

Ufs

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Notices to Mariners, SWEDEN



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

Publisher: Patrik Wiberg
www.sjofartsverket.se



**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

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

Sea of Åland and Archipelago Sea

* 20223 (T)

Chart: 536

Sweden. Sea of Åland and Archipelago Sea. Östhammar. Östhammarsfjärden.
Closed area.

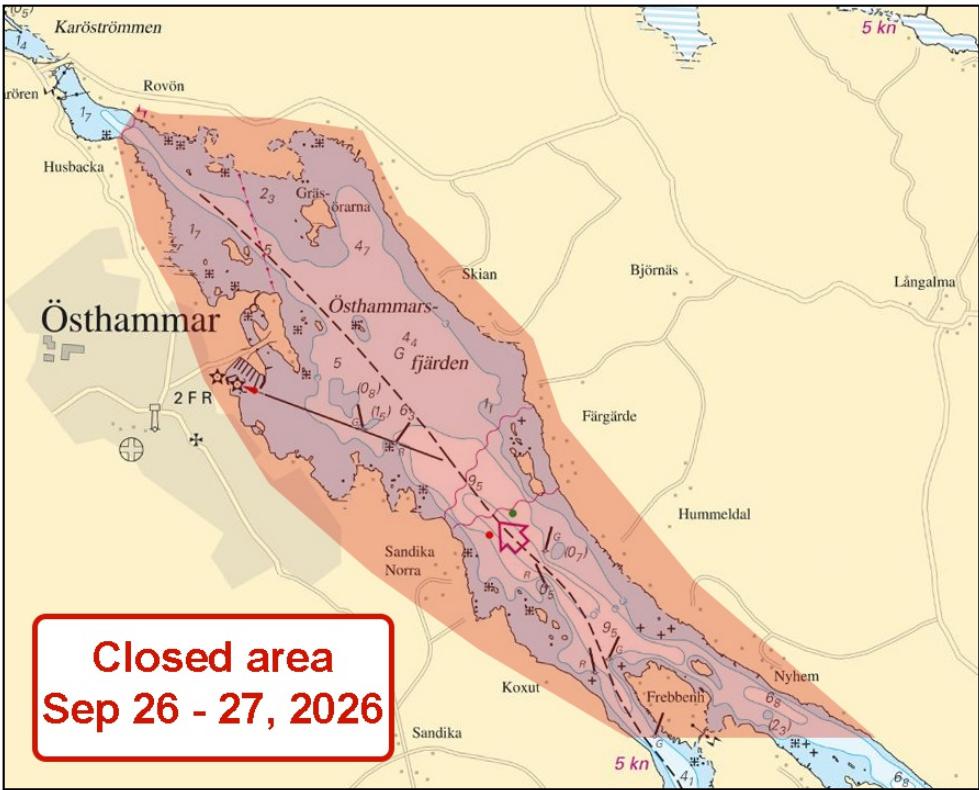
Time: September 26 - 27, 2026, between 0800 - 1900 (LT) daily.

The area given in the table below is closed to all maritime traffic due to a motorboat race.

Exemptions from the speed limit in the area given are granted during the period the closing is in effect.

Closed area, northern boundary line	a)	60-16,545N	018-21,865E	See chartlet
	b)	60-16,616N	018-21,980E	
Closed area, southern boundary line c) - d)	c)	60-14,330N	018-25,676E	
	d)	60-14,332N	018-27,440E	

Bsp Stockholm N 2026/s15, s16, s60



Closed area in 'Östhammarsfjärden'

Northern Baltic

* 20233 (T)

Chart: 6141, 6142

Sweden. Northern Baltic. Stockholm. Solna. Brunnsviken. Edsviken. Bockholmen. Closed area.

Time: September 5, 2026, 1000 - 1530 LT.

