

Ufs

No 1135

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Notices to Mariners, SWEDEN



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**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

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

Affected charts and Notices

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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	

*** 20350****Sweden. not area bound. Nautical publication 'Notices for Mariners - General Information (Ufs A)'. New edition.**

A new edition of the nautical publication 'Notices for Mariners - General Information (Ufs A)' is available on the Swedish Maritime Administration's website.

'Notices for Mariners - General Information (Ufs A)' contains general information for all mariners, such as contact information to authorities, information about the quality of depth information, navigation aids, maritime safety and sea traffic information, weather reports and much more.

'Notices for Mariners - General Information (Ufs A)' is only available in PDF format and can be downloaded from the Swedish Maritime Administration's website.

<https://www.sjofartsverket.se/publications>

Sjöfartsverket. Publ. 09 Sep 2026

NOTICES

Areas without notices in this booklet

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

Bay of Bothnia

* 20344 (T)

Chart: 41, 415, 421

Sweden. Bay of Bothnia. E of Byske. Tåme. Firing exercises. September 21 - October 2, 2026.

Firing exercises will be carried out at Tåme firing range during times listed below. During these times the charted danger area "R58" is closed for navigation within stated distance from shore.

Warninglight lit during firing.

Further information on VHF channel 16, call Tåme skjutfält, or phone +46 (0)10 824 84 05.

Date	Time	Range from shore
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September 21	1230 - 1700 LT	9.5 M
September 22	0830 - 1700 LT	9.5 M
September 23	0830 - 1930 LT	9.5 M
September 24	0830 - 2359 LT	9.5 M
September 25	0830 - 1200 LT	9.5 M
September 30 - October 1	0730 - 1930 LT	3.3 M
October 2	0830 - 1200 LT	3.3 M

Position: Approximately	a)	64-55N	021-30E	Tåme Firing practice area
Warninglight VQ Y 10M	b)	64-58,155N	021-20,165E	

Not shown in ENC.

Bsp Bottenviken 2023/s06, s37, s38, s39, s40, s41, s42, s44

Försvarsmakten. Publ. 09 Sep 2026

The Quark

*** 20310 (T)**

Chart: 5121

Sweden. The Quark. Holmsund. Umeå hamn. Dredging operations.

Time: September 28 - October 31, 2026.

Dredging operations in vicinity of the northern quay in 'Umeå hamn'.

Participating units are dredger 'P10', work boat and barges.

Contact: phone +46 (0)73-702 10 75.

Northern quay in 'Umeå hamn'	63-42N	020-20,7E
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Bsp Bottenhavet N 2024/s37, s44, s45

Kvarken Ports. Publ. 09 Sep 2026

Sea of Åland and Archipelago Sea

*** 20225 (T)**

Chart: 536

**Sweden. Sea of Åland and Archipelago Sea. Vaddö kanal. Bridge in Älmsta.
Reduced horizontal clearance.**

Time: October 16 - November 27, 2026.

The horizontal clearance for the bridge in Älmsta has been reduced from 12 meters to 9 meters.

This is due to maintenance work.

Bridge in Älmsta	59-58,38N	018-48,79E
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Bsp Stockholm N 2026/s21

