

Ufs

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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@siofartsverket.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
Gulf of Finland
Gulf of Riga
South-Eastern Baltic
South-Western Baltic
The Sound
The Belts
Inshore waters
not area bound

Bay of Bothnia

* 20399 (T)

Chart: 41, 415, 421

Sweden. Bay of Bothnia. E of Byske. Tåme. Firing exercises. October 12 - 30, 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
October 12 - 15	0830 - 1730 LT	9.5 M
October 16	0830 - 1200 LT	3.3 M
October 17	0830 - 1730 LT	3.3 M
October 19 - 22	0830 - 1730 LT	9.5 M
October 23	0830 - 1200 LT	3.3 M
October 26 - 29	0830 - 1730 LT	9.5 M
October 30	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

Sea of Bothnia

* 20389

Chart: 533

Sweden. Sea of Bothnia. N of Gävle. Sundsmarnäset. Axmar. Sundsmarsredd. Rönnharen. Spar buoys.

Replace	east cardinal spar buoy with top mark	with starboard-hand spar buoy with top mark	a)	61-00,642N	017-10,158E
Replace	east cardinal spar buoy with top mark	with starboard-hand spar buoy with top mark	b)	61-00,787N	017-10,566E
Replace	west cardinal spar buoy with top mark	with port-hand spar buoy with top mark	c)	61-00,651N	017-10,220E
Replace	west cardinal spar buoy with top mark	with port-hand spar buoy with top mark	d)	61-00,745N	017-10,611E
Insert	port-hand spar buoy with top mark		e)	61-00,696N	017-10,389E