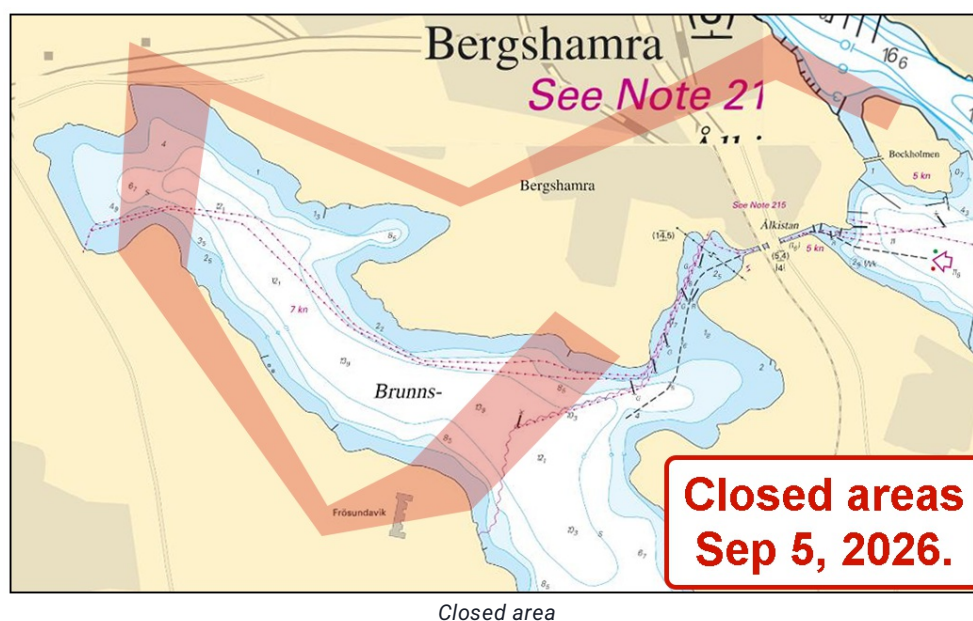
Due to an event in Edsviken and Brunnsviken, a large number of people will be swimming between the positions given in the table below.

The areas around the routes listed below are closed to all maritime traffic.

Closed area around a) - b)	a)	59-22,389N	018-02,282E
	b)	59-22,214N	018-01,974E
Closed area around c) - d)	c)	59-22,559N	018-01,203E
	d)	59-22,743N	018-01,242E
Closed area around e) - f)	e)	59-22,777N	018-02,878E
	f)	59-22,726N	018-03,061E

<https://otilloswimrun.com/>

Bsp Stockholm M 2026/s08, s10, s12, s55



*** 20272 (T)****Chart: 111, 6142****Sweden. Northern Baltic. Stockholm. Sollentuna. Edsviken. Event.****Time: August 29, 1000 - 1900 LT, 2026.**

Competitive event in Edsviken, large number of swimmers and safety boats in the water.

Mariners are advised to navigate with great caution in the area.

Edsviken	59-25,33N	017-59,10E
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Bsp Stockholm M 2026/s55

