

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

* 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

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
South-Western Baltic
The Sound
The Belts
Skagerrak
Lake Vänern and Trollhätte Canal
Inshore waters
not area bound

Bay of Bothnia

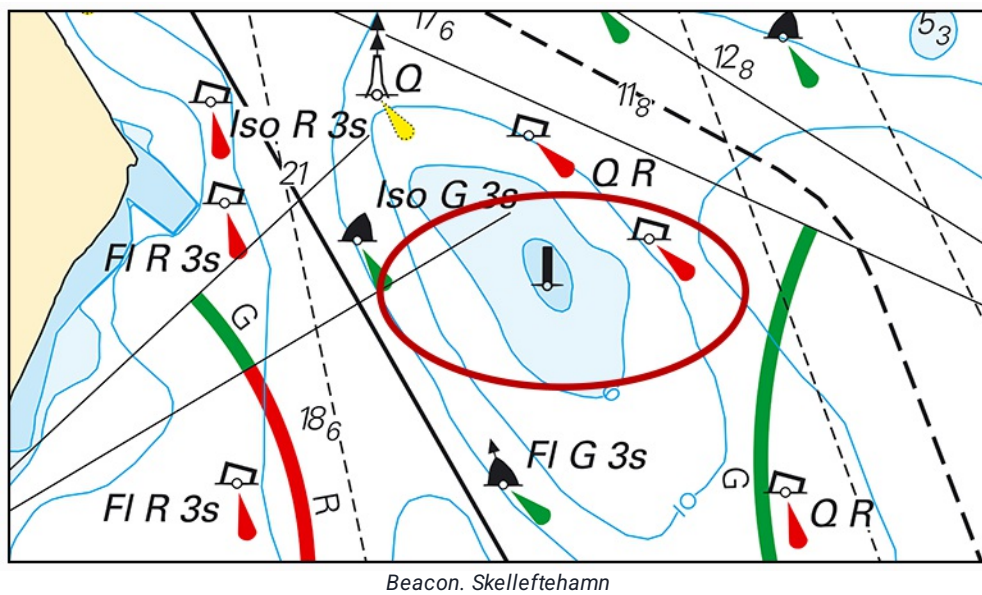
* 19844

Chart: 421, 4211

Sweden. Bay of Bothnia. Skelleftehamn. E of Rönnskär. Näsgrundet. Beacon.

Insert	beacon	a)	64-39,910N	021-17,828E
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Bsp Bottenviken 2023/s43, s65

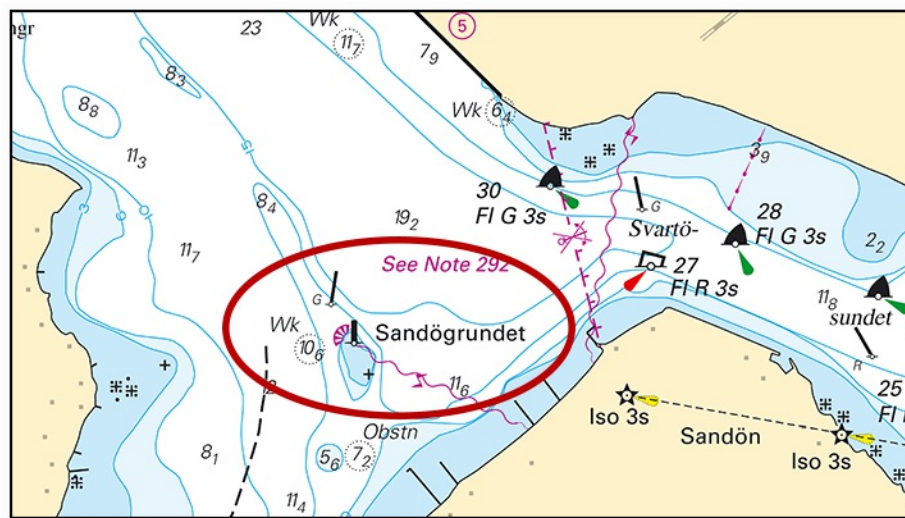


Transportstyrelsen. Publ. 28 Jan 2026

*** 19846****Chart: 4101, 414****Sweden. Bay of Bothnia. Luleå. Gråsjälfjärden. Light Sandögrundet. Beacon.**

Replace	light 'Sandögrundet' Oc WR 4s	with floodlit beacon	65-32,992N	022-11,794E
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Bsp Bottenviken 2023/s26, s58



Sandögrundet. Luleå.

