

Ufs

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Notices to Mariners, SWEDEN



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SWEDISH MARITIME
ADMINISTRATION

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BUOYAGE: Buoyage in Bay of Bothnia, Sea of Bothnia and Lake Vänern is generally withdrawn during the ice season. Buoyage in harbours may also be withdrawn.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 Lights, Racons, AIS, radar reflectors and top marks may be damaged or withdrawn during the winter.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 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 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 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

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 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. 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
https://ufs.sjofartsverket.se/pdf/Ufs_A_en.pdf

* 20041 (T)

Sweden. not area bound. Reports of disturbances in satellite positioning systems.

Expired notices: [2025:1074/19412\(T\)](#)

Time: Unil further notice

Vessels in the Baltic Sea area has reported recurring disruptions in satellite positioning systems, GNSS. This applies to GPS, for example. Interference aslo observed in other maritime systems, such as radar and AIS.

The Swedish Maritime Administration advices mariners who navigate with electronic chart systems to be aware that the interference can cause several different problems.

For example can the vessel appear to be in the wrong position. The positional error may be small, but can have major consequences when navigating in narrow waters.

Other vessels may display incorrect AIS transponder information. Incorrect AIS information may create the illusion of being on a collision course with other vessels, or otherwise mislead a navigator about the vessel's current situation.

The GNSS-disruptions can occur for both short and long periods of time. The disruptions can be difficult to detect.

The Swedish Maritime Administration recommends that you always have at least two independent ways of determining the vessels position. This to ensure that the vessel keeps safe distance from shallow areas. It is important not to rely solely on the position indication of the navigation system. For example, passing distance using radar can be used. Visual position determination using landmarks and compass heading can also be used.

Navigation in unknown waters should be done in fairways. In fairways, navigation is assisted with aids to navigation. Paper charts should always be on board.

When navigating at night, sector lights from lighthouses should be used if possible.

Appropriate preparations onboard

Be aware of the risk: GNSS-disruptions can occur anytime and anywhere	
Monitor navigational warnings and Notice to mariners	https://navwarn.sjofartsverket.se/en/ and https://ufs.sjofartsverket.se/en/
Know which onboard systems rely on GNSS data	
Regularly use navigation methods that don't depend on GNSS	
Study different types of GNSS-disruptions	Spoofing, jamming and natural causes
Know where you can get support along the way. (VTS)	https://www.sjofartsverket.se/sv/tjanster/sjotrafiktjanster/
Be aware. Nearby vessels may experience interference even if you do not	

NOTICES

Areas without notices in this booklet

The Quark
Sea of Bothnia
Sea of Åland and Archipelago Sea
Gulf of Finland
Gulf of Riga
Northern Baltic
South-Eastern Baltic
Southern Baltic
South-Western Baltic
The Belts
not area bound

Bay of Bothnia

* 20036 (T)

Chart: 4211

Sweden. Bay of Bothnia. SE of Skellefteå. Skelleftehamn. Näsudden. Kallholmsfjärden. Works.

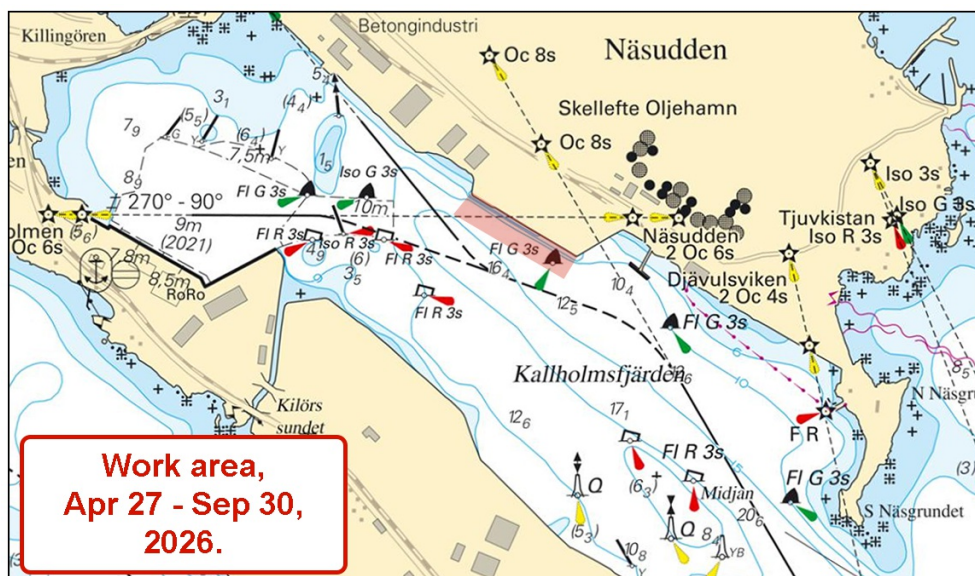
Time: April 27 - September 30, 2026.