Bsp Bottenhavet S 2023/s25

Transportstyrelsen. Publ. 07 Oct 2026

Sea of Åland and Archipelago Sea

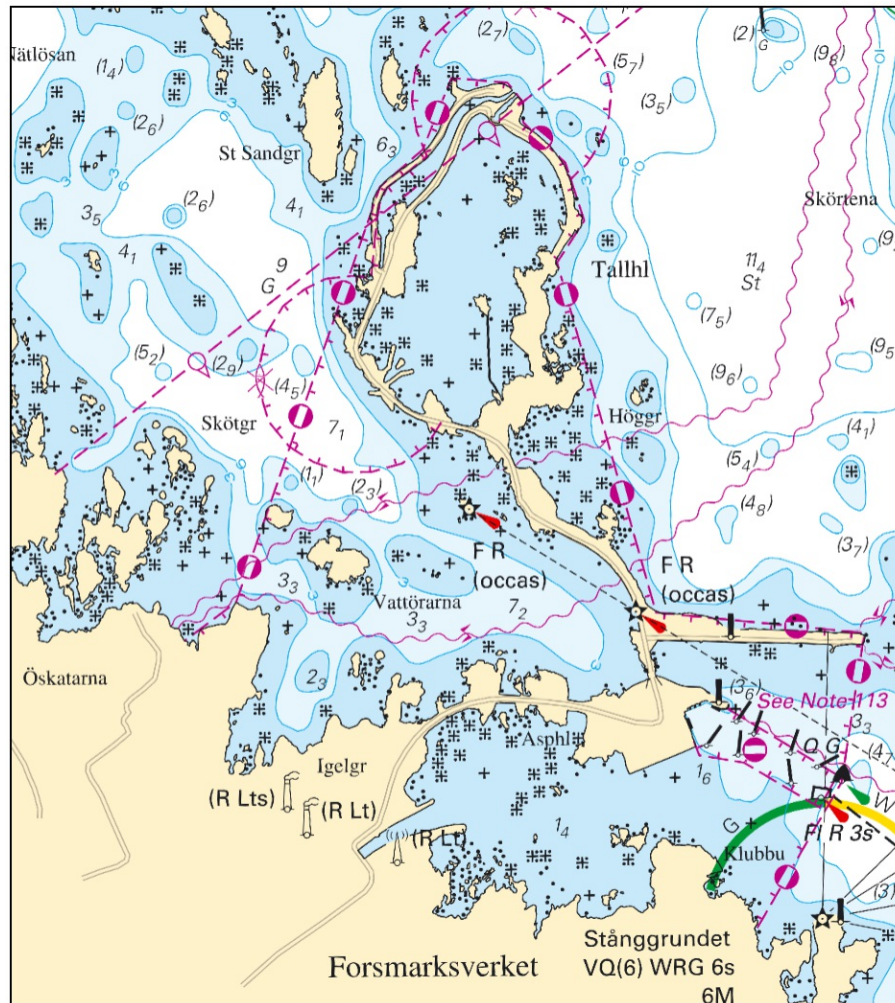
* 20353

Chart: 535

Sweden. Sea of Åland and Archipelago Sea. NW of Öregrund. Forsmark. Restricted area.

Insert	restricted area between a) - p)	a)	60-24,29N	018-13,43E	See chartlet.
		b)	60-23,81N	018-12,86E	
		c)	60-24,69N	018-09,78E	
		d)	60-24,78N	018-10,09E	
		e)	60-25,93N	018-10,90E	
		f)	60-26,03N	018-11,14E	
		g)	60-26,23N	018-11,30E	
		h)	60-26,22N	018-11,61E	
		i)	60-26,16N	018-11,70E	
		j)	60-26,11N	018-11,70E	
		k)	60-25,99N	018-11,93E	
		l)	60-25,84N	018-12,03E	
		m)	60-25,72N	018-11,88E	
		n)	60-24,76N	018-12,41E	
		o)	60-24,70N	018-13,57E	
		p)	60-24,29N	018-13,43E	

Bsp Bottenhavet S 2023/s34, Bsp Stockholm N 2026/s11



Restricted area at Forsmark.

Länsstyrelsen Uppsala. Publ. 07 Oct 2026

Northern Baltic

* 20333 (T)

Chart: 6141, 6142

Sweden. Northern Baltic. Stockholm. Saltsjön. The canal 'Danvikskanalen'. The bridge 'Danviksbron'. Closed Area. Restrictions.

Expired notices: [2026:1134/20319\(T\)](#)

Time: October 12 0500 LT, 2026 - March 9 0500 LT, 2027

Partial closure with limited fairway width 17 m and non-openable bridge.

The bridge 'Danviksbron'	59-18,82N	018-06,28E
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Bsp Mälaren - Hjälmaren 2024/s52, Bsp Stockholm M 2026/s06, s10