Edsbäckens IF. Publ. 07 Aug 2026

Lake Mälaren and Södertälje Canal

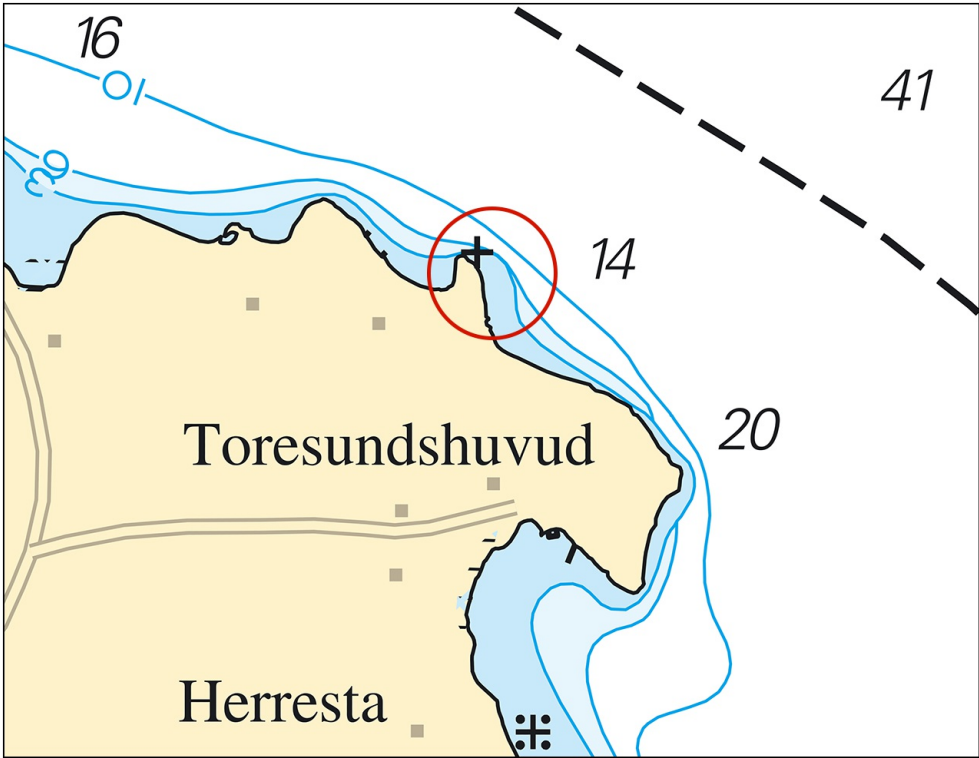
* 20264

Chart: 111

Sweden. Lake Mälaren and Södertälje Canal. Mälaren. NW of Södertälje. E of Strängnäs. Toresundshuvud. Underwater rock.

Insert	underwater rock	a)	59-20,449N	017-19,415E
Amend	3 meter depth contour so that a) - b) are encircled	b)	59-20,441N	017-19,453E

Bsp Mälaren - Hjälmaren 2024/s27



Underwater rock and amended depth contour at Toresundshuvud

* 20294 (T)

Chart: 6141

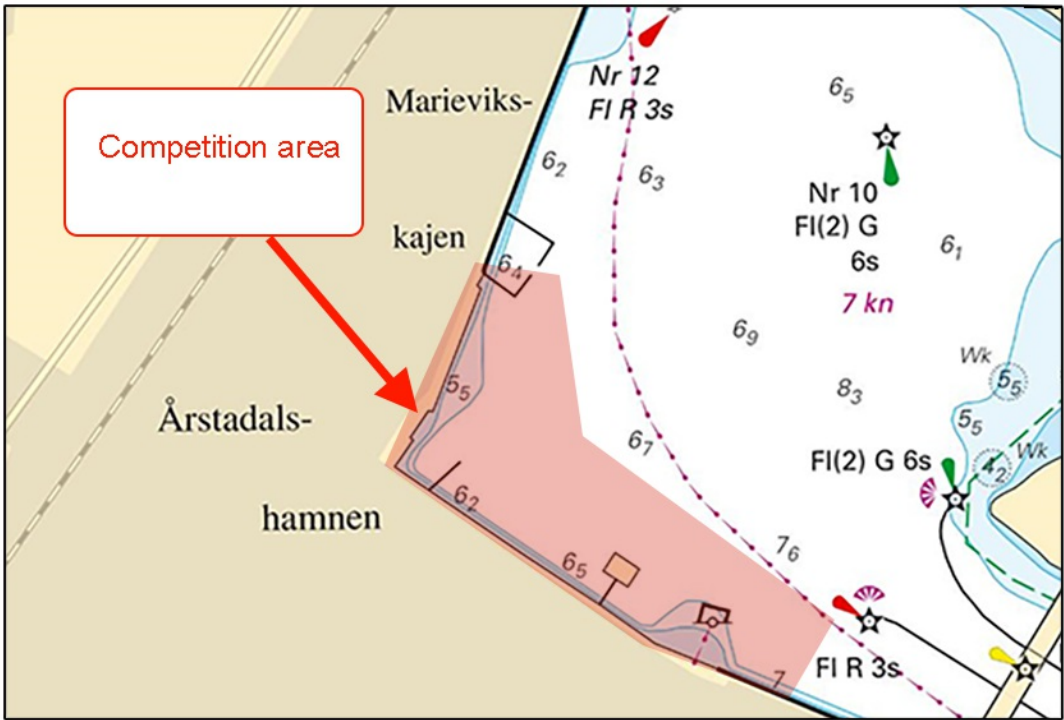
Sweden. Lake Mälaren and Södertälje Canal. Stockholm. Årstadalshamnen.
Closed area. Swimming competition.

Time: September 5, 1200 - 1700 LT

Due to a swimming competition, the waters off Årstadalshamnen will be closed for marine traffic during above stated time.

