

Ufs

No 1127

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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

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

[illegible]

ANNOUNCEMENTS

* 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://navvarn.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
South-Eastern Baltic
Southern Baltic
South-Western Baltic
The Sound
The Belts
Kattegat
Lake Vänern and Trollhätte Canal
Inshore waters
not area bound

Bay of Bothnia

*** 20195**

Chart: 412

**Sweden. Bay of Bothnia. SW of Töre. Rånöfjärden. Binnholmskatan. Naggen.
Underwater rocks.**

Insert	underwater rock	a)	65-45,68N	022-57,02E
Insert	underwater rock	b)	65-45,66N	022-56,95E
Amend	3 m depth contour so that positions a) and b) are encircled			

Bsp Bottenviken 2023/s17

Northern Baltic

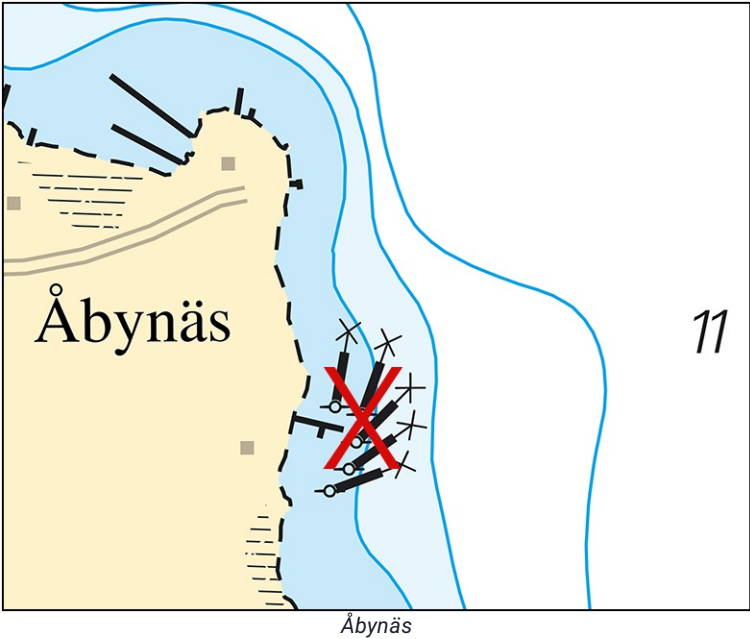
* 20129

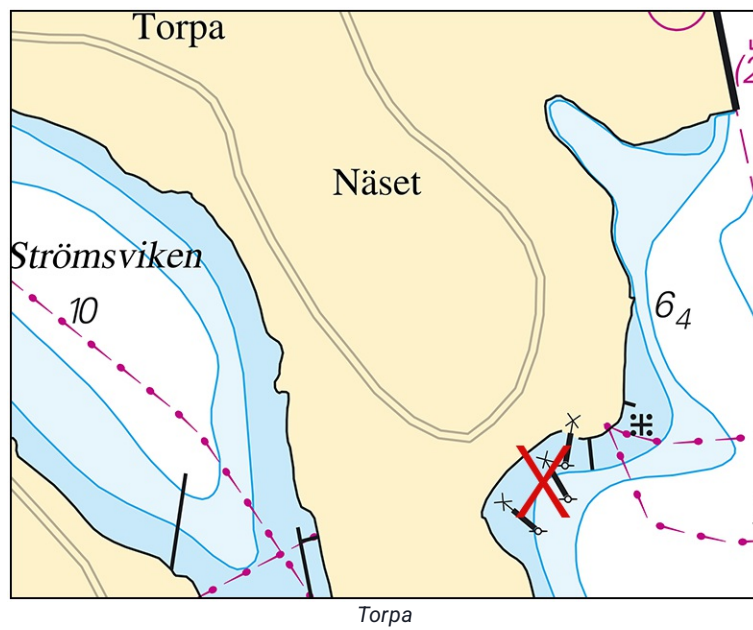
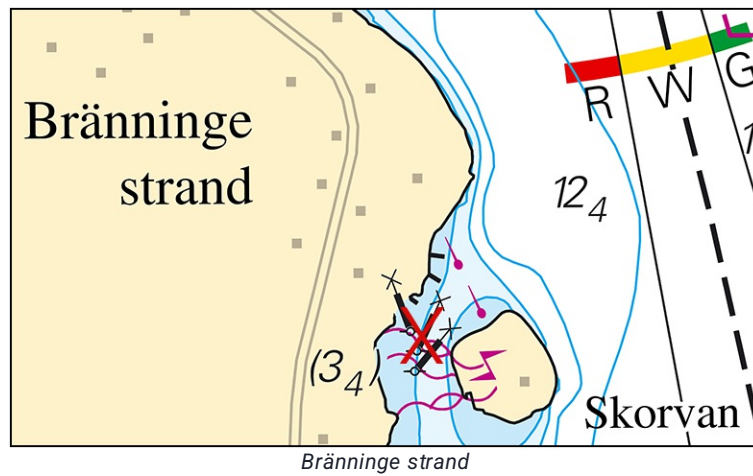
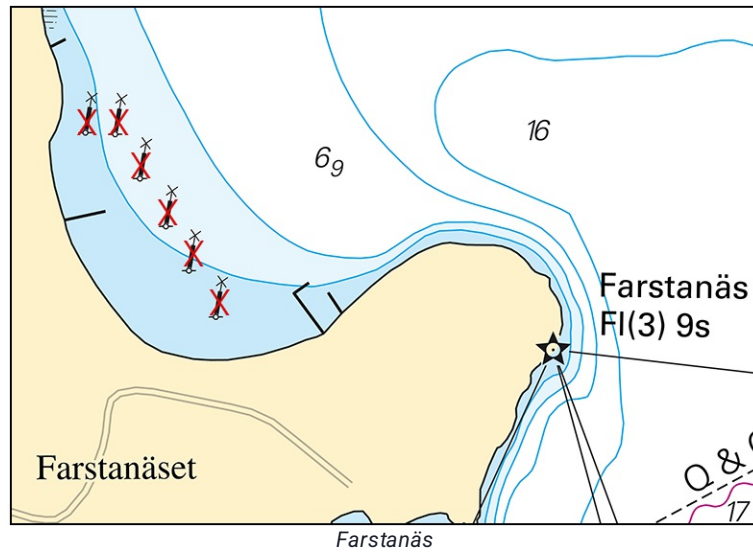
Chart: 111, 6181

