

Latest modified
2026-06-15

Ufs A

Notices for Mariners General Information



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Publisher:
Hydrographer Patrik Wiberg



SWEDISH MARITIME
ADMINISTRATION

Innehåll

1	Swedish Maritime Administration (SMA).....	5
1.1	Contact information.....	5
1.1.1	Head Office.....	5
1.1.2	NtM – Chart Corrections.....	5
1.1.3	Sales and Distribution.....	5
1.1.4	Joint Rescue Coordination Centre (JRCC), Gothenburg.....	5
1.1.5	Sweden Traffic – Navigational Warnings.....	5
1.1.6	Monitoring of Traffic Separation Schemes (TSS).....	5
1.1.7	VTS-, SRS and Canal Centres.....	5
1.1.8	Piloting Order.....	6
2	Swedish Transport Agency.....	6
2.2	Contact information.....	6
2.2.1	Head Office – Civil Aviation and Maritime Department.....	6
2.2.2	Register of Ships.....	6
2.2.3	Regional Offices.....	6
3	Charts and Publications.....	7
3.1	Chart updates and corrections.....	7
3.1.1	Printing of navigational charts.....	7
3.3	Chart reliability.....	7
3.4	Depth information on charts.....	8
3.4.5	Quality of depths in charts and ENC.....	9
3.5	Swedish charts and nautical publications.....	9
3.6	Electronic charts.....	10
3.6.4	Preliminary and temporary changes in ENC.....	10
3.7	Swedish Notices to Mariners (Ufs).....	11
3.7.3	Numbering of notices.....	11
3.7.4	Disposition of the NtM pdf-booklet.....	11
3.7.5	Affected charts.....	11
3.7.6	Positions in Swedish NtMs.....	11
3.7.7	Boundaries between areas in Ufs.....	12
4	Maritime Traffic Information.....	12
4.1	Reporting requirements.....	12
4.1.1	Reporting procedures in VTS areas.....	12
4.2	General definitions for Vessel Traffic Services.....	14
4.3	Reporting accidents and incidents.....	14
4.4	Use of AIS.....	14
4.5	Ship Reporting Systems (SRS).....	15
4.6	SOUNDREP.....	15

5	Regulations (excerpt)	19
5.2.1	Transiting traffic separation schemes and inshore traffic zones	19
5.2.3	Monitoring of TSS	19
5.4	Equipment caught on submarine cables and pipes	19
5.5	Particularly Sensitive Sea Areas (PSSA)	19
5.6	Electronic Vessel Reporting System	20
5.6.1	Maritime Single Window	20
5.6.2	Declaration for fairway dues	20
5.6.3	Customer Support	20
6	Fairways	21
6.3	Vertical clearance	21
6.4	Speed restrictions	23
6.5	General information concerning winter conditions	23
6.5.1	Specific conditions requiring consideration	23
6.5.4	Recommendations for traffic in ice conditions in Stockholm archipelago	24
7	Pilotage	25
7.1	Pilot ordering	25
7.2	Recommended routes – digital voyage plans	25
7.3	Deep-sea pilotage in Swedish and neighbouring waters	25
8	Aids to navigation	28
8.4	Floating aids to navigation	28
8.5	Lights	28
8.5.2	General information	28
9	SAR and Maritime Assistance Service (MAS)	29
9.1	JRCC Sweden	29
9.2	Alerting the Search and Rescue service	29
9.3	Maritime Assistance Service (MAS)	29
9.4	Swedish Sea Rescue Society (SSRS)	30
11	Maritime Safety Information (MSI)	31
11.2.5	Weather reports on NAVTEX	31
11.2.6	Abbreviations in NAVTEX	31
12	Weather, oceanography and sea ice	34
12.1	Weather and sea ice information by NAVTEX and VHF	34
12.2	Weather reports Radio Sweden P1	34
12.3	Coastal weather reports for pleasure craft and coastal shipping	34
12.4	Ice Charts	36
12.5	Sea level variations and tides	36
12.6	Surface currents	36
12.7	Waves	36
12.8	Ice accretion	36
12.9	Wind table	38

13 Swedish Coast Guard and Police.....40

13.1 Swedish Coast Guard 40

13.1.1 Maritime Security (ISPS/SMC) 40

13.2 The Swedish Police at Sea..... 40

14 Swedish Armed Forces.....41

14.1 Swedish Regional Naval Control Centres..... 41

14.2 Announcements on military gunnery exercises 41

14.3 Naval system of buoyage 41

14.5 Naval mine hunting equipment 41

14.6 Warning signals at gunnery and underwater clearance exercises 42

14.7 Use of laser measurement during military gunnery exercises 42

14.8.1 Measures when finding unexploded munitions 42

14.8.2 Unretrieved mines 42

**In case of EMERGENCY, call 112
or call
SWEDEN RESCUE on VHF Ch 16.**

Report hazards and errors

Report to **Sweden Traffic** on relevant traffic channel regarding buoyage deficiencies, unlit lights, drifting objects, or other hazards to navigation.

Phone: +46 771 63 06 85

MMSI: 002653500

VHF: Call **Sweden Traffic** on relevant traffic channel.

Extract from Ufs A

1 Swedish Maritime Administration (SMA)

1.1 Contact information

The **Swedish Maritime Administration's** head office is located in Norrköping. The regional organisation consists primarily of nine pilot areas with approximately 20 pilot stations, four VTS centres, the **Joint Rescue Coordination Centre (JRCC)**, as well as survey vessels, maintenance units, workshops, and buoy tenders. The geographical limits of each pilot area and the locations of the regional offices are specified in *Ufs A (Chapter 1, Swedish version)*.

1.1.1 Head Office

Postal address: **Swedish Maritime Administration**
SE-601 78 Norrköping, Sweden
Phone: +46 771 63 00 00
E-mail: sjofartsverket@sjofartsverket.se
Visiting address: Östra Promenaden 7

1.1.2 NtM – Chart Corrections

Postal address: **Swedish Maritime Administration – Ufs**
SE-601 78 Norrköping, Sweden
Phone: +46 771 63 06 05
E-mail: ufs@sjofartsverket.se

1.1.3 Sales and Distribution

Postal address: **Swedish Maritime Administration – Sales, Hydrographic Office**
SE-601 78 Norrköping, Sweden
Phone: +46 10 478 58 10
E-mail: sma@sjofartsverket.se

1.1.4 Joint Rescue Coordination Centre (JRCC), Gothenburg

Phone: +46 10 492 77 00 (Switchboard)
+46 771 40 90 09 (Press contact)
E-mail: jrcc@sjofartsverket.se

1.1.5 Sweden Traffic – Navigational Warnings

Phone: +46 771 63 06 85
E-mail: swedentraffic@sjofartsverket.se

1.1.6 Monitoring of Traffic Separation Schemes (TSS)

Phone: +46 771 63 06 85
E-mail: swedentraffic@sjofartsverket.se

1.1.7 VTS-, SRS and Canal Centres

VTS-area	Centre	Phone	E-mail
VTS Luleå	Södertälje	+46 771 63 06 75	vtsec@sjofartsverket.se
VTS Stockholm/Öregrund	Södertälje	+46 771 63 06 65	vtsec@sjofartsverket.se
VTS Landsort/Mälaren	Södertälje	+46 771 63 06 75	vtsec@sjofartsverket.se
VTS Oxelösund	Södertälje	+46 771 63 06 75	vtsec@sjofartsverket.se
SOUNDREP (SRS centre)	Malmö	+46 771 63 06 00	contact@soundvts.org
VTS Gothenburg	Gothenburg	+46 771 63 06 60	vtswc@sjofartsverket.se
VTS Marstrand, Lysekil	Gothenburg	+46 771 63 06 50	vtswc@sjofartsverket.se
Canal Centre Trollhättan	Trollhättan	+46 771 63 06 95	ktrollhattan@sjofartsverket.se
Södertälje Canal	Södertälje	+46 771 63 06 55	sodertaljesluss@sjofartsverket.se

1.1.8 Piloting Order

Pilot Area ¹	Phone	E-mail
Luleå	+46 771 63 06 20	northcoastpilot@sjofartsverket.se
Gävle	+46 771 63 06 10	northcoastpilot@sjofartsverket.se
Stockholm	+46 771 63 06 45	eastcoastpilot@sjofartsverket.se
Södertälje	+46 771 63 06 35	eastcoastpilot@sjofartsverket.se
Kalmar	+46 771 63 06 90	southcoastpilot@sjofartsverket.se
Malmö	+46 771 63 06 80	southcoastpilot@sjofartsverket.se
Marstrand	+46 771 63 06 50	westcoastpilot@sjofartsverket.se
Göteborg	+46 771 63 06 70	gothenburgpilot@sjofartsverket.se
Trollhättan	+46 771 63 06 95	ktrollhattan@sjofartsverket.se

¹See map in chapter 7.

2 Swedish Transport Agency

The **Swedish Transport Agency** works to ensure good accessibility, high quality and safe and environmentally sustainable rail, air, sea, and road transport. The Agency has overall responsibility for drafting regulations and for ensuring that authorities, companies, organisations and individuals comply with them. **The Maritime Department** develops regulations, issues permits, and exercises supervision over both Swedish and foreign vessels operating in Swedish waters.

The Swedish Transport Agency's head office is located in Norrköping. The purpose of the Agency's establishment was to strengthen coordination among different transport modes and to improve organisational efficiency through better resource utilisation and enhanced knowledge sharing. The department works to improve maritime safety, reduce environmental impact from recreational boating, and analyse maritime accidents and near misses. Regional maritime inspection offices are located in Stockholm and Malmö.

2.2 Contact information

2.2.1 Head Office – Civil Aviation and Maritime Department

Phone:	+46 771 503 503
E-mail:	sjofart@transportstyrelsen.se
Website:	https://www.transportstyrelsen.se
Postal address:	Swedish Transport Agency , Civil Aviation and Maritime Department SE-601 73 Norrköping, Sweden
Visiting address:	Olai Kyrkogata 35

2.2.2 Register of Ships

Phone:	+46 771 503 503
E-mail:	sjofart@transportstyrelsen.se
Postal address:	Swedish Transport Agency , Maritime Department SE-601 73 Norrköping, Sweden
Visiting address:	Olai Kyrkogata 35

2.2.3 Regional Offices

Maritime Inspection Offices	E-mail
Stockholm	sjofart.ios@transportstyrelsen.se
Gothenburg	sjofart.iog@transportstyrelsen.se

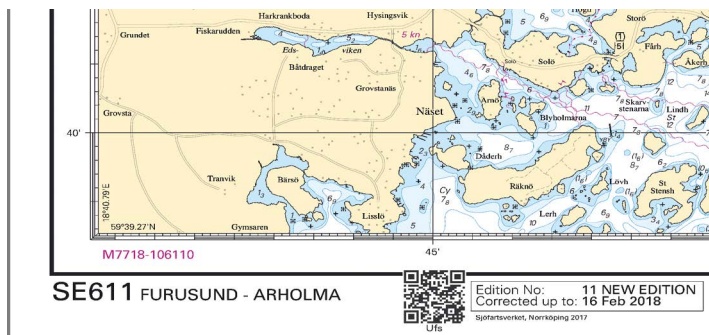
3 Charts and Publications

3.1 Chart updates and corrections

The information contained in official Swedish charts and ENC's is derived from the fully computerized chart database of the Swedish Maritime Administration. The stored data is being continuously updated through input from a multitude of internal and external sources, as well as through data acquired from contracted or in-house hydrographic depth surveys and projects.