Trafikverket. Publ. 09 Sep 2026

Northern Baltic

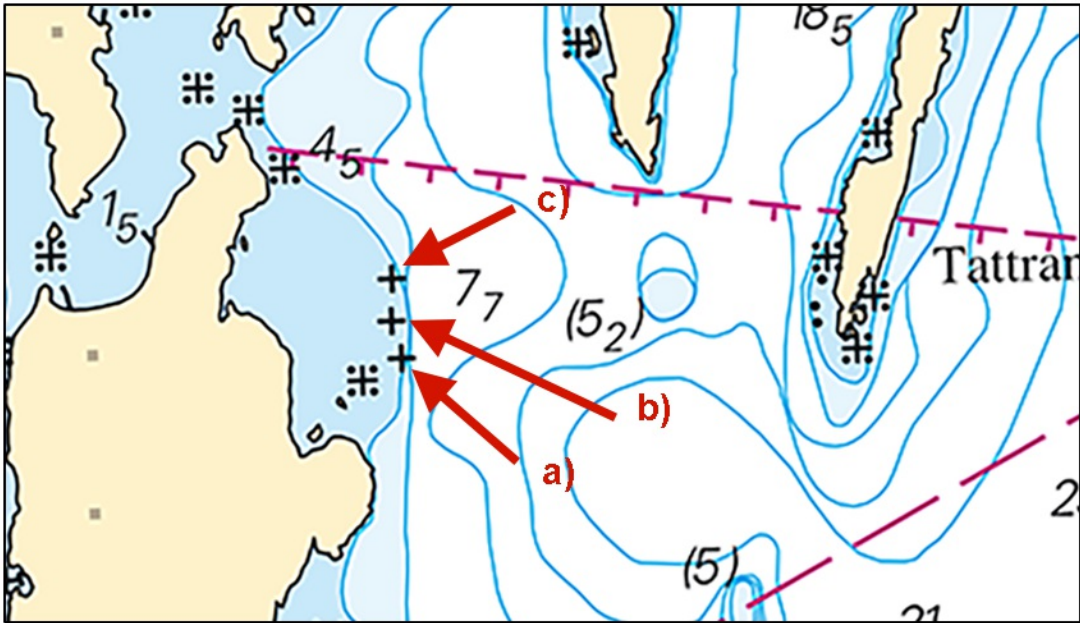
* 20278

Chart: 616, 6171

Sweden. Northern Baltic. S of Nynäshamn. Yttre Gården. Underwater rocks.

Insert	underwater rock	a)	58-52,598N	017-58,019E
Insert	underwater rock	b)	58-52,618N	017-58,010E
Insert	underwater rock	c)	58-52,640N	017-58,011E
Move	the 3-meter depth contour to the east, to encompass the underwater rocks.			

Bsp Stockholm S 2026/s21, s26, s35



Newly discovered underwaterrocks E of Yttre Gården.

* 20302

Chart: 611, 612, 613

Sweden. Northern Baltic. NE of Stockholm. NE of Årskobben. Vidinge. Rock awash.

Insert	rock awash	59-40,197N	019-10,620E
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Bsp Stockholm N 2026/s30

Sjöfartsverket. Publ. 09 Sep 2026

Lake Mälaren and Södertälje Canal

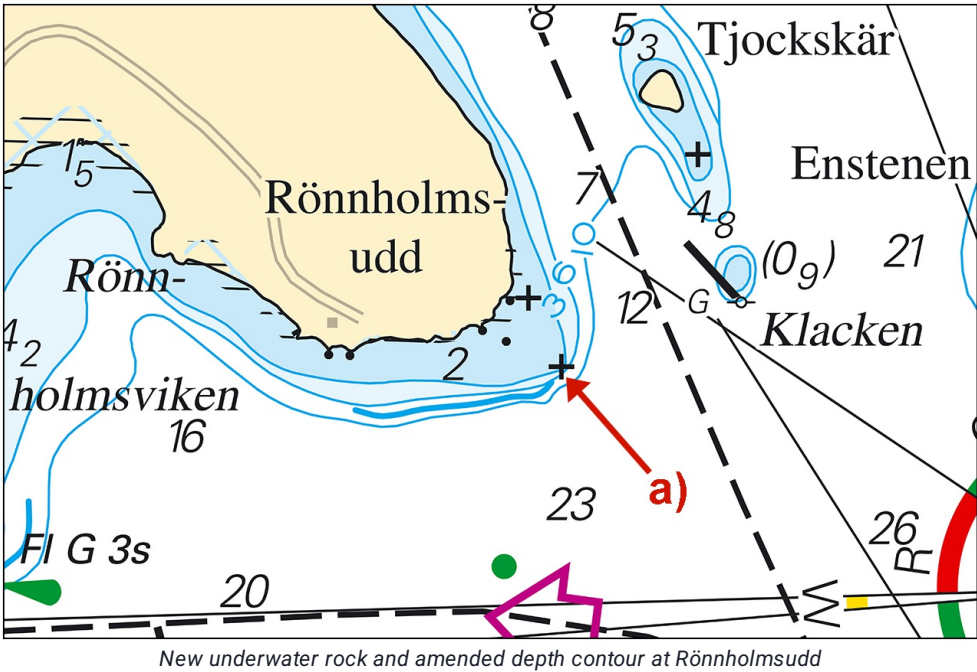
* 20297

Chart: 111, 113

Sweden. Lake Mälaren and Södertälje Canal. S of Enköping. Oknöfjärden. Rönholmsudd. Underwater rock.