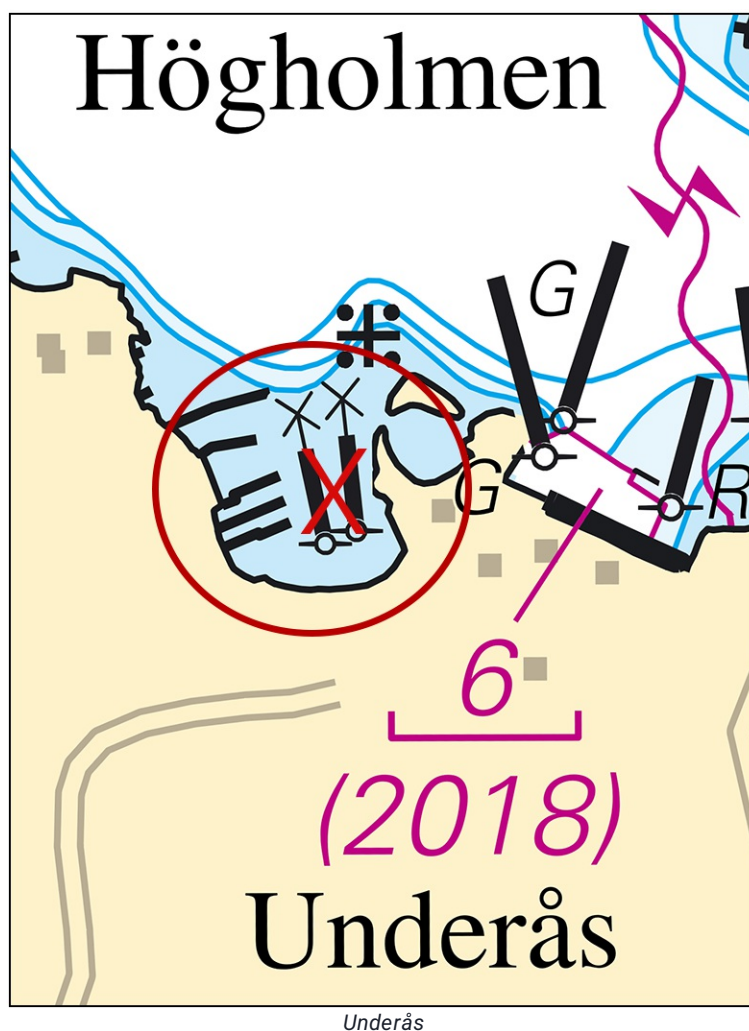
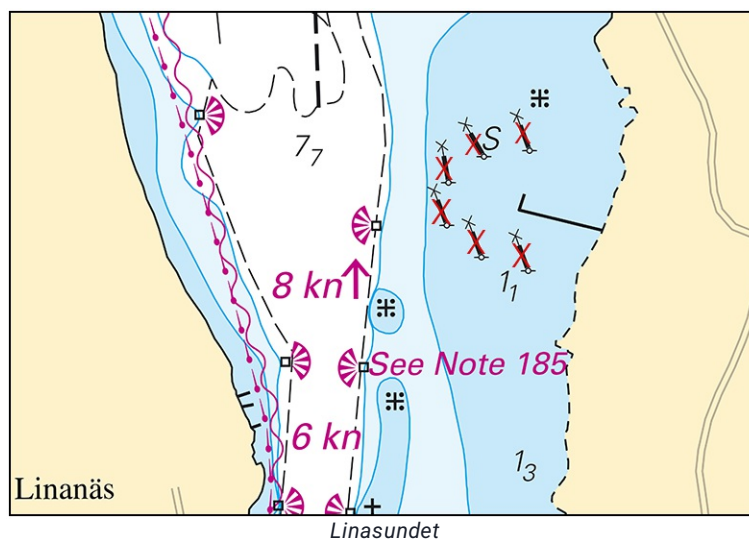
Sweden. Northern Baltic. Lake Mälaren and Södertälje Canal. Södertälje municipality. Buoyage withdrawn.