When implemented or planned changes to chart data have been reported, assessed and/or processed, the information is promptly promulgated to all relevant parties by means of updated or newly issued ENC cells and through Swedish NtMs.

Users of special electronic chart systems and applications intended primarily for the leisure craft sector should refer to the each individual manufacturer's guidelines for details on how to update the chart data on their respective device.



Lower left corner of a nautical chart.

3.1.1 Printing of navigational charts

New editions are published whenever it is deemed impossible for the end-user to continue to keep existing charts corrected solely by means of information contained in Swedish NtMs. The lack of major amendments of this kind may in some cases mean that, for certain charts, several years may pass between each new edition. Small craft charts are generally printed at greater intervals than regular charts.

A new edition contains all updated information that has been promulgated in Swedish NtMs since the last printing of each respective chart, as well as changes not previously reported due to the inherent limitations of NtMs in adequately describing complex and/or extensive amendments to charted data. The edition number of each chart is indicated in the lower left-hand corner. Mariners shall ensure that the latest printed edition is always used. A new edition of a navigational chart supersedes the existing edition, likewise a new chart supersedes an existing product, as indicated.

Please note that the previously used term "reprint" is no longer in use.

3.3 Chart reliability

Mariners should be clearly aware that a chart is **an aid** to navigation only and **not an exact precision instrument**. The depiction of reality may, for a variety of reasons, be inaccurate:

- Charted depths may be inaccurate or incomplete due to the lack of modern surveys.
- Coastlines and islands may have positional errors due to older production methods.

- Positions of permanent navigational aids and lighthouses may be incorrect due to the lack of modern survey methods.
- The depiction of submarine cables may be only approximate.
- Wharves, jetties, bridges and similar structures may have been added, demolished or significantly altered without any of the changes having been reported to the Administration.
- In addition, the chart always has the "built-in" cartographic errors which are inherently produced by representing curved surfaces on flat charts. The scale of a chart makes it impossible to reproduce land contours in minute detail, and cartographers are forced to generalise the image so that important features are retained and sometimes even accentuated.

These limitations in accuracy apply to all chart products currently available, both paper charts and those presented in electronic format. To avoid detrimental or hazardous consequences, the navigator should take the following precautions:

- Navigate with a wide safety margin. Do not cut corners near promontories or shoals.
- Keep well clear of depth contours that constitute a danger to the vessel – **depth contours are warning signals!**
- Leading lines shown on charts have been verified and are therefore reliable; however, no absolute guarantee exists of clearing shoals in close proximity when plotting one's own leading lines.
- Charts of the largest available scale should always be used. In areas covered by a larger scale chart or plan, smaller-scale charts contains comparatively limited information.
- The Hydrographic Office of Sweden use the BSCD2000 as an official chart datum in charts and ENC's. In Swedish the reference system is referred to as RH2000. Depths in Swedish charts are referred to RH2000 as chart datum. During a transitional period, charts may be referred to the mean sea level (MSL) for a specific year. In MSL charts, post-glacial land uplift may affect depths by up to 0.5 meters. On RH2000 charts, land uplift does not affect the depths. The end-user should always refer to the information shown in the upper right-hand corner of each chart.
- The countries surrounding the Baltic Sea have a common vertical reference system, the **Baltic Sea Chart Datum 2000 (BSCD2000)**, which is in charts and ENC's.

3.4 Depth information on charts

It is important that the navigator possess adequate knowledge of how depth information is presented on charts. An overrepresentation of hydrographic data would render the chart difficult to read.

Defined depth areas are used, within which depth can vary between two limits. These areas are bounded by depth contours. The coastline represents the 0 m contour, followed by the 3 m contour, which in turn is supplemented by the 6, 10, 15, 20, 30, 50 and 100 m contours. Other depth contours may exist, and in certain areas special contours corresponding to specific depths may be shown – for example, a 8.4 m contour appears on charts covering Lake Mälaren.

In the area between the coastline and the 3 m contour, depth may vary irregularly between 0 and 3 metres. Likewise, between the 3 and 6 m contour, depth varies between 3 and 6 metres. Apart from soundings the chart provides no additional depth information. Where no soundings are given the depth must be assumed to be within the lower range.

The depth between soundings cannot be interpreted and the irregularity of the seabed makes interpolation impossible.

The current water level must always be taken into account. **The Swedish Meteorological and Hydrological Institute (SMHI)** provides continuous information on water levels along the Swedish coastline: <https://www.smhi.se>

A large part of the Swedish coastline is affected by post-glacial land uplift, which is most noticeable in the north, where the uplift is approximately 1 cm per year.

3.4.5 Quality of depths in charts and ENC

The quality of depth information in nautical charts can vary considerably between different areas. Fairways and other areas frequently used by merchant vessels, where the water depth may be a limiting factor, have generally been surveyed to a high standard using modern methods.

However, large areas still remain where depths have not been verified by any method other than hand lead sounding. This method is inherently accurate, but the distance between sounding points can be considerable and the positional accuracy for each sounding may therefore be poor. Depth information in such areas should therefore be regarded as relatively unreliable.

Since 1940, hydrographic surveys have generally been carried out using sonar technology.

Echo sounders provide considerably more data, and the probability of detecting small shoals is significantly higher than when using a hand lead.

Advanced multibeam echo sounders and computer-based processing are nowadays used in hydrographic surveying. This method produces a very detailed view of the seabed within the surveyed area.

More detailed information on the quality of depth data is available on the SMA website: <https://www.sjofartsverket.se>

The **depth database (DIS)** forms the basis for the chart database (**SJKBAS**), which in turn underpins all depth information in the official charts and ENCs covering Swedish waters.

3.5 Swedish charts and nautical publications

General charts	1:500 000 – 1:1 600 000
Coastal charts	1:180 000 – 1:250 000
Archipelago charts	1:50 000 – 1:125 000
Special and harbour charts	1:10 000 – 1:30 000

Small Craft Charts cover the mainland coastline, the largest lakes and selected canals. They are issued as double-sided, spiral-bound folios on durable A3-size paper intended for pleasure craft, and include certain supplementary navigational information.

Nautical publications

INT 1/KORT 1 contains symbols, abbreviations and terms used on Swedish and international charts.

Swedish Notices to Mariners is generally published on a weekly basis and contain chart corrections and other information of importance to navigators. It is available in PDF format: <https://ufs.sjofartsverket.se/en/>. Subscription is available by e-mail.

Ufs A – General information in a PDF booklet containing comprehensive terms and specific information about Swedish conditions that may be useful to the navigator.

Winter navigation – General information on the icebreaking service and navigation in icy waters. It is available for download in PDF format: <https://www.sjofartsverket.se>

Additional information about other products is found in the product catalogue, which is distributed free of charge by each sales agent.

3.6 Electronic charts

3.6.4 Preliminary and temporary changes in ENC

Temporary and preliminary information, published as **P- and T-notices** in *Swedish Notices to Mariners (Swedish NtMs)*, is now generally depicted in ENCs. Exceptions may exist if the temporary or preliminary condition:

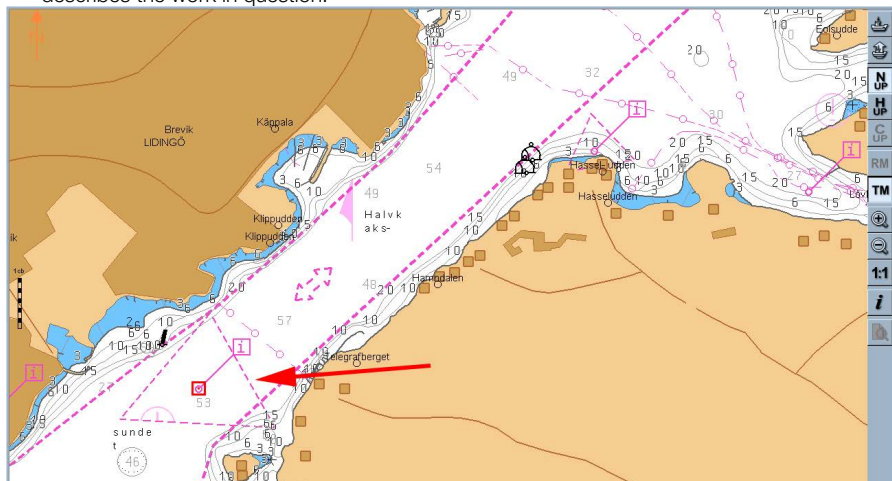
- cannot be clearly displayed in ECDIS,
- is of short duration and is also promulgated through a Navigational Warning,
- affects an area previously charted as a working area (e.g. *restricted area, works in progress*),
- affects only a limited number of vessels expected to receive relevant information from port authorities, pilots or VTS centres,
- affects an extremely large number of ENC cells,
- affects waters normally used by vessels not fitted with ECDIS, or
- is a warning about firing exercises within charted firing practice areas.

P- and T-notices that are not shown in ENCs are clearly marked with "Not shown in ENC" in their respective NtMs.

Preliminary and temporary changes are distributed to mariners in the same manner as regular ENC updates.

These changes are presented in ECDIS in different ways depending on the specifics of the respective update. Below are some examples of how the presentation is made:

- a) Dredging operations, cable laying and similar works may be shown by a **caution area** covering the affected area. By clicking inside the area, a short text becomes visible that briefly describes the work in question.



A triangular Caution Area is used to highlight an area where work is ongoing.

- b) Temporarily withdrawn buoyage, altered light characters and similar changes may be indicated by a very small **caution area** on top of the affected object. In an ECDIS system display, this is represented by an exclamation mark (!) symbol shown in the vicinity of the affected object. The corresponding text will appear when clicking near the object.
- c) Lights that are temporarily unlit may be represented as described in point (b) above, or by removing the light characteristics from the object so that only a tower or beacon remains charted.