Erosion protection work is underway in the area given in the table below, the work includes a dredger, a barge and diving operations.

Contact: Responsible for barge and diving work, telephone +46 72 53 37 930. Dredger P10 can be contacted via VHF channel 06 or telephone +46 73 70 21 075.

Work area a) - d)	a)	64-40,859N	021-15,882E
	b)	64-40,764N	021-16,265E
	c)	64-40,737N	021-16,226E
	d)	64-40,830N	021-15,828E

Bsp Bottenviken 2023/s64, s65



Work area in Kallholmsfjärden

Peab Anläggning AB. Publ. 22 Apr 2026

Lake Mälaren and Södertälje Canal

* 19949 (T)

Chart: 112

Sweden. Lake Mälaren and Södertälje Canal. Uppsala. River 'Fyrisån'. Rowing competition. Fairway closed.

Time: May 23, 2026 between 1200 and 1400 LT.

River 'Fyrisån' is closed between the below positions due to a rowing competition.

Starting line	a)	59-47,23N	017-39,73E	Near 'Flottsundsbron' bridge
Finish line	b)	59-48,91N	017-40,25E	At Ultuna

Not shown in ENC.

Bsp Mälaren - Hjälmarén 2024/s44

Länsstyrelsen Uppsala län. Publ. 22 Apr 2026

* 20035 (T)

Chart: 6181

Sweden. Lake Mälaren and Södertälje Canal. Södertälje canal and lock. Fairway partly closed.

Expired notices: [2025:1099/19810\(T\)](#)

Time: From April 27, 2026. Monday - Thursday (except holidays), according to the following times: Monday and Wednesday 1100 - 1900 LT, Tuesday and Thursday 0700 - 1900 LT.

The section of the fairway between the northern and southern boundary lines, given in the table below, is partially closed as follows.

The fairway through Södertälje canal and lock is closed for vessels exceeding any of the following: LOA 70 meters, beam 14 meters or draught 4.5 meters.