Restricted competition area a) thru e)	a)	59-18,372N	018-02,162E
	b)	59-18,410N	018-02,190E
	c)	59-18,498N	018-01,918E
	d)	59-18,568N	018-01,923E
	e)	59-18,576N	018-01,871E

Bsp Mälaren - Hjälmarén 2024/s51



Central Baltic

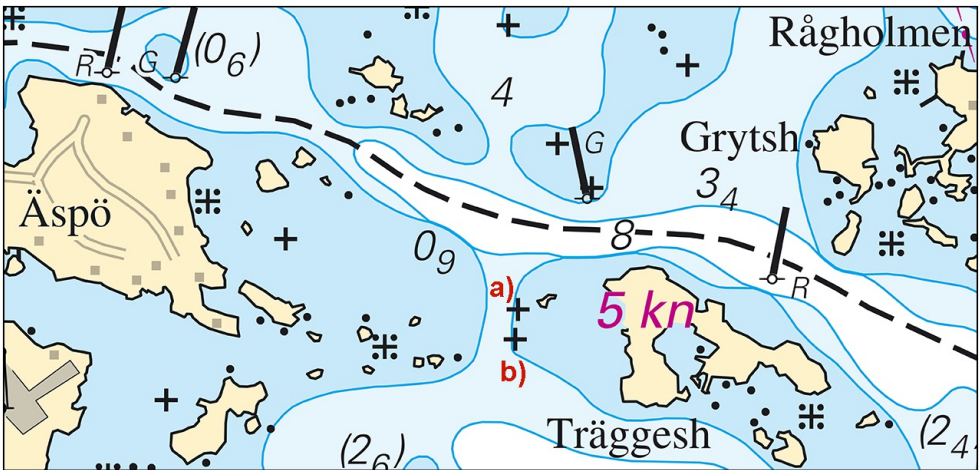
* 20238

Chart: 624, 6241

Sweden. Central Baltic. Figeholm. Träggesh. Underwater rocks.

Insert	underwater rock	a)	57-22,140N	016-34,072E
Insert	underwater rock	b)	57-22,121N	016-34,068E
Amend	3 meter depth contour so that positions a) and b) are encircled			

Bsp Kalmarsund 2023/s11, s40



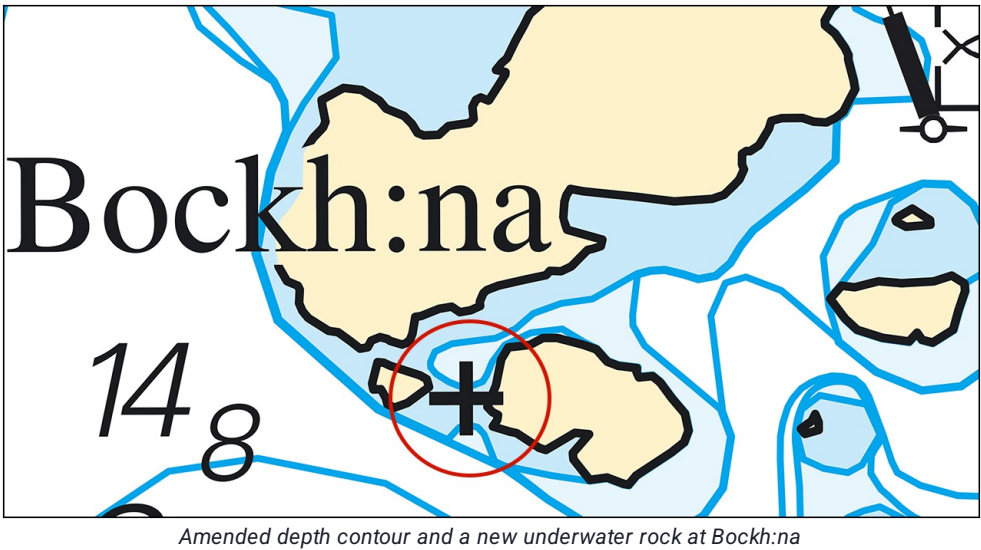
* 20257

Chart: 932

Sweden. Skagerrak. S of Orust. E of Lyr. Bockh:na. Underwater rock.