Delete	special purpose spar buoys according to chartlet	a)	59-01,11N	017-37,23E	Åbynäs
Delete	special purpose spar buoys according to chartlet	b)	59-05,84N	017-39,33E	Farstanäset
Delete	special purpose spar buoys according to chartlet	c)	59-08,91N	017-40,09E	Bränninge strand
Delete	special purpose spar buoys according to chartlet	d)	59-09,50N	017-39,68E	Torpa
Delete	special purpose spar buoys according to chartlet	e)	59-13,37N	017-36,64E	Linasundet
Delete	special purpose spar buoys according to chartlet	f)	59-15,91N	017-32,17E	Underås

Bsp Mälaren - Hjälmarén 2024/s28, s29, s30, s31, s32, s33, s34, s59







*** 20230****Chart: 6212****Sweden. Northern Baltic. Norrköping. Pampushamnen. Buoyage.**

Move	special purpose spar buoy from position a) to position b)	a)	58-37,413N	016-14,577E
		b)	58-37,294N	016-14,991E

Bsp Ostkusten 2025/s58, s59

*Transportstyrelsen. Publ. 15 Jul 2026**** 20237 (T)****Chart: 621, 622****Sweden. Northern Baltic. Vikbolandet. S of Arkö. Reconstruction of lights.**

Reconstruction works on lights. Unlit lights below are replaced with a temporary light with light character VQ Y.

Affected lights

Arkö nedre Q WRG	a)	58-28,37N	016-58,08E
Jungfrusalen Q WRG	b)	58-26,61N	016-56,66E

Bsp Ostkusten 2025/s35, s37, s62

Sjöfartsverket. Publ. 15 Jul 2026

*** 20241 (T)****Chart: 6212****Sweden. Northern Baltic. Norrköping. Händelö. Motala ström. Bridge Händelöbron. Closed fairway.**Expired notices: [2026:1124/20207\(T\)](#)**Time: July 17 - 26**

The fairway under the bridge 'Händelöbron' is closed during the stated time. The closure takes place as the bridge is raised to an open position. The fairway is expected to be open for marine traffic after the work of opening the bridge is completed.

During the closure period, smaller vessels are directed to pass under the bridge 'Kardonbron' in the channel north of Händelö. The vertical clearance under the 'Kardonbron' is 2.9 meters.

For more information and contact, please visit: <https://norrkoping.se/handelobron> (in Swedish only)

Bridge 'Händelöbron'	a)	58-36,59N	016-12,37E
Bridge 'Kardonbron'	b)	58-37,66N	016-12,76E

Not shown in ENC.

Bsp Ostkusten 2025/s58

Norrköpings hamn och stuveri. Publ. 15 Jul 2026

Lake Mälaren and Södertälje Canal

*** 20129****Chart: 111, 6181****Sweden. Northern Baltic. Lake Mälaren and Södertälje Canal. Södertälje municipality. Buoyage withdrawn.**

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

Central Baltic

*** 20192 (T)****Chart: 712, 713****Sweden. Central Baltic. Kalmar. Closed area.**

An area in Port of Kalmar is closed for traffic due to Ironman the below stated times.

Passage for official vessel, security and rescue vessel will be made possible.