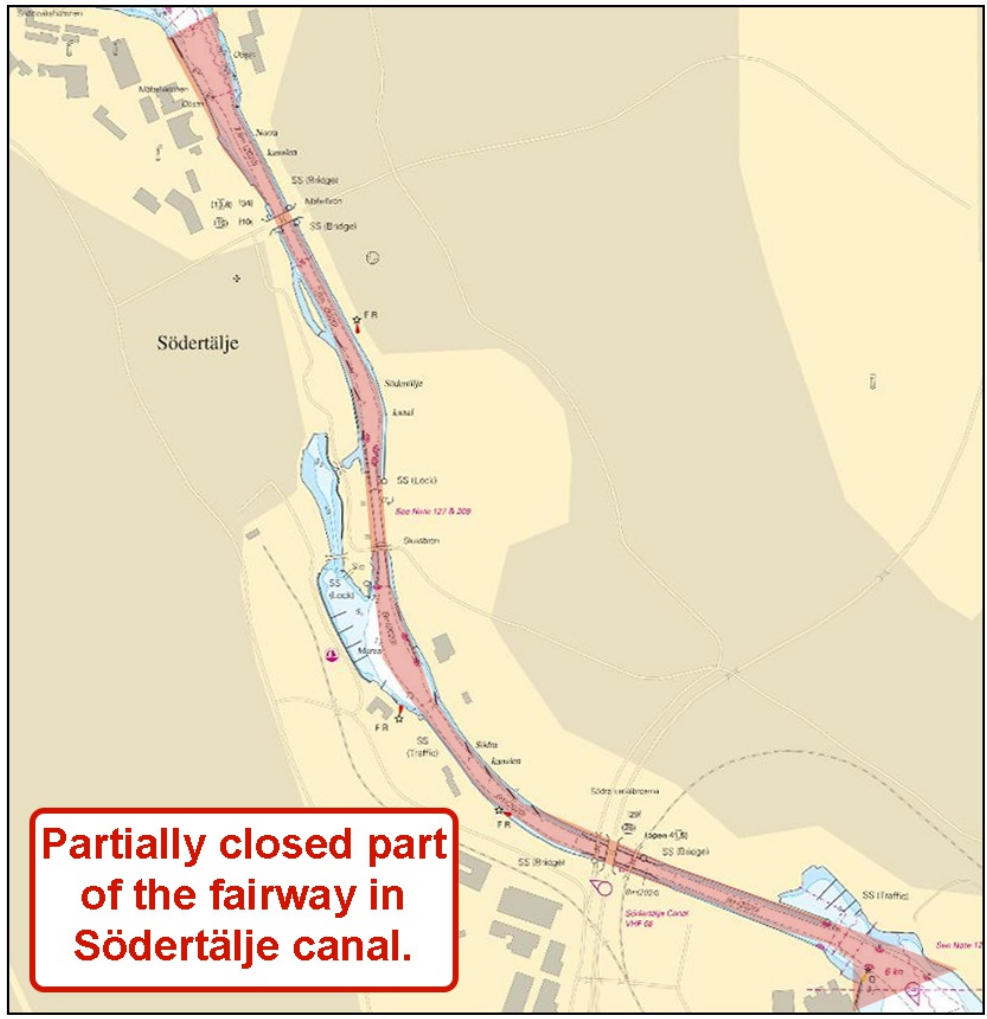
Closed fairway, northern limit	a)	59-12,25N	017-37,38E	Mälarhamnen
	b)	59-12,27N	017-37,50E	
Closed fairway, southern limit	c)	59-10,88N	017-39,24E	Igelstaviken
	d)	59-10,93N	017-39,49E	

From the above stated time, the fairway through the lock in Södertälje is closed for all vessels of 24 meters length or above.

The area is limited to the lock and pile fending on both sides of the lock.

Södertälje lock	59-11,56N	017-37,94E
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Bsp Mälaren - Hjälmarén 2024/s30, s31



Partially closed between Igelstaviken and Mälärhamnen

Sjöfartsverket. Publ. 22 Apr 2026

Central Baltic

* 20027 (T)

Chart: 62, 731

Sweden. Central Baltic. Gotland. Fårösund. W of light 'Svingrund'. Trelge skjutfält. Firing Excercise. May 5 - 11, 2026.

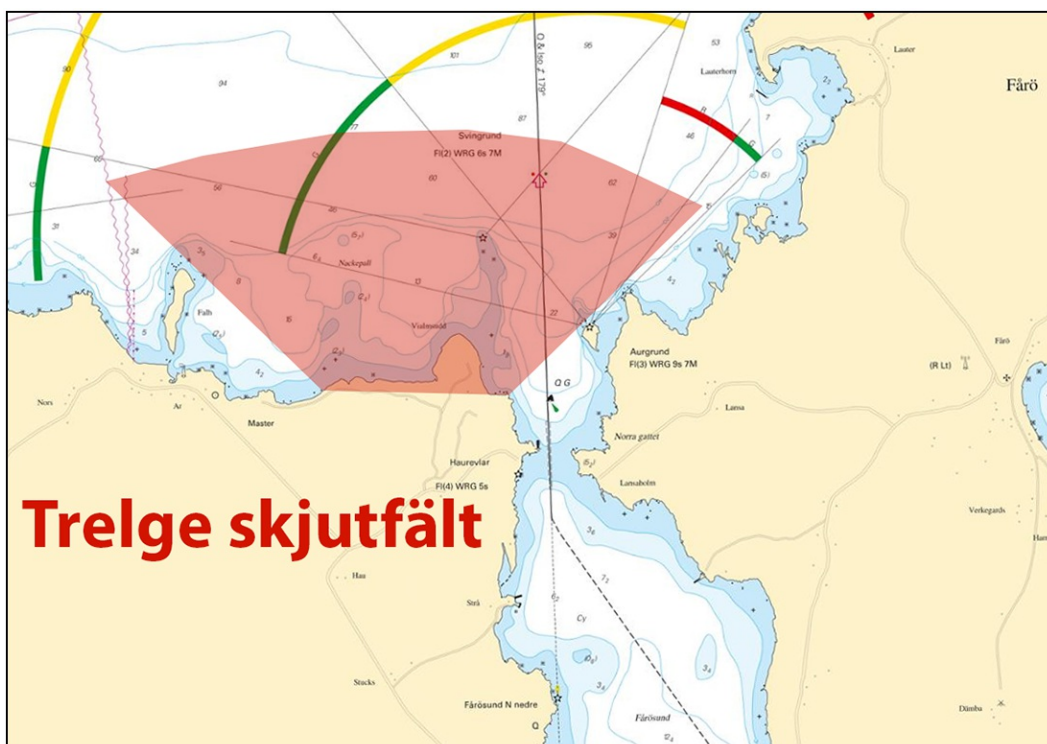
Position: Approximately	57-56N	019-00E
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Firing exercises will be carried out within Trelge firing range (see chartlet) during stated times. The current extension of the area from the coastline is given in the table below.