- d) Temporarily established buoyage, research equipment, pontoons and similar objects are generally depicted using the relevant ECDIS symbol. If required, a **caution area** with accompanying text is shown.
- e) Shoals, obstructions and wrecks that are scheduled for removal, are depicted using their regular ECDIS symbol, often in combination with a **caution area** with relevant text.
- f) Upcoming changes may be indicated by a **caution area** accompanied by relevant text. The preliminary description may be automatically replaced by the correct and permanent presentation at a predetermined time through the use of the by the time attribute in ENCs. This method is generally used to depict a new TSS that enters into force at a predetermined time.

3.7 Swedish Notices to Mariners (Ufs)

Swedish Notices to Mariners (Ufs) is the official channel for informing mariners on chart corrections and changes that may affect navigation in Swedish waters.

The Swedish NtMs are readily available at: <https://ufs.sjofartsverket.se/en/>, where information from a continuously updated database can be accessed using a wide range of search criteria. A PDF booklet is published on the website each Thursday morning, containing all notices issued during the preceding week.

Foreign waters

Information concerning foreign waters is mainly limited to occurrences offshore or in and around major channels and routes. The Swedish NtMs do not provide sufficiently detailed information to keep other national charts or BA charts updated. Notices affecting non-Swedish waters are generally based on information extracted from the NtMs and/or navigational warnings issued by the respective nation.

3.7.3 Numbering of notices

- Each notice is given a specific serial number.
- An asterisk (*) preceding the **notice number** indicates that the notice is published by the SMA and thus affects Swedish waters. This asterisk is used by international agreement to facilitate the work of foreign Hydrographic Offices.
- **(P)** indicates that the notice contains information of a **preliminary nature** that will later be addressed through the promulgation of a new permanent notice.
- **(T)** indicates that the notice is of a **temporary nature** and that – unless a validity period is specified – it will be cancelled by a **subsequent notice** when the temporary conditions cease to exist.

3.7.4 Disposition of the NtM pdf-booklet

The booklet is divided into two sections:

Announcements – numbered notices without geographical reference.

Notices – numbered notices with reference to a specific geographical position or limited area.

3.7.5 Affected charts

The number of each affected Swedish chart is shown on the line immediately above the notice heading.

3.7.6 Positions in Swedish NtMs

These are given in the **WGS-84 reference system** as latitude and longitude in degrees, minutes and decimals of minutes, for example: 58-35.5N 015-11.9E.

Note: Attached **chartlets** are intended primarily to facilitate chart corrections and are not necessarily reproduced at the same scale as the source chart.

3.7.7 Boundaries between areas in Ufs

The notices in the **NOTICES** section of Ufs are arranged under the geographical headings. An overview of the coverage of each area is shown in the NtM booklet published weekly.

4 Maritime Traffic Information

The traffic regulations concerning **Vessel Traffic Services (VTS)** and **Ship Reporting Systems (SRS)** are contained in the Swedish Transport Agency's Statute Book, *TSFS 2009:56* (in Swedish only), as amended.

4.1 Reporting requirements

All vessels of 45 metres or more in length, or with a gross tonnage of 300 or more, are required to report to the VTS centre concerned. The same applies to towing vessels of 45 metres or more in length including the tow, when passing through a VTS area or a reporting point.

All vessels 15 metres or more in length, or with a gross tonnage of 20 or more, as well as smaller registered fishing vessels, should, as far as practicable, participate in the reporting. This applies if their passage could be considered to affect the safety of other vessels during transit.

All vessels so equipped shall maintain a continuous watch on the designated VHF working channel for the respective VTS area, as well as on VHF Channel 16.

4.1.1 Reporting procedures in VTS areas

Vessels participating in the reporting shall report to the concerned VTS centre as per below:

A. On entering the VTS area and immediately before leaving berth or anchorage:

1. **Name of vessel**
2. **Call sign**
3. **Position (nearest reporting line or geographical position)**
4. **Intended route**
5. **Destination**
6. **Draught**

Note: Vessels may not depart from a quay or anchorage within the VTS Gothenburg area without having first received explicit clearance from the VTS Centre.

B. The following information is to be given when passing reporting points (1, 2, 3); when berthing or when anchoring (1, 2); when altering route (1, 2, 4, 3); when involved in a maritime accident, or when experiencing technical difficulties (e.g. propulsion or engine failure, failure of the electrical and/or emergency power system, or instrument errors) that significantly affect the safety of navigation, stating (1, 2, 3, 4):

1. **Name of vessel**
2. **Position**
3. **Destination**
4. **Reason(s) for reporting** (e.g. route alteration, accident, damaged or defective equipment)


Vessels shall be prepared to provide additional information upon request at any time while within the VTS area.

VTS Centres & SOUNDREP

Förklaringar / Explanations

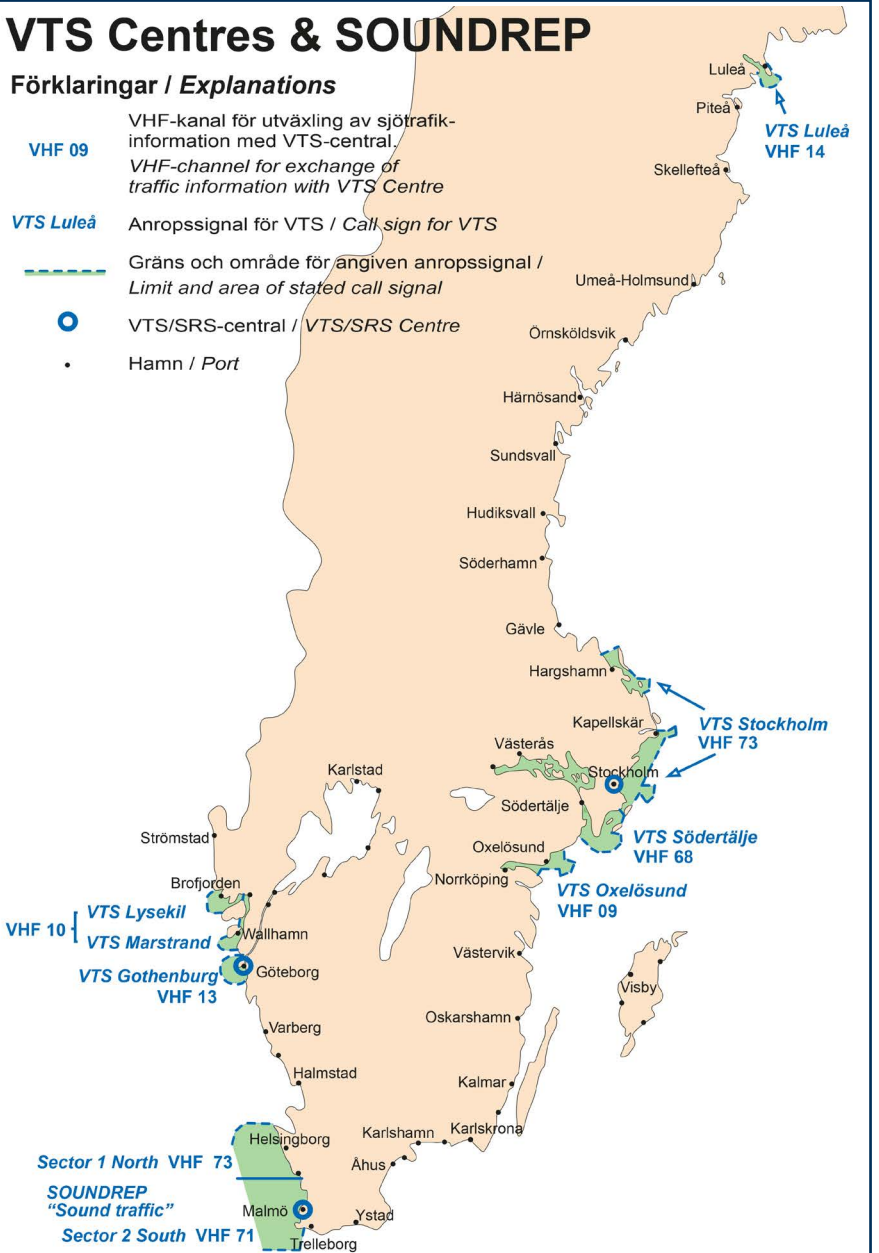
VHF 09 VHF-kanal för utväxling av sjötrafik-information med VTS-central.
VHF-channel for exchange of traffic information with VTS Centre

VTS Luleå Anropssignal för VTS / *Call sign for VTS*

 Gräns och område för angiven anropssignal / *Limit and area of stated call signal*

 VTS/SRS-central / *VTS/SRS Centre*

 Hamn / *Port*



4.2 General definitions for Vessel Traffic Services

VTS area

A VTS area is a defined and formally established service area of particular importance to maritime safety and environmental protection, within which one or more VTS services are provided.

VTS centre

A VTS centre is the facility from which VTS services are provided. The VTS centre is responsible for ensuring that all established and prescribed reporting requirements within the designated VTS area are met.

Vessel Traffic Services (VTS)

Vessel Traffic Service (VTS) is a service assigned to monitor, organize, inform, and assist vessel traffic within the **VTS area**. It contributes to maintaining a high standard of safety and environmental protection.

VTS services* are divided into three categories:

- Information Service (INS)
- Navigational Assistance Service (NAS)
- Traffic Organisation Service (TOS)

The type of service provided is specified separately for each respective area.

* At present, only **INS** is provided within Swedish VTS areas.

Information Service

The Information Service ensures that information needed for safe navigation is promulgated in a timely manner to the shipboard management team. The service is given to vessels when they report, at specified times, when deemed necessary by the VTS operator, or when requested.

Reports may include, but are not limited to, information regarding:

- Details on vessel traffic that are deemed essential to safe navigation.
- Missing or defective aids to navigation (floating and/or fixed).
- Restrictions to maritime traffic.
- Ice and weather conditions.
- Water levels and/or other significant hydrological conditions.
- Hazards or other factors of significant or immediate importance that affect or could affect maritime safety.

4.3 Reporting accidents and incidents

In the event of a maritime accident, the JRCC (call "**Sweden Rescue**" on **VHF Ch 16**) shall be notified immediately. The report shall include the vessel's name, call sign, MMSI number, position, the nature of the emergency, the number of persons on board, and the assistance required.

The respective VTS centre shall be notified without delay if a grounding, collision, breakdown, or other incident occurs within a VTS area, or in connection with any event that affects, or may affect maritime safety and/or accessibility of an area or fairway.

Maritime accidents occurring within Swedish territorial waters may also be reported to the **Swedish Transport Agency**.

4.4 Use of AIS

The Masters is obliged to ensure that the static, dynamic, and voyage-related information in the AIS is, at all times, maintained in accordance with IMO requirements.

4.5 Ship Reporting Systems (SRS)

A Ship Reporting System is a system for ship reporting which, through the collection and subsequent dissemination of relevant information, contributes to safety of life at sea, safety and efficiency of navigation and/or protection of the marine environment. A ship reporting system is adopted and implemented in accordance with the guidelines and criteria developed by the IMO Maritime Safety Committee (MSC).