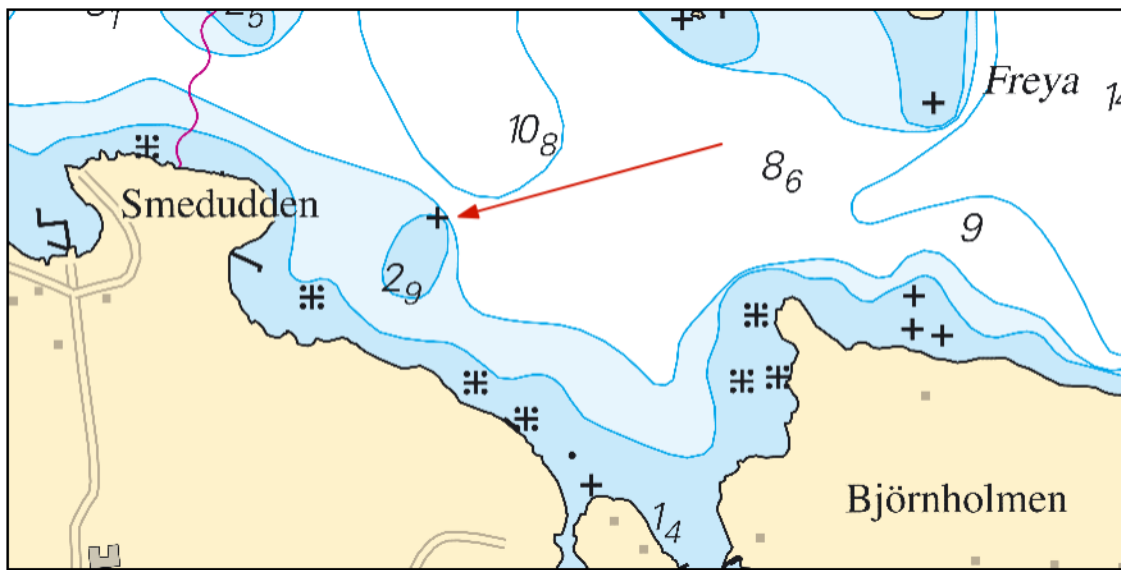
Sjöfartsverket. Publ. 02 Oct 2026

*** 20366****Chart: 6143**

**Sweden. Northern Baltic. E of Stockholm. Värmdölandet. Saltarö. Smedudden.
Underwater rock.**

Insert	underwater rock	59-20,86N	018-36,52E
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Bsp Stockholm M 2026/s22, s23



Underwater rock by 'Smedudden'

Sjöfartsverket. Publ. 07 Oct 2026

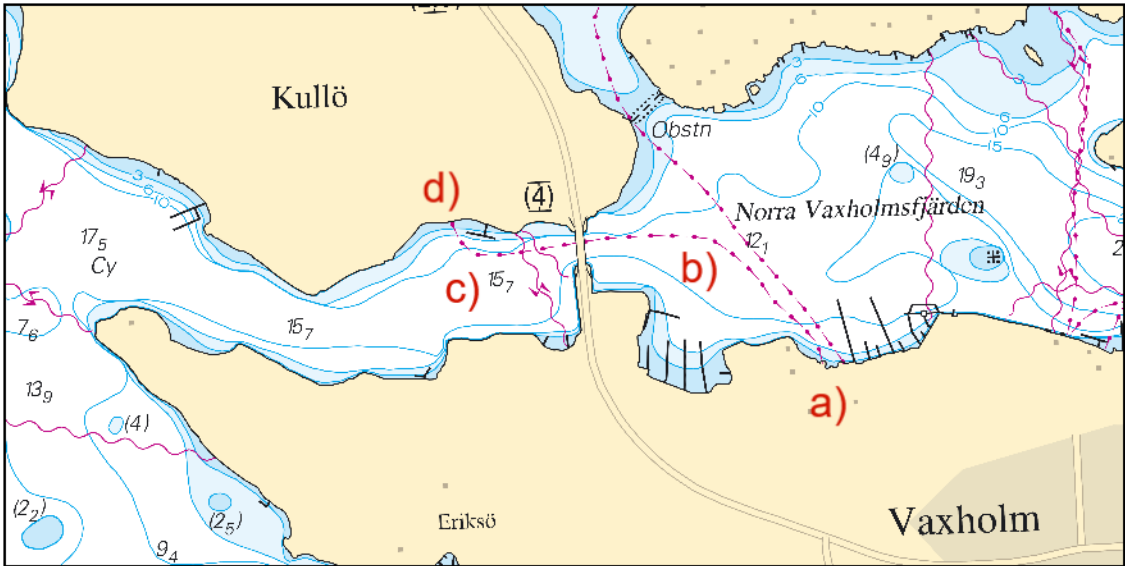
* 20371

Chart: 6142

Sweden. Northern Baltic. Vaxholm. Norra Vaxholmsfjärden. Supply pipeline.

Insert	supply pipeline between positions a) and d)	a)	59-24,450N	018-19,590E	Vaxholm
		b)	59-24,610N	018-19,327E	
		c)	59-24,600N	018-18,727E	
		d)	59-24,640N	018-18,686E	Kullö

Bsp Stockholm M 2026/s14, s46, Bsp Stockholm N 2026/s42



Lindesbergs Grus & Maskin AB. Publ. 07 Oct 2026

* 20427

Chart: 6142

Sweden. Northern Baltic. Stockholm. Nacka. Skurusundet. Bridge 'Gamla Skurubron'. Vertical clearance restored.

