,45N	017-29,40E
--------------------	----	-----------	------------

Bsp Mälaren - Hjälmaren 2024/s06, s27, s28

Sjöfartsverket. Publ. 24 Mar 2026

## Central Baltic

\* 19964 (T)

Chart: 712

### Sweden. Central Baltic. Kalmarsund. Bridge 'Ölandsbron'. W of Norra Skallö. Works.

Time: April 13 - May 28, 2026, daily between 0600 and 1800 LT.

During the time stated above, work is underway at the western bridge pillar, by the fairway. The work will not affect traffic in the fairway.

The work includes units with the following names and call signs: Tugboat 'Pigge' SFD-2276, dredger 'EKÖ' SCJX and workboat 'Dajver' SFE-5995 as well as a additional smaller barge. All are listening on VHF channel 16.

Person of contact for the work: phone +46 (0)10 48 32 128.

Approximate position for the work	56-40,747N	016-23,677E
-----------------------------------	------------	-------------

Bsp Kalmarsund 2023/s25, s26, s34

Svevia. Publ. 25 Mar 2026

\* 19983 (T)

Chart: 62, 71, 731

### Sweden. Central Baltic. Gotland. SW of Visby. Tofta. Firing exercises. March 31 - April 1, 2026.

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

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

Red signal ammunition is used during all firing days.

Further information during firing: tel. +46 (0)10 825 97 19.

Tofta firing range	57-35N	018-00E
--------------------	--------	---------

Date	Time	Range from shore
------	------	------------------

March 31	0900 - 2100 LT	1.1 M
April 1	0900 - 1200 LT	1.1 M

Not shown in ENC.

Bsp Kalmarsund 2023/s07, Bsp Ostkusten 2025/s07

Försvarmakten. Publ. 25 Mar 2026

**\* 19988****Chart: 731****Sweden. Central Baltic. Gotland. Port of Visby. Buoy restored.**Expired notices: [2025:1091/19665\(T\)](#)

The Light Buoy is restored.

Special purpose light buoy with topmark FI Y 3s	57-37,80N	018-16,26E
---	-----------	------------

Bsp Ostkusten 2025/s64

*Region Gotland. Publ. 25 Mar 2026*

# Southern Baltic

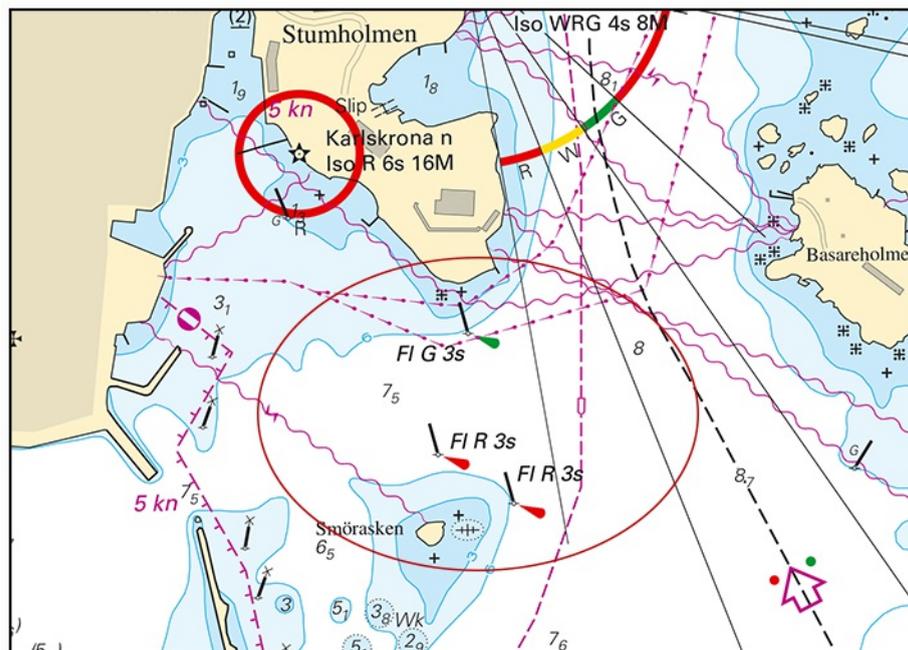
\* 19979

Chart: 7411, 7413

## Sweden. Southern Baltic. Karlskrona. Stumholmen. Smörasken. Light spar buoys.

<b>Replace</b>	starboard-hand spar buoy	with starboard-hand light spar buoy FI G 3s	a)	56-09,409N	015-36,045E
<b>Replace</b>	port-hand spar buoy	with port-hand light spar buoy FI R 3s	b)	56-09,286N	015-36,102E
<b>Replace</b>	port-hand spar buoy with topmark	with port-hand light spar buoy FI R 3s	c)	56-09,322N	015-36,005E

Bsp Hanöbukten 2022/s40, s41, s42, s43, Bsp Hanöbukten 2026/s40, s41, s42, s43



Light spar buoys in Karlskrona

# The Sound

**\* 19968**

**Chart: 922**

**Sweden. The Sound. S of Helsingborg. Rydebäck. ODAS buoy.**

<b>Delete</b>	ODAS light buoy with topmark Fl(5) Y 20s	55-57,714N	012-44,748E
---------------	--	------------	-------------