The master of a ship shall comply with the requirements of any adopted mandatory SRS and shall report to the appropriate authority all information required under the provisions of that system. The IMO also encourages masters to participate in voluntary SRSs.

SRSs are shown on official nautical charts, and mandatory SRSs are listed in **Part G** of the IMO's publication *Ships' Routeing (latest edition)*.

Mandatory SRSs are regulated by the **Swedish Transport Agency** (information available in Swedish only). Current SRSs are published on the Agency's website: https://www.transportstyrelsen.se/globalassets/global/sjofart/dokument/sjotrafik_dok/mandatory-and-recommended-srs.pdf

Mandatory Ship Reporting Systems in the Baltic Sea Area

Name	Area/Country	IMO-resolutions
BELTREP	Great Belt, Denmark	MSC.63(67), A.978(24), MSC.230(82), MSC 332(90)
GDANREP	Gulf of Gdansk, Poland	MSC.249(83)
GOFREP	Gulf of Finland, Finland	MSC.139(76), MSC.231(82)
SOUNDREP	The Sound, Sweden/Denmark	MSC.314(88)

4.6 SOUNDREP

All ships of 300 gross tonnage and above are required to participate when transiting or navigating within the area covered by the **SOUNDREP Ship Reporting System**.

Purpose

SOUNDREP aims to:

- improve the safety and efficiency of navigation,
- increase the protection of the marine environment in the Sound between Denmark and Sweden and,
- provide information to shipping about specific and urgent situations that may lead to hazardous conditions, including the risk of conflicting traffic movements.

SOUNDREP broadcasts information relevant to the safety of navigation within the operational area, including:

- vessel movements and other activities that may impact traffic,
- obstacles in fairways,
- warnings on the failure of important aids to navigation (until official navigational warnings are issued),
- extraordinary meteorological conditions,
- current and water levels,
- ice conditions, *and*
- any other factors that may influence the safety of navigation.

Additional information is available upon request.

Relevant information will be broadcast on **VHF Ch 79**, preceded by an announcement on **Ch 16, 71, and 73**. All vessels in the area should listen to the announced broadcast.

In the event that a vessel needs to anchor due to restricted visibility, adverse weather conditions, changes in indicated water depth, defects or deficiencies, or for any other reason, the VTS centre may recommend a suitable anchorage area.

Reporting procedures

A report containing information as per the reporting format below shall be initiated via **VHF R/T** when the vessel enters the respective sector of the SRS. However, vessels may meet most of the reporting requirements – specifically items **A*/B/C/D/E/F/I/P** – through updated AIS data.

Vessels without access to electronic means of reporting must provide a complete report via VHF.

Notwithstanding this, and in order to facilitate more efficient and timely reporting, all vessels capable of doing so are encouraged to submit their report by e-mail, taking the following in consideration:

- * As a minimum, vessels are required to report designator A and to indicate which reporting line is being passed when entering the SRS area. The same requirement applies when departing from a port or anchorage within the area.
- Designators O, Q and U shall be provided via VHF R/T.
- Designators L, T and X may be provided by e-mail, telephone or fax.
- ** Information on dangerous cargo (designators P and T) is only required if the information has not already been submitted via **SafeSeaNet/MSW** in accordance with *EU Directive 2002/59/EC*.
- English shall be used for communication, applying the *IMO Standard Marine Communication Phrases (SMCP)* where necessary.

Designator Information required

A*	Name of ship, call sign, IMO number, and MMSI number
B	Date and time of event in a 6-digit group giving day of month, hours, and minutes (UTC)
C	Position given as 6 resp. 7 characters, e.g. 55°43.5'N 012°49.3'E => 55435N 012493E
E	True course, given in a 3-digit group
F	Speed in knots with one decimal in a 3-digit group, e.g. 18,3 knots => 183
I	Destination/Name of next port of call (UN LOCODE) and ETA (format as under point B)
L	A brief description of the intended route as planned by the master. Refer to above.
O	Draft in a 2-digit group giving the present maximum draught in meters, e.g. 6.1
P**	Type of cargo and class of dangerous cargo incl. quantity of each class, if the latter is applicable
Q	Defects, deficiencies, limitations of the ship or other circumstances that affect or could affect safe navigation and manoeuvrability
T**	Name and phone number to Designated Person ashore
U	Air draught (when exceeding 35 metres).
W	Total number of persons on board
X	Type and estimated quantity of bunker fuel (for vessels exceeding 1000 GT)

Examples of routes as given under the designator L:

DW = Passage west of Disken shoal

DE = Passage east of Disken shoal

VW = Passage west of island Ven

VE = Passage east of island Ven

D = Drogden fairway

F = Flintrännen fairway

A northbound vessel leaving the Port of Malmö intending to proceed northwards and to the east of island Ven => L: **SE MMA, VE**

A southbound vessel in transit planning to sail through the TSS In the Sound to the east of the Disken shoal, and further on to the west of island Ven, through the Drogden fairway and on to the TSS Off Falsterbo => L: **DE, VW, D**

Contact information

Call — "Sound Traffic"

VHF Ch 73 — Reporting and working channel for Sector 1 (North)

VHF Ch 71 — Reporting and working channel for Sector 2 (South)

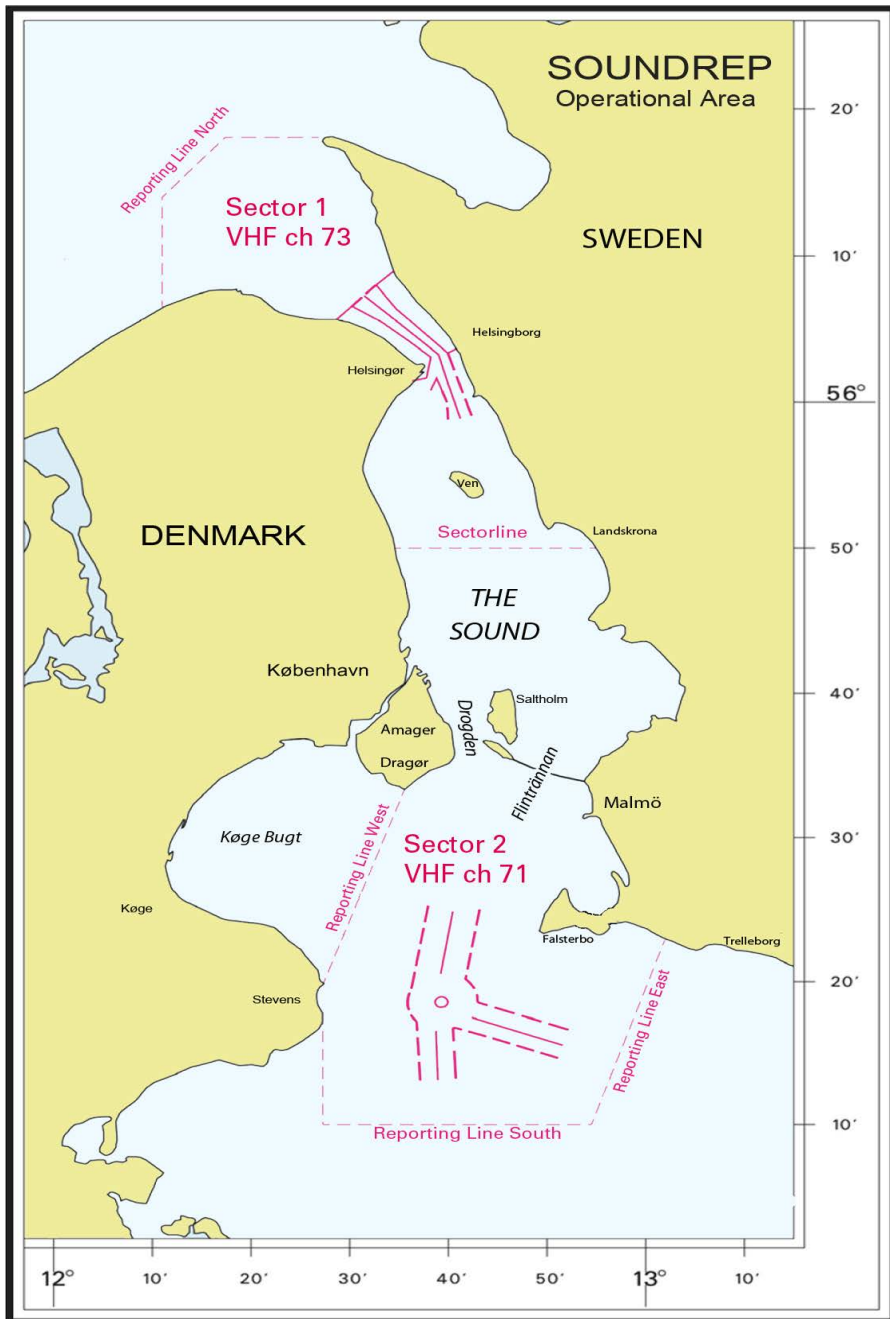
VHF Ch 79 — Sound VTS broadcast channel (both sectors)

VHF Ch 68 — Back-up channel used for broadcasts

Sound VTS monitors VHF Channels 16, 71 and 73.

Phone: +46 771 630 600

E-mail: contact@soundvts.org



5 Regulations (excerpt)

5.2.1 Transiting traffic separation schemes and inshore traffic zones

Vessels operating in a sea area encompassing a **Traffic Separation Scheme (TSS)** approved by the IMO shall comply with **Rule 10 of TSFS 2009:44 (COLREG)**, as well as all other applicable provisions of the regulations. In particular, **Rules 11–19**, concerning the conduct of vessels in sight of one another and in restricted visibility, apply without exception within Traffic Separation Schemes.

Compliance with Rule 10 requires that due consideration be given and advance planning is carried out prior to a vessel's transit through a TSS and/or Inshore Traffic Zone, taking into account prevailing traffic conditions and water depth.

Inshore Traffic Zones

By "Inshore Traffic Zone" in Rule 10 is meant the area between the traffic lanes and the coast that has been designated as an Inshore Traffic Zone by the IMO, and which is listed in the description of the respective Traffic Separation Scheme in the IMO publication *Ships' Routeing* (2017). Inshore Traffic Zones are indicated on charts by text and by continuous separation lines or separation zones adjacent to the traffic lanes. The limits of such areas are shown on charts by a broken T-line.*

**Exceptions for certain vessels within the Inshore Traffic Zones south of Öland and Gotland, and in Bornholmsgat, are laid down in the Swedish Transport Agency's Regulation TSFS 2009:44, as amended.*

5.2.3 Monitoring of TSS

The SMA monitors traffic within TSS areas. **The TSS Off Falsterborev** and the **TSS in the Sound** are monitored by **Sound VTS**, while the remaining TSS areas are monitored by **Sweden Traffic**. Vessels found to be in violation of Rule 10 shall be reported to the **Swedish Transport Agency** and to the **SafeSeaNet (SSN)** of the **European Maritime Safety Agency (EMSA)**.