Transportstyrelsen. Publ. 28 Jan 2026

* 19850 (T)

Chart: 4, 41, 415, 421

Sweden. Bay of Bothnia. E of Byske. Tåme. Firing exercises. February 24 - March 25, 2026.

Firing exercises will be carried out at Tåme firing range during times listed below. During these times the charted danger area "R 58" 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)921-34 84 05.

Date	Time	Range from shore
February 24 - 26	0830 - 2100 LT	3.3 M
February 27	0830 - 1830 LT	3.3 M
March 20 - 21	0830 - 1930 LT	9.5 M
March 22 - 25	0830 - 1700 LT	9.5 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/s37, s38, s39, s40, s41, s42, s44

Försvarsmakten. Publ. 28 Jan 2026

Northern Baltic

* 18822

Chart: 616, 6162, 6171

Sweden. Northern Baltic. Nynäshamn. Stora Grönvik. Leading beacons withdrawn.

Delete	beacon	a)	58-55,388N	017-58,249E
Delete	beacon	b)	58-55,264N	017-58,241E
Delete	leading line between position a) and c)	c)	58-54,700N	017-58,206E

Bsp Stockholm S 2024/s20, s21, s26, s35

Transportstyrelsen. Publ. 28 Jan 2026

* 19847 (T)

Chart: 6141, 6142

Sweden. Northern Baltic. Stockholm. Danvikskanalen. Bridge 'Danviksbron'.
Restricted horizontal clearance.

Expired notices: [2025:1093](#)/19713(T)

Period: Until March 10, 2026.

Works at the Danviksbron Bridge in Stockholm. The Swedish Maritime Administration has decided following restrictions in the fairway.

See table below for details on dates and restrictions.

Bridge 'Danviksbron'	59-18,82N	018-06,28E
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Dates

Restrictions at bridge 'Danviksbron'

December 24, 2025 - March 10, 2026	Horizontal fairway clearance 17 meters
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<https://www.sjofartsverket.se/sv/tjanster/kanaler-slussar-broar/>
Bsp Mälaren - Hjälmarén 2024/s52, Bsp Stockholm M 2024/s06, s10

Sjöfartsverket. Publ. 28 Jan 2026

Lake Mälaren and Södertälje Canal

* 19595

Chart: 113

Sweden. Lake Mälaren and Södertälje Canal. Lake Mälaren. Västerås.
Mälarparkshamnen. Leading lights removed.

Delete	leading light		a)	59-36,005N	016-34,837E
Delete	leading light		b)	59-35,974N	016-34,787E
Delete	leading line 2 F R a) - c)		c)	59-35,640N	016-34,255E
Delete	light character for above leading lights	2 F R			

Bsp Mälaren - Hjälmarén 2024/s21, s58

Transportstyrelsen. Publ. 28 Jan 2026

Central Baltic

* 19799 (T)

Chart: 6231

Sweden. Central Baltic. Västervik. Skeppsbrofjärden. Lusärna. Works on submarine cable.

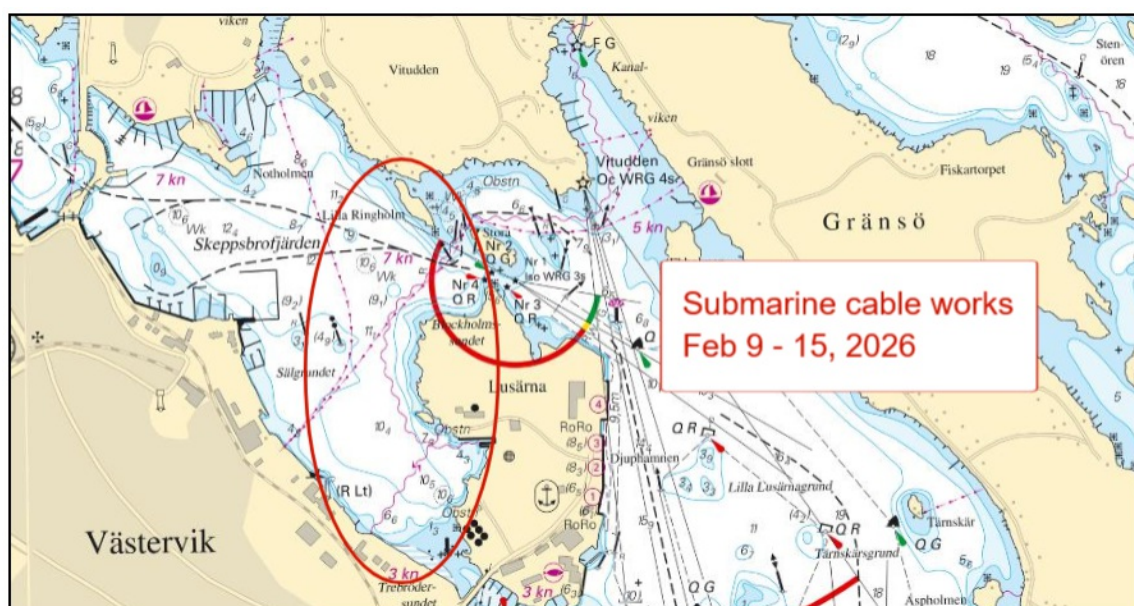
Time: February 9 - 13, 2026.