Date Time

August 12	1530 - 2000 LT
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Closed area, August 12

Restricted area a) - i)	a)	56-39,912N	016-22,363E
	b)	56-39,982N	016-22,467E
	c)	56-40,063N	016-22,468E
	d)	56-40,118N	016-22,247E
	e)	56-40,090N	016-22,128E
	f)	56-40,054N	016-22,055E
	g)	56-40,031N	016-21,884E
	h)	56-40,007N	016-21,852E
	i)	56-39,982N	016-21,862E
	j)	56-40,034N	016-22,117E
	k)	56-40,018N	016-22,290E

An area in Port of Kalmar is closed for traffic due to Ironman the below stated times.

Passage for official vessel, security and rescue vessel will be made possible.

Date Time

August 15	0500 - 1200 LT
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Closed area August 15

Restricted area a) - p)	a)	56-39,579N	016-22,705E
	b)	56-40,064N	016-22,783E
	c)	56-40,102N	016-22,614E
	e)	56-40,060N	016-22,603E
	f)	56-40,051N	016-22,523E
	g)	56-40,071N	016-22,494E
	h)	56-40,132N	016-22,290E
	i)	56-40,054N	016-22,055E
	j)	56-40,031N	016-21,884E
	k)	56-40,007N	016-21,852E
	l)	56-39,982N	016-21,862E
	m)	56-39,767N	016-22,099E
	n)	56-39,641N	016-22,158E
	o)	56-39,615N	016-22,209E
	p)	56-39,585N	016-22,294E

Not shown in ENC.

Bsp Kalmarsund 2023/s26, s34, s35

Länsstyrelsen Kalmar. Publ. 15 Jul 2026

Skagerrak

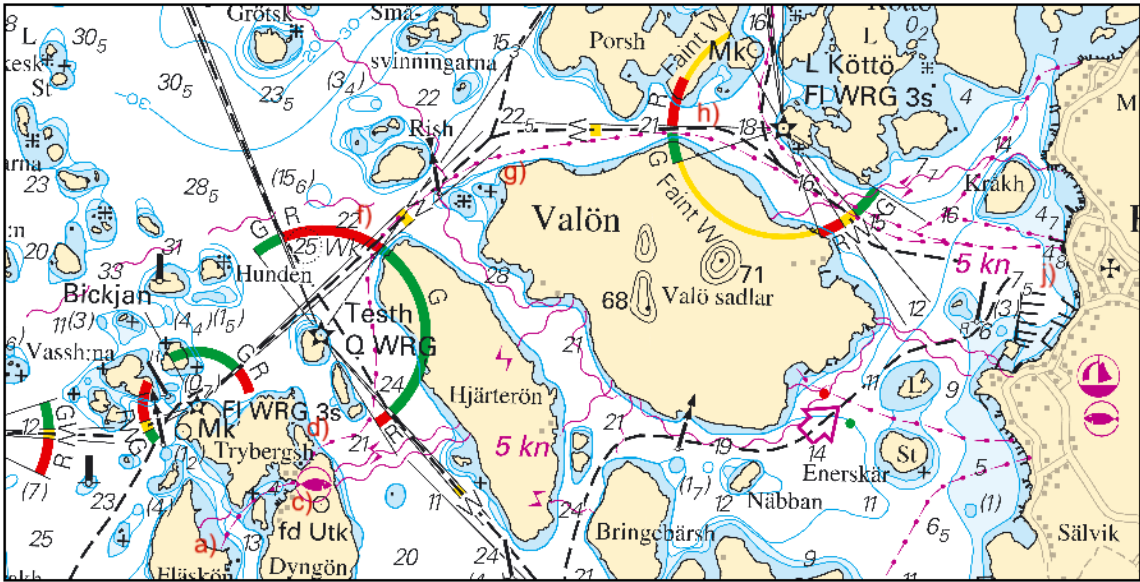
* 20193

Chart: 934

Sweden. Skagerrak. Fjällbacka. Valön. Fläskön. Dyngön. Supply pipeline.

Insert	supply pipeline between positions a) and c)	a)	58-35,30N	011-13,11E
		b)	58-35,43N	011-13,25E
		c)	58-35,45N	011-13,43E
Insert	supply pipeline between positions d) and j)	d)	58-35,50N	011-13,47E
		e)	58-35,60N	011-13,77E
		f)	58-35,98N	011-13,76E
		g)	58-36,22N	011-14,25E
		h)	58-36,29N	011-15,21E
		i)	58-36,05N	011-16,07E
		j)	58-36,03N	011-16,81E

BSP Västkusten N 2025/s13



New supply pipeline off Fjällbacka

*** 20226**

Chart: 933, 9331

Sweden. Skagerrak. N of Lysekil. Saltöfjord. Supply pipeline.

Insert	supply pipeline between positions a) and b)	a)	58-17,649N	011-26,484E
		b)	58-17,609N	011-26,095E

BSP Västkusten N 2025/s19, s29

Peab. Publ. 15 Jul 2026