Insert	underwater rock	a)	59-32,061N	017-05,704E
Amend	3 meter depth contour so that position a) is encircled			

Bsp Mälaren - Hjälmaren 2024/s23



Sjöfartsverket. Publ. 09 Sep 2026

* 20341 (T)

Chart: 6181

Sweden. Lake Mälaren and Södertälje Canal. Södertälje. Södertälje kanal.
Norra kanalen. Mälarhamnen. Work on quay.

Time: September 21, 2026 - May 31, 2027.

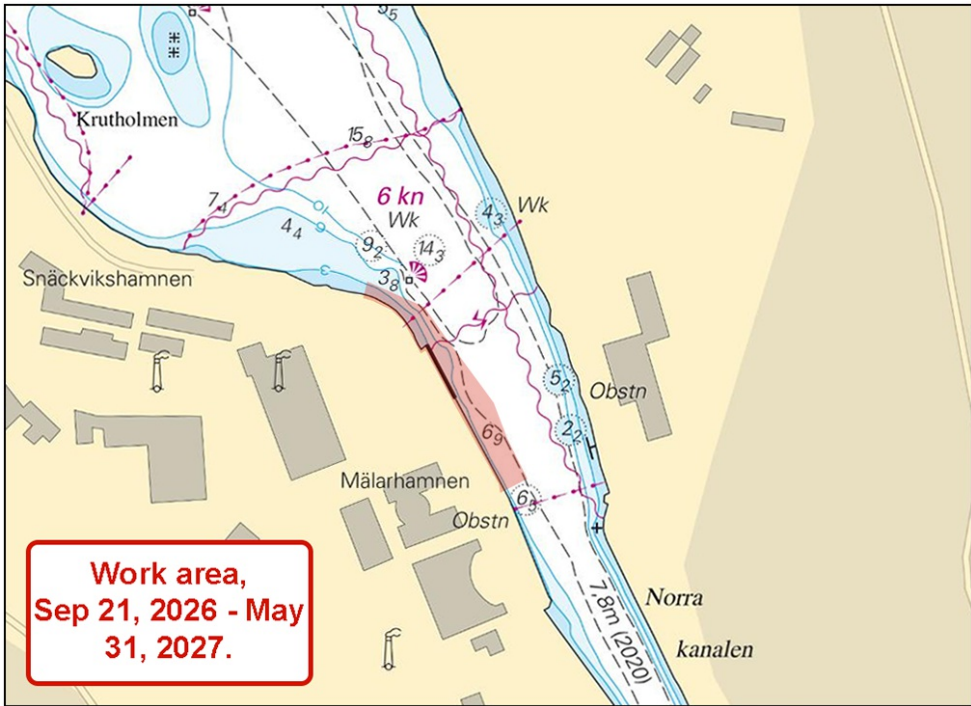
Work on a quay at Mälarhamnen. The work includes four barges, all illuminated with white light. Temporary buoyage will also be used.

Involved units: Barge Bolle, Barge Fagervik, Barge Unifloat and Barge HÅBE.

Contact persons, telephone numbers: +46 (0)70 292 92 70 and +46 (0)73 640 19 01.