Information during practice times, contact 'Säkerhetstornet' phone: +46 701 32 23 39. Other questions regarding the excercises contact: +46 10 825 97 10 (daytime).

May 5	0900 - 1900 LT	2.4 M
May 6 - 7	0900 - 2200 LT	2.4 M
May 8	0900 - 1900 LT	2.4 M
May 11	0900 - 1700 LT	1.7 M

Bsp Kalmarsund 2023/s06, s07



Trelge firing range

*** 20032 (T)****Chart: 62, 71, 731****Sweden. Central Baltic. Gotland. SW of Visby. Tofta. Firing exercises. April 21 - 24, 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
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Date	Time	Range from shore
April 21 - 24	0900 - 1900 LT	2.4 M

Not shown in ENC.

Bsp Kalmarsund 2023/s07, Bsp Ostkusten 2025/s07

Försvarsmakten. Publ. 17 Apr 2026

*** 20037 (T)****Chart: 62, 71, 731****Sweden. Central Baltic. Gotland. SW of Visby. Tofta. Firing exercises. May 5 - 12, 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
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Date	Time	Range from shore
May 5	0900 - 2400 LT	6.5 M
May 6	0000 - 1600 LT	6.5 M
May 10 - 12	0900 - 2000 LT	8.7 M

Not shown in ENC.

Bsp Kalmarsund 2023/s07, Bsp Ostkusten 2025/s07

Försvarmakten. Publ. 22 Apr 2026

The Sound

* 20034 (T)

Chart: 8141, 921

Sweden. The Sound. W of Malmö. Flintrännen. Light Nr 18. Reconstruction.

Expired notices: [2026:1114/20030\(T\)](#)

Time: April 24 - 25 and May 4 - September 6, 2026.

During the first period stated above, preparatory work will take place on one of the two specified days.

Reconstruction of light 'Nr 18' in Flintrännen. The work will take place directly adjacent to the lights previous position, see table below. The work will not affect navigation in the fairway.

The work includes diving operations and involves a barge and work vessel 'Frida', call sign SLQK. Swell-free passage is requested.

Contact: The vessel - VHF channel 71/16, Phone to the captain +46 70 20 81 564. Management - +46 730 681 325.