5.4 Equipment caught on submarine cables and pipes

Ship officers and fishermen shall avoid anchoring or trawling in areas where submarine cables and pipelines are present. If a vessel's gear becomes fouled, it is often impossible to recover, and there is a significant risk of serious damage to the cable or pipeline. Attempts to clear fouled gear carried out improperly may cause disruption or failure of telecommunications, power transmission, or water supply systems.

Severing or deliberately damaging a submarine cable or pipeline is punishable by law.

Submarine power cables may carry voltages in excess of 1,000 volts. Contact with such cables, if caught by a vessel's anchor, may result in loss of life.

5.5 Particularly Sensitive Sea Areas (PSSA)

A **Particularly Sensitive Sea Area (PSSA)** is, according to *IMO resolution A.982(24)*, an area which needs special protection through action by the IMO, because of its recognized ecological, socio-economic, or scientific significance, where such attributes are vulnerable to damage from international shipping activities. Associated protective measures shall be adopted in order to provide protection for the PSSA. **The IMO's Marine Environment Protection Committee (MEPC)** designates an area as a PSSA.

In order to be identified as such, an area must meet the following requirements:

1. The sea area is recognized as having ecological, social, cultural, economic, scientific or educational significance.
2. The recognized attributes of the sea area may be vulnerable to damage caused by international maritime activities.
3. Associated protective measures to prevent, reduce or eliminate the identified vulnerabilities are adopted or approved by the IMO.

To date sixteen sea areas have been designated as PSSAs. For each such area, associated protective measures shall be approved or adopted by the IMO in order to prevent, reduce, or eliminate identified threats or vulnerabilities. The Baltic Sea area was designated a PSSA in 2005.

Further information is available on the IMO website: <https://www.imo.org>.

5.6 Electronic Vessel Reporting System

5.6.1 Maritime Single Window

Pursuant to *EU Directive 2010/65/EU* on the coordination of administrative procedures, the Swedish Maritime Administration, the Swedish Customs, the Swedish Transport Agency and the Swedish Coast Guard have established a joint internet-based maritime reporting platform, the **Maritime Single Window (MSW)**. Data submitted through the **MSW Reportal** is automatically forwarded to the relevant authorities and systems, primarily the Swedish Maritime Administration, the Swedish Coast Guard and the Swedish Customs Administration.

Information to be reported in MSW Reportal and respective authority:

- Information pertaining to **Ship Notification, Dangerous Goods Notification, Waste Notification and Expanded Inspection** – Swedish Maritime Administration and Swedish Transport Agency
- **Ordering of Pilotage and Fairway Declarations** – Swedish Maritime Administration
- Information regarding **Security, Crew and Passenger Lists, and Health Declarations** – Swedish Coast Guard, Swedish Transport Agency, and the Swedish Police
- Information on **Customs Clearance and IMO General Declaration (FAL 1), Cargo Declaration (FAL 2), Ship's Stores Declaration (FAL 3), and Crew's Effects Declaration (FAL 4)** – Swedish Customs

5.6.2 Declaration for fairway dues

Vessels subject to fairway dues and engaged in loading or unloading goods and/or passengers shall submit a fairway dues declaration via the MSW Reportal no later than seven (7) days after departure.

To submit a fairway dues declaration, a credit agreement must first be established. The form **Credit Agreement** shall be completed and submitted to the Swedish Maritime Administration. Once credit has been granted, the company signing the credit agreement assumes financial liability for all declarations submitted by users associated with that company.

5.6.3 Customer Support

MSW Support is available 24/7 to assist with reporting issues in the MSW Reportal.

Phone: + 46 771 400 050

E-mail: support@mswreportal.se

For authority-specific matters, please refer to the respective national authority.

Swedish Coast Guard

The **Swedish Coast Guard** handles advance notifications relating to border control and maritime security.

Tel: +46 8 578 976 30 (Swedish Coast Guard Maritime Clearance)

E-mail: sweden24@kustbevakningen.se

Business hours: Monday–Sunday 00:00–24:00 LT

Swedish Maritime Administration

The **Administration** handles queries relating to ship notification, pilotage and fairway declarations.

Phone: +46 10 478 58 00

E-mail: kundstod@sjofartsverket.se

Business hours: Monday–Friday 08:00–16:30 LT

Swedish Transport Agency

The **Agency** handles queries relating to specific requirements (i.e. regulations) on ship notification, dangerous goods, waste, maritime security and expanded inspection.

Phone: +46 771 503 503

E-mail: sjofart@transportstyrelsen.se

Business hours: Monday–Friday 08:00–16:30 LT

Swedish Customs

Swedish Customs handles customs-related queries on ship clearance in connection with time limits and on required information to be submitted.

Phone: +46 771 520 520 (Customs Service – Daytime)

Phone: +46 8 456 65 61 (Customs Clearance – Daytime)

Phone: +46 8 456 65 60 (Customs Clearance – Evening and Nighttime)

6 Fairways

6.3 Vertical clearance

Vertical clearance beneath overhead power cables, bridges and other obstructions is given in metres on signs at the obstruction, as well as on nautical charts. The stated clearance is calculated as follows:

Overhead power cables

The distance between **Mean High Water**¹ and the lowest point of the cable, reduced by a **safety margin**².

Bridges and other obstructions

The distance between **Mean High Water** and the lowest point of the obstruction within the navigable channel, reduced by a **safety margin**³.

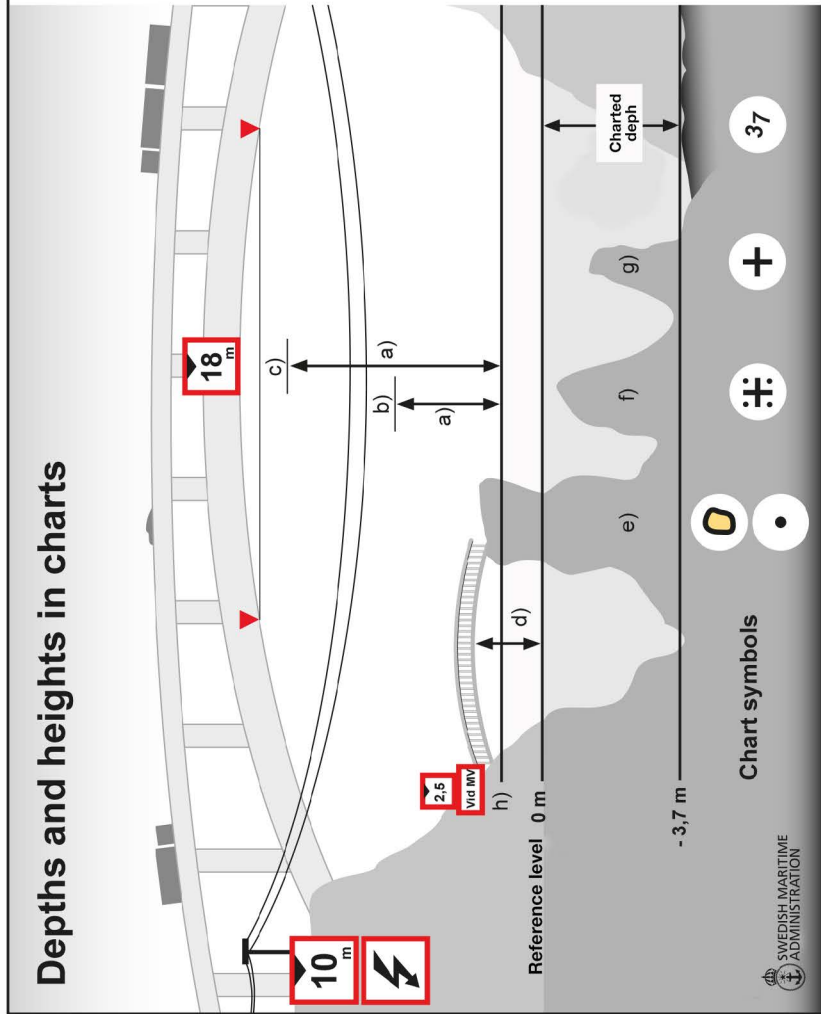
Low bridges⁴ across sheltered waters

In general, the distance between *reference level*⁵ and the lowest point of the bridge, without a **safety margin**.

1. Mean High Water is the average of the highest water levels observed over a long series of years.
2. The safety distance is 1.5 m – 2.75 m depending on the voltage.
3. The safety margin is 0.5 m – 2 m depending on expected swell in the area.
4. Low bridges denote bridges where the clearance can easily be estimated from a small boat, i.e. up to approximately 3 m in height.
5. Reference level is the chart datum used for each individual nautical chart.

Note: The water level may rise more than 1 m above this level.

Depths and heights in charts



Explanations

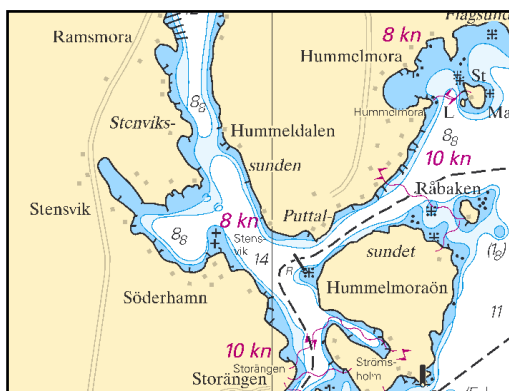
- a) Vertical clearance given on signs and in charts.
- b) The *safety distance* is 1,5 - 2,7 m, depending on the voltage.
- c) The *safety margin* is 0,5 - 2 m depending on expected swell in the area, normally 0,5 m.
- d) At *low bridges* the height stated is, in general, above MSL, without safety margin.
- e) Rock or islet, always visible above the water-surface.
- f) Rock awash, in general between 0,5 m under and 0,2 m over MSL.
- g) Underwater rock, in general between 0,5 - 2 m below MSL.
- h) Mean high water, in general 0,6 - 1,2 m above MSL (the value varies with the locality).

6.4 Speed restrictions

In Sweden, the respective **County Administrative Board** is the authority responsible for promulgating regulations on speed limits at sea. New limits are published in the County Administration Board's statutes: <https://www.lansstyrelsen.se/>. Specific speed limits is announced in *Swedish Notices to Mariners (NtM)* if they affect waters along the Swedish coastline and in the larger lakes, and when existing charted limits are modified.

The international chart symbol consists of a number followed by the letters **kn** in magenta (e.g **5 kn**). As speed restrictions often apply to narrow waters, an exact representation of all boundaries may not be possible due to the inherent limitations of cartography within each nautical product.