Work area a) - d)	a)	59-12,178N	017-37,473E
	b)	59-12,215N	017-37,440E
	c)	59-12,253N	017-37,387E
	d)	59-12,278N	017-37,322E

Bsp Mälaren - Hjälmaren 2024/s30



Works on a quay at Mälarhamnen

Central Baltic

* 20347 (T)

Chart: 62, 71, 731

Sweden. Central Baltic. Gotland. SW of Visby. Tofta. Firing exercises.
September 23 - October 8, 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
September 23 -27	0900 - 2000 LT	1.7 M
September 28	0900 - 2400 LT	1.7 M
September 29	0900 - 2000 LT	1.7 M
September 30	0800 - 1600 LT	1.7 M
October 6 - 8	0900 - 2000 LT	1.7 M

Not shown in ENC.

Bsp Kalmarsund 2023/s07, Bsp Ostkusten 2025/s07

Försvarmakten. Publ. 09 Sep 2026

Southern Baltic

* 20281

Chart: 714, 741, 7411

Sweden. Southern Baltic. Karlskrona. Sturkö. Ryamad. Wreck.

Insert	wreck, least depth unknown	56-06,095N	015-41,533E
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Bsp Hanöbukten 2026/s17, s37

Sjöfartsverket. Publ. 09 Sep 2026

* 20314

Chart: 741, 7411

Sweden. Southern Baltic. SE of Karlskrona. E of Äspeskär. Special purpose spar bouy.

Insert	special purpose spar buoy with top mark	56-08,396N	015-39,455E
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Bsp Hanöbukten 2026/s16, s17, s41

Sjöfartsverket. Publ. 09 Sep 2026

Kattegat

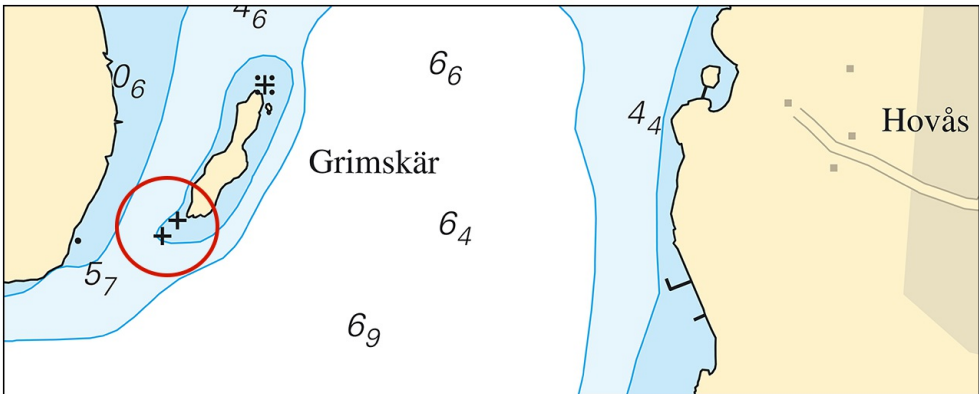
* 20292

Chart: 931, 9313

Sweden. Kattegat. S of Göteborg. Askimsviken. Grimskär. Underwater rocks.

Insert	underwater rock	a)	57-36,961N	011-54,500E
Insert	underwater rock	b)	57-36,948N	011-54,477E
Amend	3 meter depth contour so that positions a) and b) are encircled			

Bsp Västkusten S 2025/s19, s47, s51



New underwater rocks and amended depth contour at Grimskär

Sjöfartsverket. Publ. 04 Sep 2026

*** 20320****Chart: 931, 9312, 9313****Sweden. Kattegat. Göteborgs södra skärgård. Galterö huvud. St Käsö. L
Rävholmen. Måvholmen. Fyrar.**

Insert	light VQ Y (occas)	a)	57-38,918N	011-43,637E
Insert	light VQ Y (occas)	b)	57-37,679N	011-44,836E
Insert	light VQ Y (occas)	c)	57-36,345N	011-45,487E
Insert	light VQ Y (occas)	d)	57-35,058N	011-45,175E