Insert	underwater rock	a)	58-04,231N	011-32,897E
Amend	3 meter depth contour so that position a) is encircled			

BSP Västkusten N 2025/s23, s24, Bsp Västkusten S 2025/s11, s12



Sjöfartsverket. Publ. 12 Aug 2026

* 20298 (T)

Chart: 933

Sweden. Skagerrak. Orust. 'Koljöfjord'. Marine farm adrift.

Time: Until further notice

Parts of a marine farm is adrift in the fjord 'Koljöfjorden'. Some parts may have spread to nearby areas.

Mariners are advised to navigate with caution.

Koljöfjord	58-14,4N	011-35,0E
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BSP Västkusten N 2025/s20

Sjöfartsverket. Publ. 12 Aug 2026

Lake Vänern and Trollhätte Canal

* 20279 (T)

Chart: 135

Sweden. Lake Vänern and Trollhätte Canal. Lake Vänern. Kinneviken. Lidköping. Dredging operations.

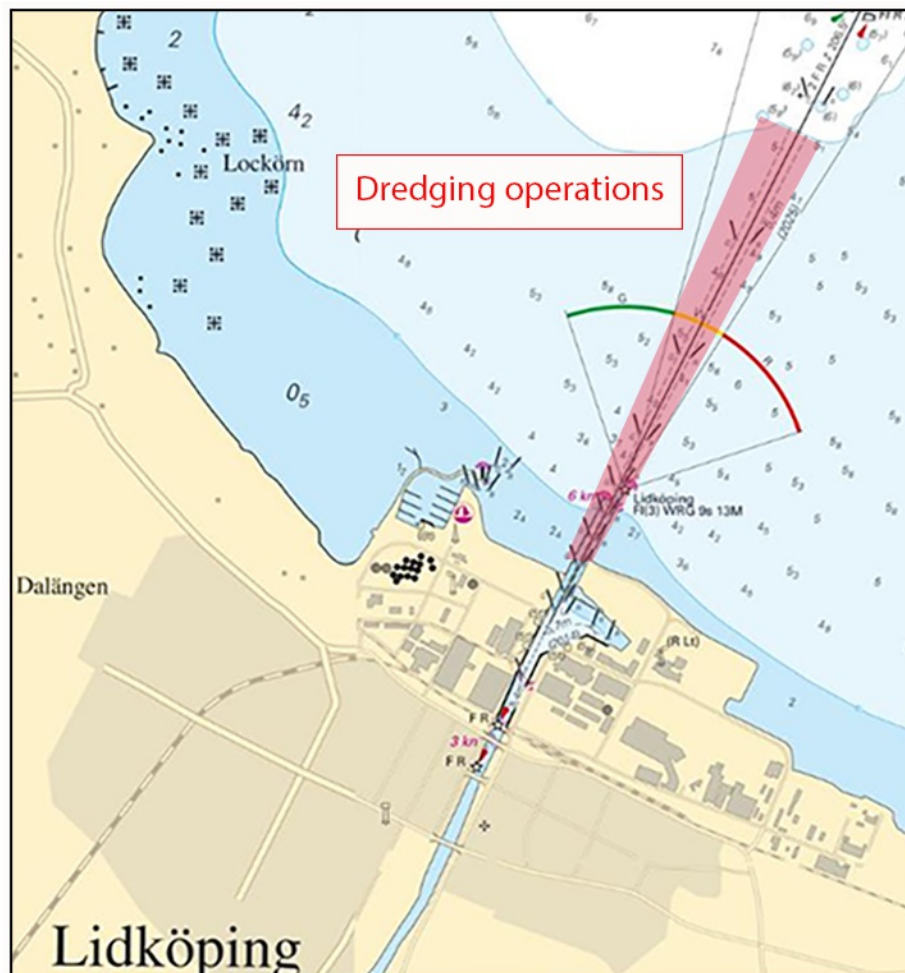
Time: Autumn 2026

Dredging works in the fairway in to Lidköping.

Mariners are requested to exercise caution when navigating near the area.

Lidköping	58-30,76N	013-10,00E
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Bsp Vänern 2026/s33, s49



Dredging works in the fairway to Lidköping

Sjöfartsverket. Publ. 12 Aug 2026