Expired notices: 2026:1102/19807(T)

Bridge 'Gamla Skurubron'	59-18,84N	018-13,30E
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Bsp Stockholm M 2026/s11

SVEVIA AB. Publ. 06 Oct 2026

Lake Mälaren and Södertälje Canal

* 20414 (T)

Chart: 6181

Sweden. Lake Mälaren and Södertälje Canal. Södertälje. Canal 'Södertälje kanal'. Closed lock. No passage. October 20-23, 2026.

Expired notices: [2026:1136/20332\(T\)](#)

Time: October 20 0630 (LT) - October 23 0630 (LT), 2026.

The fairway through the lock in Södertälje is closed for all maritime traffic during stated times.

The closure may be temporarily lifted in the event of an emergency requiring lock passage for emergency services. Emergencies requiring lock passage must be reported directly to the canal operator, phone +46 (0)771-630 655.

The lock in Södertälje	59-11,58N	017-37,93E
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Bsp Mälaren - Hjälmaren 2024/s30, s31

Sjöfartsverket. Publ. 05 Oct 2026

Central Baltic

* 20411 (T)

Chart: 62, 71, 731

Sweden. Central Baltic. Gotland. SW of Visby. Tofta. Firing exercises. October 13 - 25, 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
October 13 - 15	0900 - 2000 LT	2.4 M
October 16 - 18	0900 - 2400 LT	2.4 M
October 19	0900 - 1800 LT	2.4 M
October 20 - 22	0900 - 2000 LT	2.4 M
October 23 - 25	0900 - 2030 LT	2.4 M

Not shown in ENC.

Bsp Kalmarsund 2023/s07, Bsp Ostkusten 2025/s07

Försvarsmakten. Publ. 07 Oct 2026

Southern Baltic

20423

Chart: 839

Denmark. Southern Baltic. W of Bornholm. Rønne. Buoyage.

Insert	starboard-hand light spar buoy with topmark Q G	55-05,676N	014-40,534E
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Bsp Hanöbukten 2026/s55, BSP Sydkusten 2025/s54

Danish ENC. Publ. 07 Oct 2026

Kattegat

*** 20285****Chart: 931****Sweden. Kattegat. Öckerö. SW of Hälsö. Marine farm.**

Delete	special purpose spar buoy	a)	57-43,818N	011-38,762E
Delete	special purpose spar buoy	b)	57-43,831N	011-38,780E
Delete	special purpose spar buoy	c)	57-43,798N	011-38,860E
Delete	special purpose spar buoy	d)	57-43,786N	011-38,842E
Delete	marine farm between a) - d)			

Bsp Västskusten S 2025/s16, s17

*Ten Island Seafarm. Publ. 07 Oct 2026**** 20420 (T)****Chart: 9312, 9313****Sweden. Kattegat. Göteborg. N of Galterö huvud. Böttö. South Channel. ODAS buoy.**

Time: Through April 2027.

The buoy, given in the table below, is withdrawn during the winter.

ODAS light buoy with topmark Fl(5) Y 20s	57-39,071N	011-43,703E
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Bsp Västskusten S 2025/s45, s46, s53

IVL Swedish Environmental Research Institute. Publ. 07 Oct 2026

Skagerrak

*** 20378****Chart: 934**

Sweden. Skagerrak. Stridsfjorden. S of Resö. Skarphuvudet. Special purpose spar-buoys.

Insert	special purpose spar buoy with top mark	a)	58-47,200N	011-10,894E
Insert	special purpose spar buoy with top mark	b)	58-47,153N	011-10,842E

BSP Västkusten N 2025/s11

Transportstyrelsen. Publ. 07 Oct 2026

Lake Vänern and Trollhätte Canal

*** 20413 (T)****Chart: 131, 132**

Sweden. Lake Vänern and Trollhätte Canal. Karlstad. Jäverön. Leading lights temporarily unlit.

Temporarily unlit leading lights 'Jäverö Iso 4s 9M Q'	59-21,18N	013-38,81E
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Bsp Vänern 2026/s12

Sjöfartsverket. Publ. 06 Oct 2026