Bsp Västkusten S 2025/s18, s19, s45, s46, s50, s53

Transportstyrelsen. Publ. 09 Sep 2026

Skagerrak

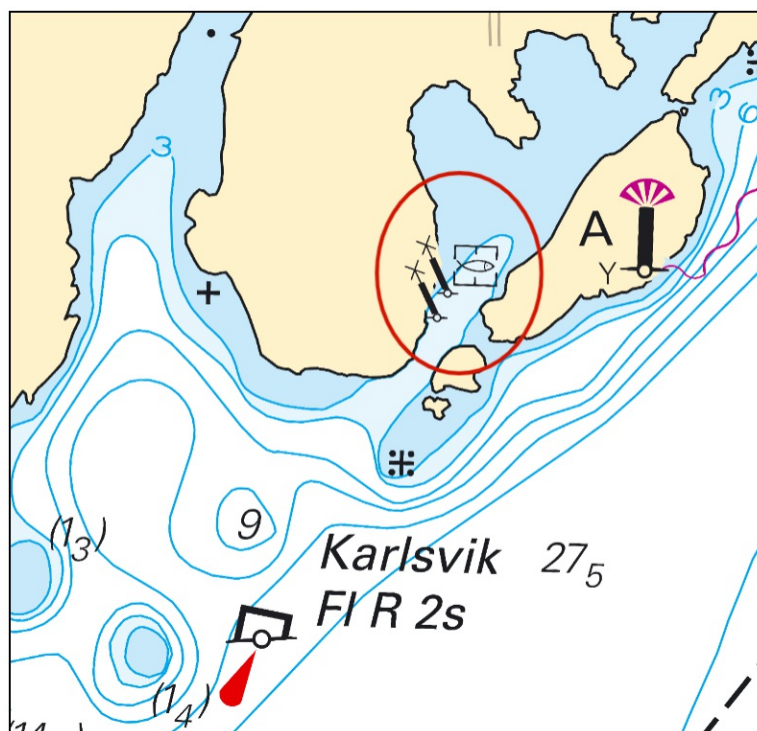
* 20040

Chart: 9331

Sweden. Skagerrak. N of Lysekil. Härnäs. Marine Farm.

Insert	special purpose spar buoy with topmark	a)	58-20,681N	011-23,457E
Insert	special purpose spar buoy with topmark	b)	58-20,665N	011-23,445E
Insert	marine farm	c)	58-20,697N	011-23,489E

BSP Västkusten N 2025/s28, s29



New oyster farm west of Lysekil.

Transportstyrelsen. Publ. 09 Sep 2026

Lake Vänern and Trollhätte Canal

* 20311

Chart: 131, 134

Sweden. Lake Vänern and Trollhätte Canal. Vänern. SSE of Säffle. Bäröfjärden. Buoyage.

Delete	special purpose spar buoy	59-01,77N	012-59,06E
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Bsp Vänern 2026/s16, s18

Transportstyrelsen. Publ. 09 Sep 2026

* 20313

Chart: 134

Sweden. Lake Vänern and Trollhätte Canal. Vänern. Dalbosjön. S of Åmål. S of Vingens hamn. Rotösund. Buoyage.

Insert	port-hand spar buoy	a)	58-49,349N	012-36,523E
Insert	port-hand spar buoy	b)	58-51,233N	012-37,994E

Bsp Vänern 2026/s24, Trollhätte kanal - Dalslands kanal 2020/s27

Transportstyrelsen. Publ. 09 Sep 2026

* 20345 (T)

Chart: 1352

Sweden. Lake Vänern and Trollhätte Canal. Göta älv. Kungälv. Bridge 'Jordfallsbron'. Closed fairway.

Expired notices: [2026:1134](#)/20338(T)

The bridge 'Jordfallsbron'	57-51,328N	012-00,545E
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Time: September 7, 0700 LT - September 14, 0000 LT

The bridge 'Jordfallsbron' will not open during the time given. The fairway is therefore closed to maritime traffic that requires the bridge to be opened.

See table below for additional dates and times when the restrictions given above apply.

Time: September 16 - November 5, 2026.

Date	Time (daily)
September 16 - 17	2350 - 0450 LT
October 5 - 8	2350 - 0450 LT
October 12 - 15	2350 - 0450 LT
October 19 - 22	2350 - 0450 LT
October 26 - 29	2350 - 0450 LT
November 2 - 5	2350 - 0450 LT

Trollhätte kanal - Dalslands kanal 2020/s09