Mariners should therefore be aware that these symbols serve primarily an indicative purpose, and it is always necessary to refer to the legal text in order to obtain the exact definition of the boundaries of each designated area.



6.5 General information concerning winter conditions

6.5.1 Specific conditions requiring consideration

Pilot Boarding

Regular pilot boarding areas may be temporarily relocated or withdrawn when covered by thick ice. Always request updated information from the pilot ordering centre and/or the respective VTS.

DGPS

The range of DGPS transmitters may be reduced when hoarfrost accumulates on the aerials.

Speed restrictions

In certain fairways, speed restrictions may apply when the water is covered by ice.

Buoyage

The movement of ice may cause buoys and spars to be displaced. In some areas, buoyage may be submerged beneath the ice, making it impossible to detect. Lights, racons, AIS and radar reflectors can be withdrawn during the winter period to prevent damage or loss. During ice conditions, floating aids to navigation should be considered unreliable.

Lights

Lenses on lights and light-buoys may quickly become covered by snow and ice which could make the light faint or invisible. Similarly, snow covering solar panels may result in discharged batteries causing the light to be faint, the character incorrect or the light to be unlit.

Prohibition to break ice

In some areas, it may be prohibited to break ice. If so, details will be announced in *Notices to Mariners (NtMs)*.

Ice roads

During winter, ice is commonly used by island residents for transportation. Before proceeding in ice-covered waters between inhabited islands and the mainland, the Master must ascertain that the ice is not being used for transport.

Ice-breaking service

The Swedish government's icebreaking service provides assistance to vessels bound for Swedish ports. Information on how to contact the **Icebreaking Division** and icebreakers can be found on the Swedish Maritime Administration's website and in PDF booklet *Winter Navigation*.

Cable ferries

The steel cable may lie on top of the ice, making passage through the ferry lane impossible.

RACON

When severe ice conditions are expected, RACON buoys are normally replaced by ordinary light buoys to prevent damage to the expensive electronic unit.

Sector lights

Snow and ice may, in some cases, affect both the sector angles and the colour of the light. The observer must take extra caution when navigating with sector lights. Snow covering solar panels can result in discharged batteries, which could make the light weak or unlit.

Traffic Separation Scheme

The Swedish Transport Agency may temporarily withdraw a TSS if it becomes covered by heavy ice. Information will be broadcast via NAVTEX and published in NtMs.

Ferries

At certain road ferry crossings, speed restrictions may apply when the water is covered by ice.

6.5.4 Recommendations for traffic in ice conditions in Stockholm archipelago

The following recommendations come into force when announced by the Head of Stockholm Pilot Area and are prepared in co-operation with representatives of the ferry companies that operate in the area. For further information, contact **VTS Stockholm** on VHF Channel 73 or by phone +46 771 630 665.

Ice channels on straight lines

Recommended winter routes should be used whenever possible. Waypoints, turning radius and courses can be obtained from VTS Stockholm.

Meeting and overtaking on straight tracks

During ice conditions bridge-to-bridge communication should be established in order to arrange how and when meetings and overtaking shall be conducted. The different qualifications for vessels navigating in ice such as size and engine power should be taken into consideration. Recommended winter routes should be used whenever possible. Waypoints, turning radius and courses can be obtained from VTS Stockholm.

Ice channels in curves

The recommended route has been designed taking into account the tendency of the ice channel to move inwards in curves. Therefore the ice channel has also been laid with largest possible turning radius, limiting the conditions when meeting in curves. Recommended winter routes should be used whenever possible. Waypoints, radii and courses can be obtained from VTS Stockholm.

Meeting in curves

Meeting another vessel in curved ice channels should be avoided. A meeting may only take place when circumstances permit and an agreement has been reached between the vessels. Differences in vessels' capabilities when navigating in ice, such as size and engine power, should be taken into consideration.

Ice reporting

Observations of sudden changes and difficulties in the ice channel, such as ridges of ice, ice channel drifting or difficulties in steering in a curve, must be reported to VTS Stockholm. The breaking of a new ice channel adjacent to the recommended channel, e.g. due to excessive ice thickness, must also be reported to VTS Stockholm. Occasional deviations from the recommended ice channel, e.g. when meeting another vessel, shall not be reported.

Ferry crossings

Smaller ferries are particularly sensitive to ice floes. Vessels travelling at high speed past intersections may push ice floes into the ferry track, where the ferry's propulsion system may be susceptible to damage. It is therefore important not to increase speed too early after passing such an area. When ice channels have been established, speed restrictions will be enforced from 500 metres before to 500 metres beyond the intersection.

7 Pilotage

7.1 Pilot ordering

An initial notification regarding the need for pilotage shall be made in connection with the vessel's reporting in the MSW Reportal system, <https://www.mswreportal.se/> (see section 5.6.1).

A preliminary pilot request shall be submitted 24 hours in advance, followed by a definitive order no later than 5 hours before the pilot boarding time. For further information about the MSW Reportal or experience any issues with the system, please contact the **Customer Service Department**:

MSW User Support Hotline

Phone (24/7): +46 (0)771 400 050

Pilot ordering centres can be contacted by phone, e-mail, or VHF (see section 1.1.8 and map 7.3).

For more information on pilotage services and associated charges, visit the Swedish Maritime Administration's website at <https://www.sjofartsverket.se/en/services/pilotage>, or refer to the governing regulations on pilotage: *SJÖFS 2014:9*, *SJÖFS 2015:5*, and *TSFS 2022:94* (the latter available at <https://www.transportstyrelsen.se>).

7.2 Recommended routes – digital voyage plans

The Swedish Maritime Administration aims to provide **downloadable routes** and **passage plans** for all Swedish pilot stations and for every port covered by the pilotage service. The routes and passage plans made available are those most frequently used by pilots at each pilot station. This enables bridge teams, prior to calling at a Swedish port, to programme their electronic chart display systems with the exact same routes as those used by the pilots. SMA considers this to be an important step toward enhancing maritime safety.

7.3 Deep-sea pilotage in Swedish and neighbouring waters

The Swedish Maritime Administration provides pilotage services for vessels operating outside Swedish territorial waters. This service is governed by the following rules and regulations, which are summarised below.

Pilotage in the Baltic Sea, the North Sea and the Skagerrak

The pilotage authorities of the Baltic States have agreed on common qualification requirements and rules for the licensing of pilots authorised to operate in international waters of the Baltic Sea. These pilots, known as **Baltic Deep-Sea Pilots**, carry a pilot identity card – **The Red Card**, indicating the area for which the licence is valid.

For the North Sea, including the English Channel and the Skagerrak, similar rules have been agreed upon by the pilotage authorities of the respective States.

The IMO recommends that ships wishing to avail themselves of deep-sea pilotage services in the Baltic Sea area should only use deep-sea pilots licensed by a pilotage authority of a Baltic coastal State. The pilot must be able to present a valid licence to the Master.

Restrictions regarding pilotage in Swedish territorial waters

Pilotage within Swedish territorial waters is, in accordance with the Swedish pilotage legislation and official notices, reserved for Swedish State Pilots, with certain exceptions.

A Deep-Sea Pilot holding a foreign licence may, with the exception of the Kattegat, the Sound and areas north of latitude 59°30'N, assist vessels within Swedish territorial waters from the limit of the territorial sea to the nearest pilot station, or when transiting Swedish territorial waters not classed as a shipping lane and not calling at a Swedish port.

Pilotage in Öresund

Pilotage in the Sound is provided exclusively by Danish and Swedish pilots operating from pilot stations within the Sound. A Danish pilot may not conduct pilotage east of the island of Ven, whereas a Swedish pilot may not use the Drogden Fairway.

According to *IMO Resolution MSC.138(76)*, all tankers carrying oil cargoes with a draught of 7 metres or more, as well as all chemical and gas tankers, are recommended to apply for pilotage when passing through the Sound within the area south of the line between Svinbådan Lighthouse and Hornbæk Harbour, and north of the line between Skanör and Aflandshage (the southern point of Amager). Pilotage is ordered from the respective pilot ordering centre.

Pilotage in the Belts

Apart from the specific recommendations for the Sound, the IMO recommends that vessels transiting the Belts with a draught of 11 metres or more should use the local pilotage services established by the coastal States. Pilotage is ordered from the nearest pilot ordering centre.

Ordering and provision of Swedish Deep-Sea Pilots

The Swedish Maritime Administration issues licences to pilots in accordance with the above agreements and recommendations. These pilots are provided for vessels bound to or from Swedish ports or for vessels transiting Swedish and adjacent waters. For the Baltic Sea, however, the authorities have agreed that pilots shall primarily be provided by the State from which a vessel departs, or by the nearest State when entering the Baltic through the Sound or the Belts.

Assistance to vessels outside Swedish territorial waters is normally provided by placing a single pilot on board. The Master shall make an agreement with the pilot regarding adequate rest periods to be taken during the voyage.

If continuous bridge assistance is required for voyages exceeding 12 hours, this must be specified when ordering the pilotage. In such cases, two pilots will assist the vessel, and charges will be applied accordingly.

Requests for Swedish Deep-Sea Pilots should be made to the the **Pilot Ordering Centre in Malmö** at +46 771 63 06 80.

Orders must be placed at least 24 hours prior to the commencement of the pilotage. The order shall include information on the vessel's destination and whether assistance is required from one or two pilots. A rendezvous point for pilot boarding must be agreed upon when placing the order. Mariners are advised to adhere to the issued recommendations.