Nr 18 Iso R 4s 8M	55-32,902N	012-47,425E
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BSP Sydkusten 2025/s20, s21, s41

SSE. Publ. 22 Apr 2026

Kattegat

* 20031 (T)

Chart: 1352, 9312

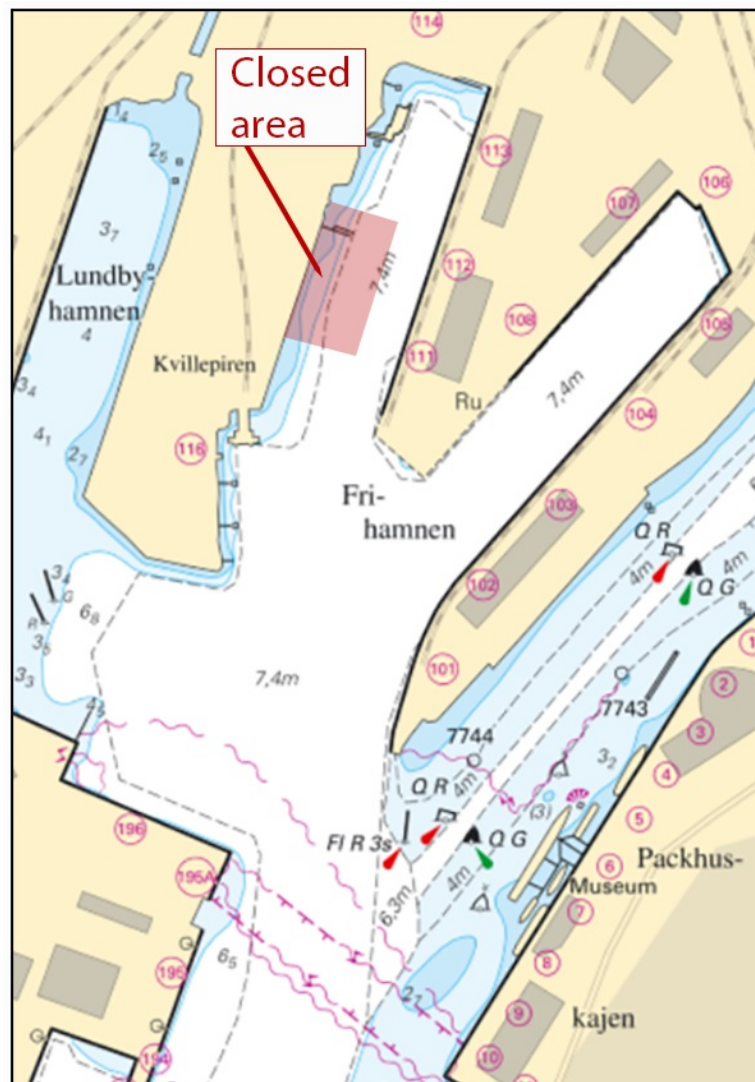
Sweden. Kattegat. Göteborg. Frihamnen. Closed area.

Time: April 13 - October 4, 2026, daily between 0900 - 2000 LT.

All vessel traffic is prohibited within the area described below, due to sailing courses.

Vessel traffic prohibited within the area 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

Bsp Västkusten S 2025/s59, Trollhätte kanal - Dalslands kanal 2020/s06



Closed area. Frihamnen in Göteborg

Skagerrak

* 19941

Chart: 933

Sweden. Skagerrak. Fiskebäckskil. Östersidan. Supply pipeline.

Insert	supply pipeline a) - b)	a)	58-14,776N	011-27,793E
		b)	58-14,731N	011-27,628E