BSP Sydkusten 2025/s12, s31

*Transportstyrelsen. Publ. 23 Mar 2026*

---

**\* 19970**

**Chart: 9221**

**Sweden. The Sound. Helsingborg. Sydhamnen. Spar buoy.**

<b>Insert</b>	special purpose spar buoy with topmark	56-01,482N	012-41,890E
---------------	--	------------	-------------

BSP Sydkusten 2025/s33

*Transportstyrelsen. Publ. 25 Mar 2026*

# Kattegat

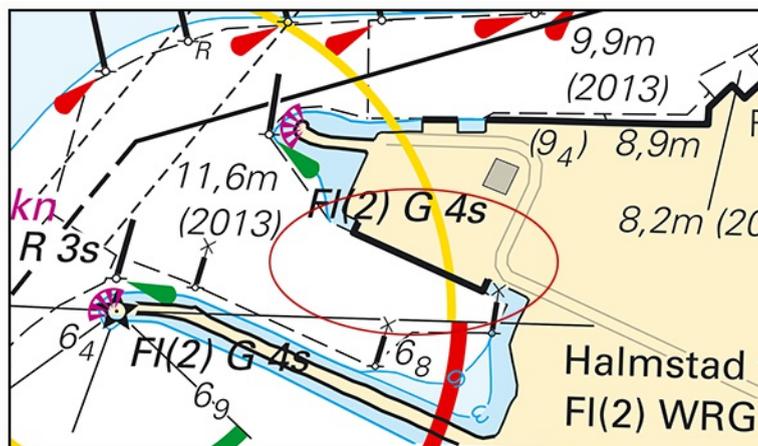
\* 19943

Chart: 923

Sweden. Kattegat. Halmstad. Works completed. Quay extended.

<b>Delete</b>	area with works in progress a) - d)	a)	56-39,059N	012-50,472E
		b)	56-39,000N	012-50,812E
		c)	56-38,832N	012-50,708E
		d)	56-38,908N	012-50,359E
<b>Delete</b>	text "Works in progress (2024)"	e)	56-38,988N	012-50,619E
<b>Insert</b>	quay f) - g)	f)	56-38,989N	012-50,499E
		g)	56-38,947N	012-50,681E

Bsp Västkusten S 2025/s31, s66



Extended quay in Port of Halmstad

Hallands hamnar. Publ. 25 Mar 2026

**\* 19978****Chart: 923****Sweden. Kattegat. Laholmsbukten. Halmstad. Buoyage.**

<b>Insert</b>	port hand light spar buoy FI(2) R 6s	a)	56-38,558N	012-49,433E
<b>Insert</b>	starboard hand light spar buoy FI(2) G 6s	b)	56-38,515N	012-49,523E
<b>Insert</b>	special purpose spar buoy with topmark	c)	56-38,915N	012-50,697E
<b>Insert</b>	special purpose spar buoy with topmark	d)	56-38,887N	012-50,538E
<b>Insert</b>	special purpose spar buoy with topmark	e)	56-38,943N	012-50,287E
<b>Insert</b>	starboard hand light spar buoy FI(2) G 4s	f)	56-39,062N	012-50,382E
<b>Insert</b>	starboard hand light spar buoy FI(2) G 4s	g)	56-38,948N	012-50,178E

Bsp Västskusten S 2025/s31, s66

Sjöfartsverket. Publ. 24 Mar 2026

**Skagerrak****\* 19905****Chart: 933****Sweden. Skagerrak. Lysekil. Grötö rev. Buoyage. Entry prohibited.**

<b>Delete</b>	wind turbine	a)	58-16,566N	011-27,837E
<b>Delete</b>	special purpose light spar buoy with topmark FI Y 5s	b)	58-16,520N	011-27,725E
<b>Delete</b>	special purpose light spar buoy with topmark 2 FI Y 5s	c)	58-16,520N	011-27,964E
<b>Delete</b>	area into which entry is prohibited d) - g)	d)	58-16,629N	011-27,711E
		e)	58-16,633N	011-27,966E
		f)	58-16,500N	011-27,967E
		g)	58-16,500N	011-27,710E

BSP Västskusten N 2025/s19, s36

Transportstyrelsen. Publ. 23 Mar 2026



# Lake Vänern and Trollhätte Canal

\* 19853

Chart: 13, 135

**Sweden. Lake Vänern and Trollhätte Canal. Dalbosjön. Vänersborgsviken. TSS in force.**

Expired notices: [2026:1104/19852\(T\)](#)

Traffic Separation Scheme 'TSS Gälleudde' and 'TSS Hindens rev' in lake Vänern are back in force.

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

Bsp Vänern 2022/s04, s08, s25, s34, s35, Bsp Vänern 2026/s04, s08, s25, s34, s35, Trollhätte kanal - Dalslands kanal 2020/s24, s25, s26

*Transportstyrelsen. Publ. 20 Mar 2026*