Lotsning / Pilotage

Förklaringar / Explanations

Preliminär och definitiv lotsbeställning ska göras i "MSW Reportal" på Sjöfartsverkets webbplats: www.sjofartsverket.se

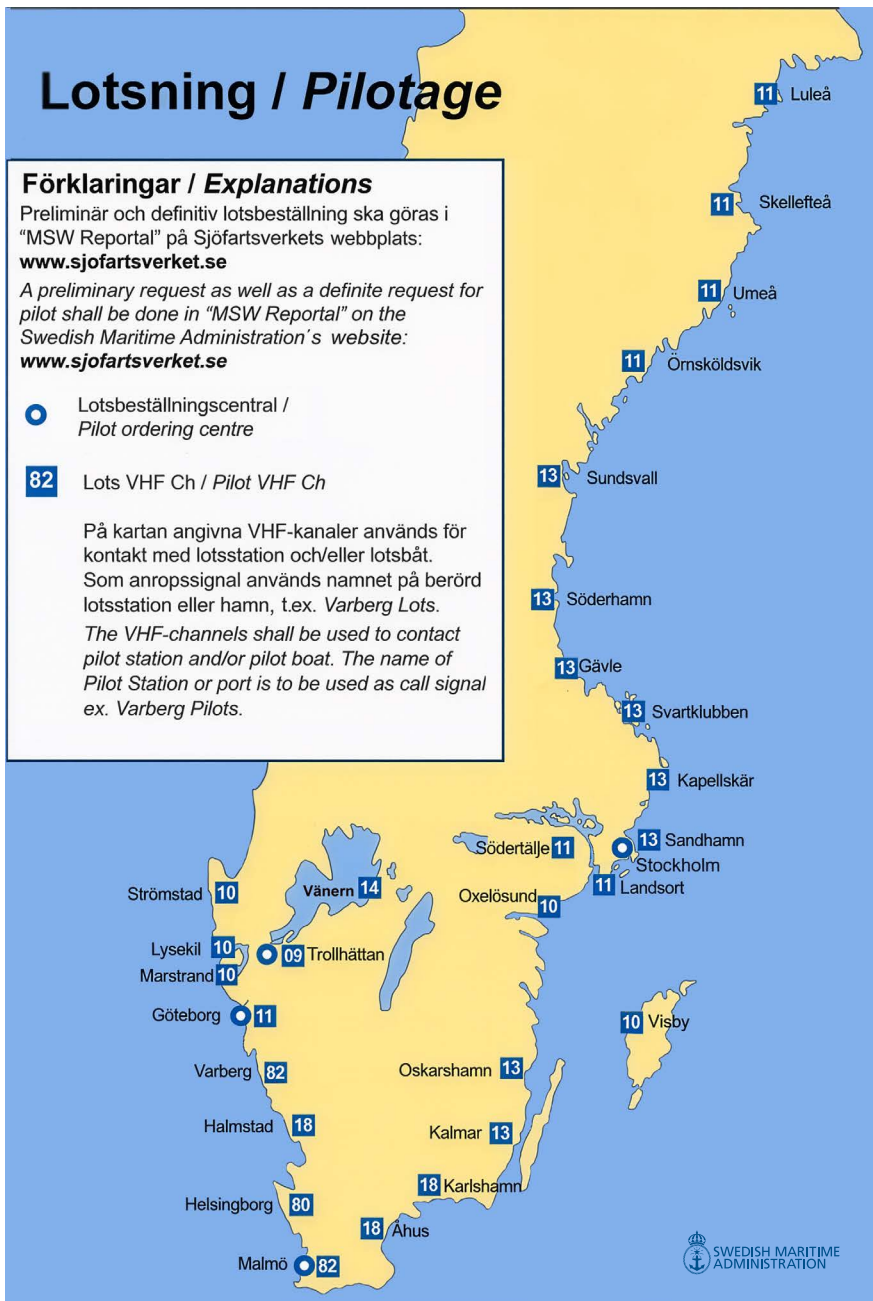
A preliminary request as well as a definite request for pilot shall be done in "MSW Reportal" on the Swedish Maritime Administration's website: www.sjofartsverket.se

- Lotsbeställningscentral / Pilot ordering centre

82 Lots VHF Ch / Pilot VHF Ch

På kartan angivna VHF-kanaler används för kontakt med lotsstation och/eller lotsbåt. Som anropssignal används namnet på berörd lotsstation eller hamn, t.ex. *Varberg Lots*.

The VHF-channels shall be used to contact pilot station and/or pilot boat. The name of Pilot Station or port is to be used as call signal ex. Varberg Pilots.



8 Aids to navigation

8.4 Floating aids to navigation

Winter conditions

During ice conditions, floating aids to navigation should generally be considered unreliable. Light output may be weak or absent if solar panels are covered with snow. Although ice-covered waters may become ice-free relatively quickly, a few weeks are usually required before all floating aids to navigation have been inspected and serviced by buoy tenders. For further information, see section 6.5.1.

8.5 Lights

Lights displaying sectors of different colours are common in Swedish waters. A sector, or the boundary between two sectors, may indicate a fairway, a turning point, a junction with other channels, a hazard, or another feature of navigational importance.

When a fairway is covered by a white sector, it is usually bordered, as seen from an approaching vessel, by a green sector to starboard and a red sector to port.

8.5.2 General information

When using lights as aids to navigation several factors should be taken into consideration:

- The light may be damaged (for example, the coloured glass may be broken, causing the light to appear white where it should normally be coloured).
- Lights may also be difficult to detect due to strong background lighting from street lights, harbours, or other shore installations.
- The boundaries between adjacent sectors are not always distinct. In the transition areas between sectors (particularly between illuminated and dark areas), it may be difficult to determine the colour of the light.
- Light radiating from lighthouse windows or lenses can often be observed from within dark sectors.
- In general, leading white sectors are very precisely defined, whereas coloured sectors are usually somewhat less accurate.
- The visible range depends on the colour of the light.
- Leading sectors and leading lines do not necessarily provide a hazard-free passage along their entire length.
- Snow and ice may reduce both the range and the quality of the light. For further information, see Section 6.5.1.

9 SAR and Maritime Assistance Service (MAS)

9.1 JRCC Sweden

Maritime Search and Rescue (SAR) operations are governed by the IMO Conventions *SOLAS* and *SAR*. Pursuant to the *Swedish Rescue Services Act*, **the Swedish Maritime Administration** holds responsibility for maritime rescue services within Swedish territorial waters. As of 1 January 2009, the Administration also bears responsibility for **Aeronautical Search and Rescue Services**.

The Administration shall plan, direct and coordinate the rescue service to ensure that any persons in distress, or reasonably believed to be in distress, receive prompt and effective assistance.

Medical evacuation (MEDEVAC) from vessels is likewise an integral part of the Search and Rescue service.

For contact details, see Section 1.1.4.

The SAR service may be alerted either via VHF R/T (call "Sweden Rescue" on Channel 16) or by dialling the national emergency number 112 and requesting "Sea Rescue."

Request to participate in a rescue operation may also be received from a **Rescue Coordination Centre (RCC)** of another state.

Upon receipt of a report of person(s) in distress or missing person(s), the Rescue Coordination Centre will activate and coordinate those rescue units deemed most suitable to take part in the operation. These may include nearby vessels, pilot and rescue units by the Swedish Maritime Administration, units of the Swedish Sea Rescue Society, the Swedish Coast Guard, the Police, the Naval Command and municipal rescue services.

9.2 Alerting the Search and Rescue service

In order to enable the rescue services to perform their duties in the most effective manner, masters of vessels are requested to notify the **Joint Rescue Coordination Centre (JRCC)** of accidents as soon as possible.

Even if the master considers the situation to be manageable at present, he or she should not hesitate to initiate contact with the JRCC. Preemptive alerting enables rescue services to continually monitor the situation and to adjust the level of readiness accordingly.

The JRCC should also be informed of any other difficulties encountered, such as icing, severe weather, or technical malfunctions. Reports should include information on position, course, number of persons on board, details of any dangerous cargo (if applicable), and any other information of relevance. This information allows the rescue services to increase readiness levels and direct appropriate units to the area in due time.

Assistance and rescue operations are free of charge.

9.3 Maritime Assistance Service (MAS)

The Maritime Assistance Service (MAS) is established to handle situations in which a vessel is in difficulty and where environmental damage is imminent or has already occurred, but where no immediate danger to human life exists.

The following applies to the MAS in Sweden:

MAS operations are conducted from the **Joint Rescue Coordination Centre (JRCC) Sweden**, in close collaboration between

- the Swedish Transport Agency,
- the Swedish Coast Guard *and*
- the Maritime Administration.

In addition, the following authorities may also be involved when deemed necessary:

- The Swedish Police,
- municipal emergency services and
- other competent local authorities.

The main tasks of the MAS function are:

1. receive reports from ships in need of assistance,
2. monitor and assess the situation,
3. act as point of contact between the vessel and national authorities ashore, *and*
4. serve as an interface between parties at sea and the coastal State.

Vessels requiring MAS assistance should alert "Point of Contact" (National Focal Point) as indicated below. A Search and Rescue case could downgrade to a MAS case when danger to human life no longer exists.

Contact information (24/7) for the MAS service, Sweden

Contact point:

Joint Rescue Coordination Centre (JRCC) Sweden

Swedish Maritime Administration

VHF channel monitored: 16

Phone: +46 10 492 76 50

Duty Officer (TiB), the Swedish Transport Agency (24/7)

TiB is alerted via SOS Alarm AB

Tel: +46 771 80 09 00

Swedish Coast Guard (24/7)

Swedish Coast Guard (24/7)

Southwest Regional Coordination Centre

Phone: +46 31 727 91 00

9.4 Swedish Sea Rescue Society (SSRS)

The Swedish Sea Rescue Society (SSRS) is a voluntary organization operating 71 rescue stations along the Swedish coast and on several major lakes. The Society has approximately 200 rescue units at its disposal and forms an integral part of the **Swedish Maritime Search and Rescue Organization**.

Emergency: Call 112 and request "Sea Rescue"

E-mail: info@ssrs.se

Website: <https://www.sjoraddning.se>



11 Maritime Safety Information (MSI)

Maritime Safety Information (MSI) is a collective term comprising navigational warnings, meteorological warnings and forecasts, and other urgent maritime safety information.

It is essential that vessels at sea are able to continuously receive MSI, and that vessels in port obtain and review all relevant information prior to departure.

Sweden Traffic serves as the operational centre for MSI in Sweden. It broadcasts all MSI transmissions on VHF and MF radiotelephony within Swedish waters and also acts as the NAVTEX coordinator for the Baltic Sea area.

Sweden Traffic

MMSI no: 002653500

Phone: +46 771 63 06 85

E-mail: swedentraffic@sjofartsverket.se

11.2.5 Weather reports on NAVTEX

The Swedish Meteorological and Hydrological Institute (SMHI) serves as the coordinator for meteorological information transmitted via NAVTEX within the Baltic Sea region. The work is done in collaboration with the meteorological institutes of the other Baltic Sea States.