BSP Västkusten N 2025/s19

LEVA i Lysekil. Publ. 22 Apr 2026

* 19973

Chart: 937

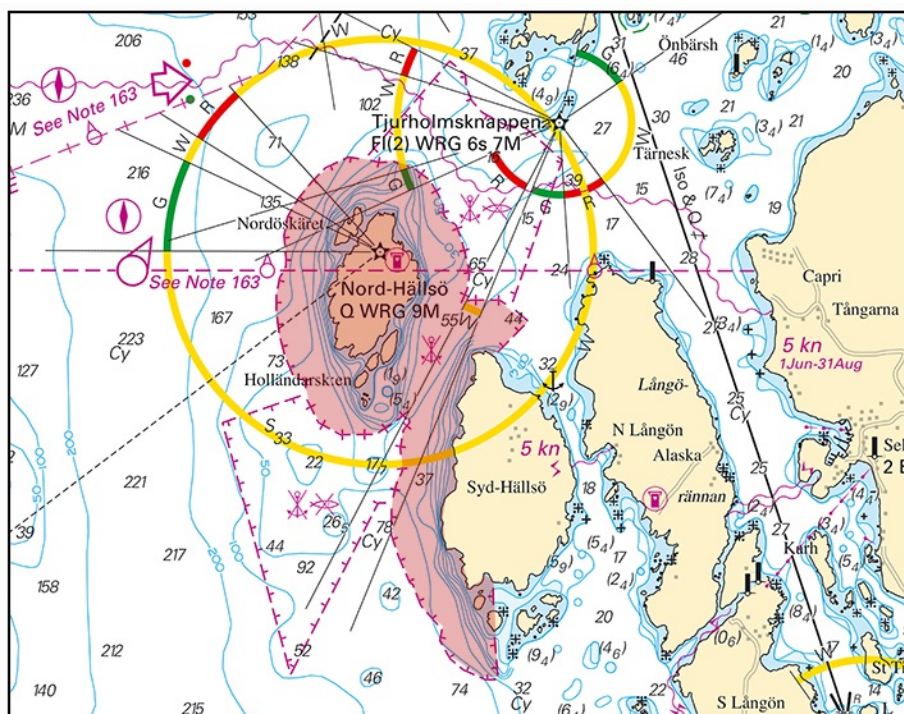
Sweden. Skagerrak. NW of Strömstad. Nord-Hällsö. Syd-Hällsö. Anchoring prohibited.

The County Administrative Board has decided to prohibit anchoring in an area around Nord-Hällsö and the western side of Syd-Hällsö. The area is shown on the chartlet in this notice.

For details about the anchoring prohibition, please refer to the Västra Götaland County Administrative Board.

	Nord-Hällsö		a)	58-57,97N	011-04,66E
Insert	area anchoring prohibited approx. 0,2M out from Nord-Hällsö	Refer to chartlet			
	Syd-Hällsö		b)	58-57,28N	011-05,52E
Insert	area anchoring prohibited approx. 0,2M out from the west side of Syd-Hällsö	Refer to chartlet			

BSP Västkusten N 2025/s06, s09



Anchoring prohibited in an area NW of Strömstad

Lake Vänern and Trollhätte Canal

* 19989

Chart: 1352

Sweden. Lake Vänern and Trollhätte Canal. Göta älv. N of Nödinge-Nol. Perstorps brygga. Dolphin removed.

Delete	dolphin	57-55,293N	012-03,668E
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Trollhätte kanal - Dalslands kanal 2020/s11

Perstorp Oxo Nol. Publ. 22 Apr 2026

Inshore waters

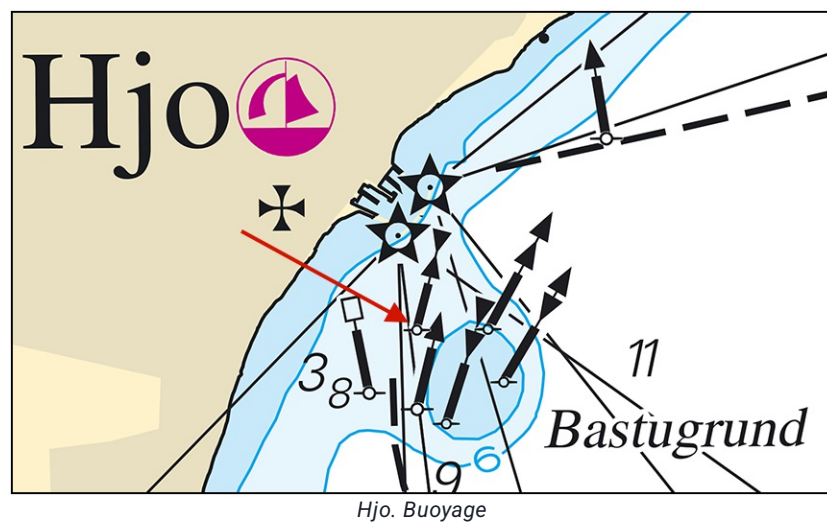
* 20028

Chart: 121

Sweden. Inshore waters. Lake Vättern. Hjo. Bastugrund. Buoyage established.

Insert	west cardinal spar buoy with topmark	58-17,88N	014-17,77E
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Bsp Göta Kanal 2022/s14



Transportstyrelsen. Publ. 22 Apr 2026