Cable laying works are ongoing on 'Skeppsbrofjärden' in Västervik.

Contact, supervisor: +46 (0)70-211 41 92.

Work area, approx. mid point	57-45,4N	016-39,7E
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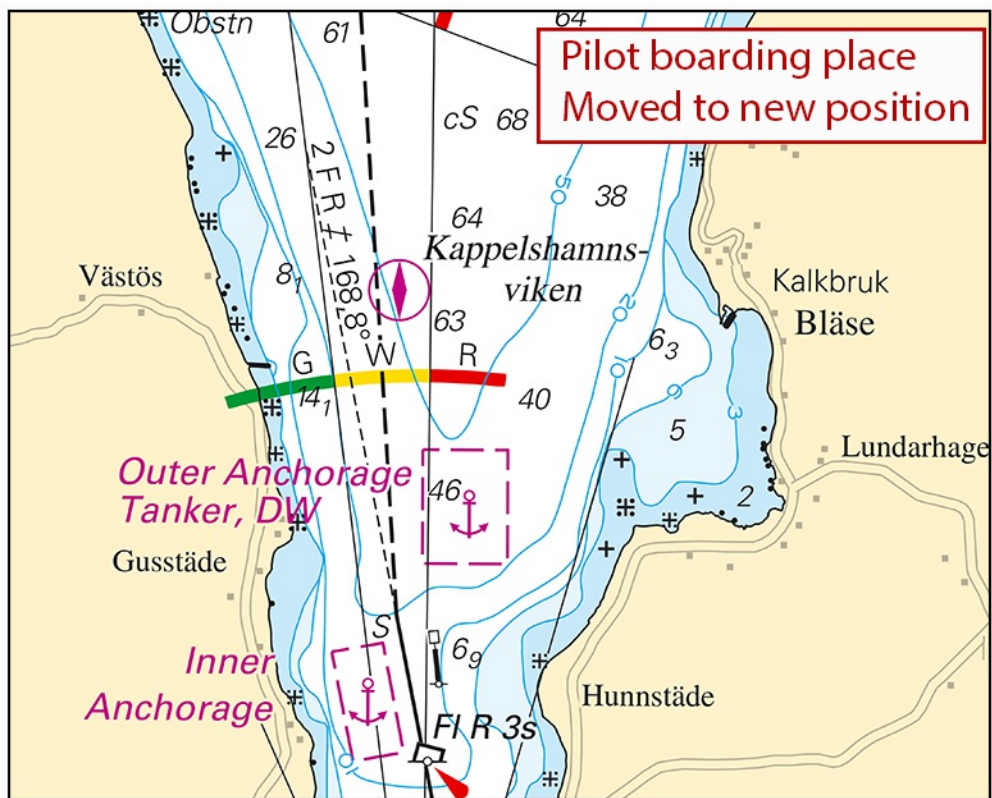
Bsp Ostkusten 2025/s52, s54



*** 19833****Chart: 6, 62, 731****Sweden. Central Baltic. Gotland. Kappelshamn. Kappelshamnsviken. Pilot boarding place. New position.**

Move	pilot boarding place	approximately 1M south to	a)	57-53,7N	018-47,6E
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Bsp Kalmarsund 2023/s06, s07



Kappelshamn. Pilot boarding place. New position

Sjöfartsverket. Publ. 27 Jan 2026

Southern Baltic

* 19839 (T)

Chart: 83

**Sweden. Southern Baltic. SSW of Utklippan. DW-route "Off Gotland Island".
Works on wrecks.**

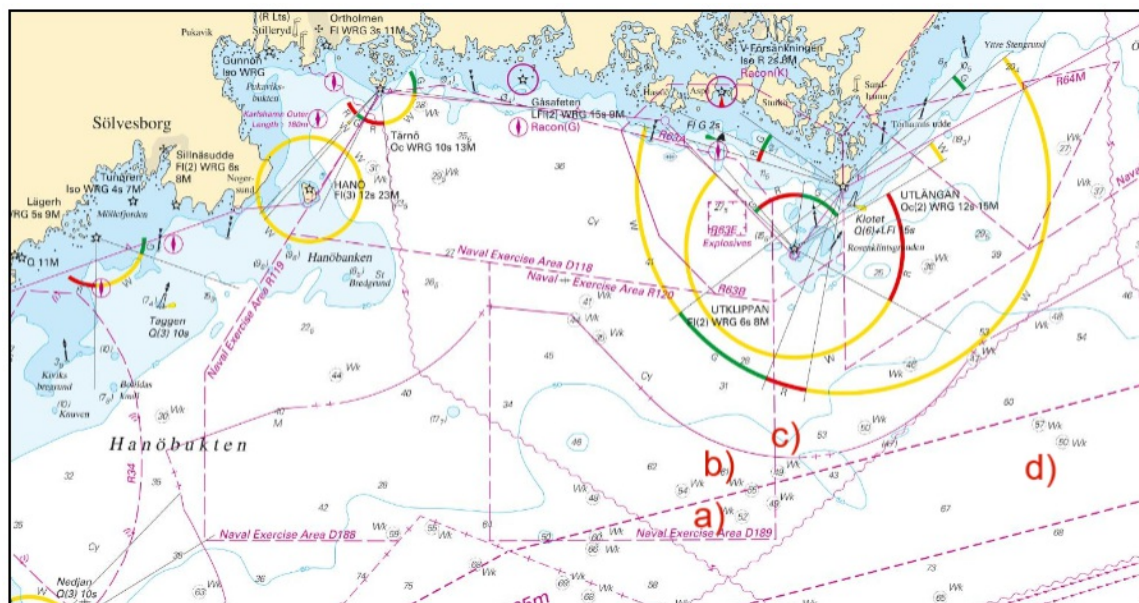
Time: February 17 - March 10, 2026.

Decontamination works of four wrecks in the southern Baltic sea S of 'Utklippan'. Work areas for remotely operated underwater vehicles will be marked with temporary buoys approximately 800 m from the wreck positions.

Mariners are requested to maintain a safety distance of 0.5 M.

Contact: work vessel M/V Vina/OVJJ2, VHF ch. 16. Phone +45 24 61 66 11. Tug M/V Naja/OZSC2, VHF ch. 16. Phone +45 29 63 15 40.

Wreck 'Bruin'	a)	55-41,3N	015-36,3E
Wreck 'Magdalene'	b)	55-42,9N	015-37,3E
Wreck 'Molund'	c)	55-43,9N	015-40,1E
Wreck 'Östanhav'	d)	55-45,5N	016-10,1E



Positions for decontamination works of four wrecks, February - March, 2026

JD-Contractor A/S. Publ. 28 Jan 2026

*** 19851 (T)****Chart: 7411, 7413****Sweden. Southern Baltic. Karlskrona. Trossö. Works.**

Period: February 9 - March 31

Reinforcement work is underway at the southern part of Trossö. A silt barrier will be used.

Mariners are requested to pass the area with caution.

Work area	56-09,20N	015-34,65E
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Bsp Hanöbukten 2022/s40, s41, s42, s43

Saab. Publ. 28 Jan 2026

Kattegat

*** 19848 (T)****Chart: 923, 924****Sweden. Kattegat. W of Halmstad. Ringenäs. Firing exercise. February 4 - 5, 2026.**

Position approximately	56-40,8N	012-38,6E	Firing restriction area R41A RINGENÄS
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Firing will take place at R41A Ringenäs firing range during stated times. The dangerous area extends from the shore according to the table below. Two lights on shore, VQ Y, will be active during firing.

For further information call +46 (0)35 26 63 955, +46 (0)35 53 677.

Date	Time	Range
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February 4 - 5	0900 - 1500 LT	1.7 M
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Not shown in ENC.

Bsp Västkusten S 2025/s28, s29, s30

Försvarmakten. Publ. 27 Jan 2026