11.2.6 Abbreviations in NAVTEX

N	North / Northerly
SE	Southeast / Southeasterly
NE	Northeast / Northeasterly
E	East / Easterly

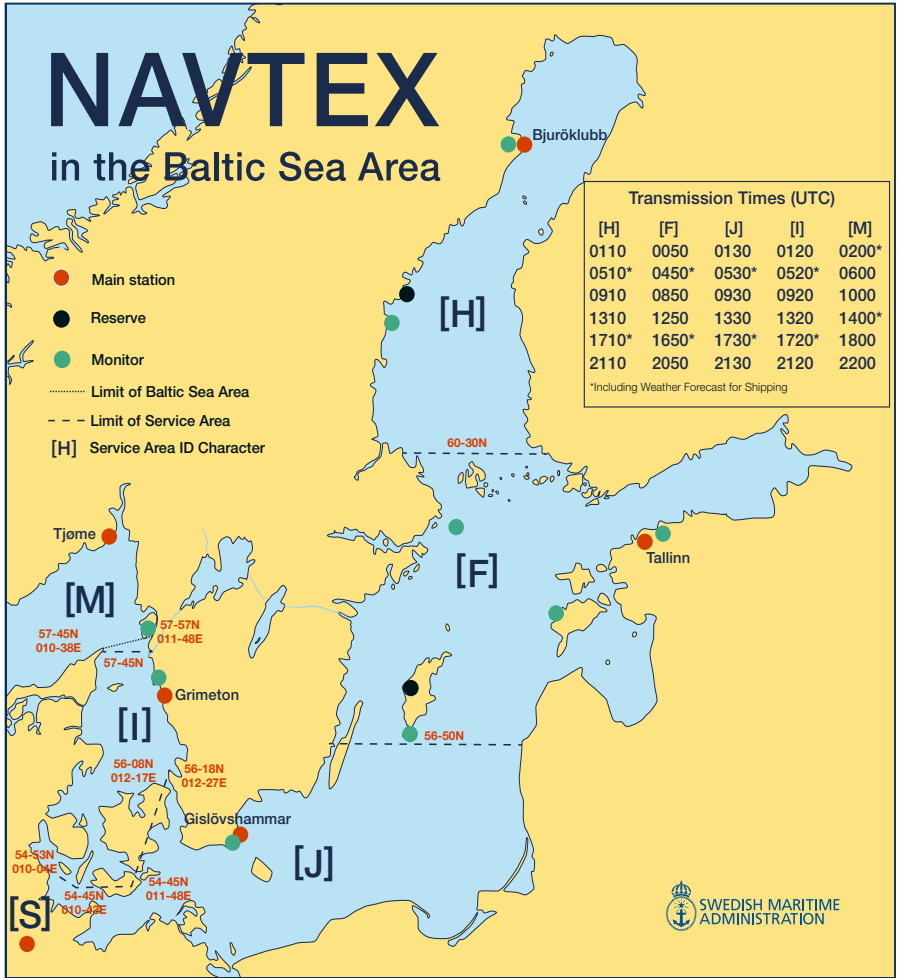
S	South / Southerly
SW	Southwest / Southwesterly
W	West / Westerly
NW	Northwest / Northwesterly

24-HR **	24 hours
BACK	Backing
BECMG	Becoming
BLDN	Building
C-FRONT	Cold Front
DECR	Decreasing
DPN	Deepening
EXP	Expected
FCST	Forecast
FLN	Filling
FLW	Following
FM	From
FRQ	Frequent
HPA	Hectopascal
HVY	Heavy
IMPR	Improving / Improve
INCR	Increasing
INTSF	Intensifying / Intensify
ISOL	Isolated
KMH	km/h
KT	Knots
LAT/LONG	Latitude / Longitude
LOC	Locally
M	Metres
MET	Meteo
MOD	Moderate
MOV	Moving / Move
M/S **	Metres per second
MSL**	Mean Sea Level

NC	No change
NM	Nautical miles
NOSIG	No significant change
NXT	Next
OCNL	Occasionally
O-FRONT	Occlusion Front
POSS	Possible
PROB	Probability / Probable
QCKY	Quickly
QSTNR	Quasi-Stationary
QUAD	Quadrant
RPDY	Rapidly
SCT	Scattered
SEV	Severe
SHWRS	Showers
SIG	Significant
SLGT	Slight
SLWY	Slowly
STNR	Stationary
STRG	Strong
TEMPO	Temporarily / Temporary
TEND	Further outlooks
VEER	Veering
VIS	Visibility
VRB	Variable
W-FRONT	Warm Front
WKN	Weakening
(AT)**	Used for @ on NAVTEX

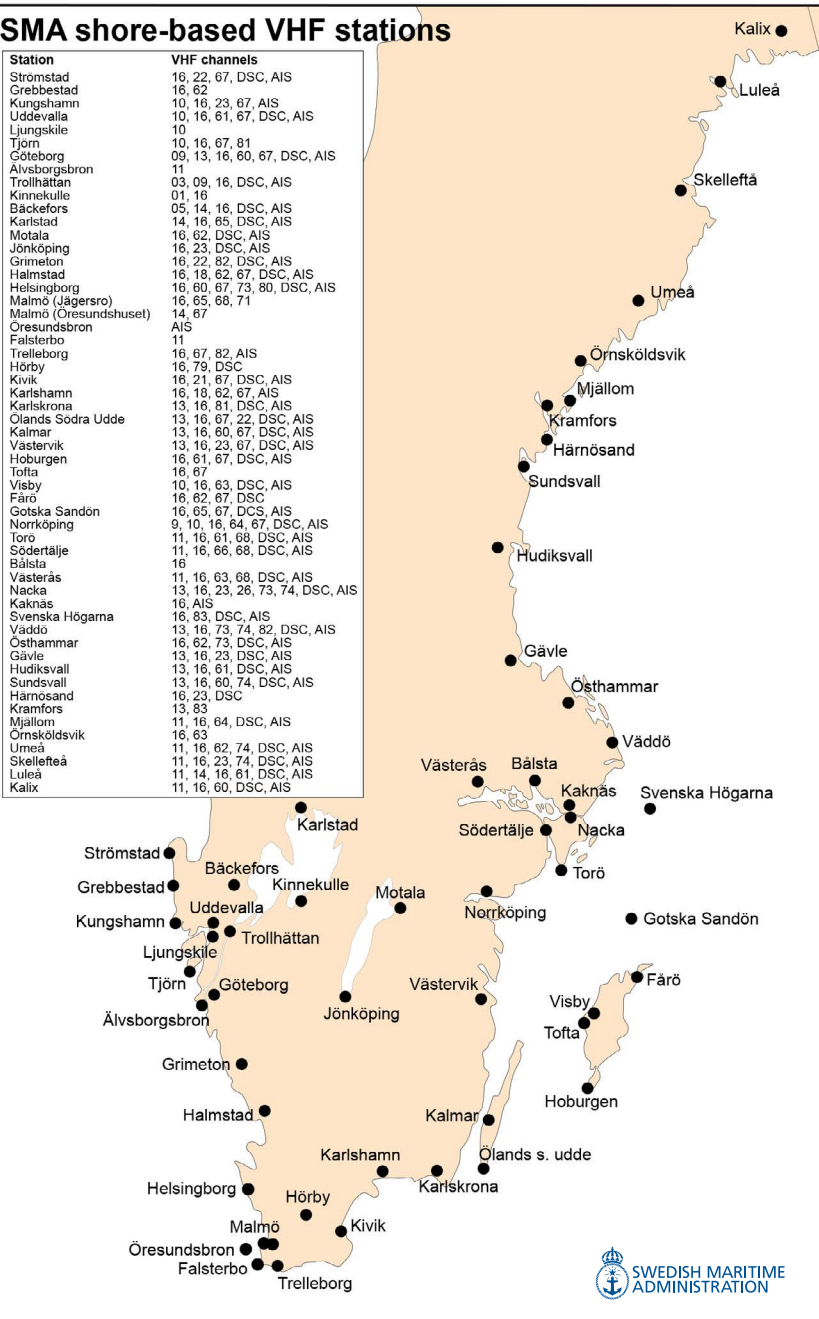
* JCOMM is a joint commission of IOC (Intergovernmental Oceanographic Commission) and WMO (World Meteorological Organisation)

** Abbreviation in addition to those recommended by JCOMM.



SMA shore-based VHF stations

Station	VHF channels
Strömstad	16, 22, 67, DSC, AIS
Grebbestad	16, 62
Kungshamn	10, 16, 23, 67, AIS
Uddevalla	10, 16, 61, 67, DSC, AIS
Ljungskile	10
Tjörn	10, 16, 67, 81
Göteborg	09, 13, 16, 60, 67, DSC, AIS
Älvsborgsbron	11
Trollhättan	03, 09, 16, DSC, AIS
Kinnekulle	01, 16
Bäckefors	05, 14, 16, DSC, AIS
Karlstad	14, 16, 65, DSC, AIS
Motala	16, 62, DSC, AIS
Jönköping	16, 23, DSC, AIS
Grimeton	16, 22, 82, DSC, AIS
Halmstad	16, 18, 62, 67, DSC, AIS
Helsingborg	16, 60, 67, 73, 80, DSC, AIS
Malmö (Jägersro)	16, 65, 66, 71
Malmö (Öresundshuset)	14, 67
Öresundsbron	AIS
Falsterbo	11
Trelleborg	16, 67, 82, AIS
Hörby	16, 79, DSC
Kivik	16, 21, 67, DSC, AIS
Karlshamn	16, 18, 62, 67, AIS
Karlskrona	13, 16, 81, DSC, AIS
Olands Södra Udde	13, 16, 67, 22, DSC, AIS
Kalmar	13, 16, 60, 67, DSC, AIS
Västervik	13, 16, 23, 67, DSC, AIS
Hoburgen	16, 61, 67, DSC, AIS
Tofta	16, 67
Visby	10, 16, 63, DSC, AIS
Färö	16, 62, 67, DSC
Gotska Sandön	10, 65, 67, DSC, AIS
Norrköping	9, 10, 16, 64, 67, DSC, AIS
Torö	11, 16, 61, 68, DSC, AIS
Södertälje	11, 16, 66, 68, DSC, AIS
Bålsta	16
Västerås	11, 16, 63, 68, DSC, AIS
Nacka	13, 16, 23, 26, 73, 74, DSC, AIS
Kaknäs	16, AIS
Svenska Högarna	16, 83, DSC, AIS
Vaddö	13, 16, 73, 74, 82, DSC, AIS
Östhammar	16, 62, 73, DSC, AIS
Gävle	13, 16, 23, DSC, AIS
Hudiksvall	13, 16, 61, DSC, AIS
Sundsvall	13, 16, 80, 74, DSC, AIS
Härnösand	16, 23, DSC
Kramfors	13, 83
Mjällom	11, 16, 64, DSC, AIS
Örnsköldsvik	16, 63
Umeå	11, 16, 82, 74, DSC, AIS
Skellefteå	11, 16, 23, 74, DSC, AIS
Luleå	11, 14, 16, 61, DSC, AIS
Kalix	11, 16, 60, DSC, AIS



12 Weather, oceanography and sea ice

12.1 Weather and sea ice information by NAVTEX and VHF

Weather forecasts and warnings for Swedish waters are issued by the **Swedish Meteorological and Hydrological Institute (SMHI)**. The following warnings are issued and transmitted via NAVTEX, VHF, and MF radiotelephony as soon as possible:

Baltic Sea Near Gale Warning	mean wind speed at least 14 m/s
Baltic Sea Gale Warning	mean wind speed at least 18 m/s
Baltic Sea Storm Warning	mean wind speed at least 25 m/s
Low Water Level Warning	water level expected to drop more than 60 cm below MSL for area B11 and B12, and more than 100 cm below MSL for all other areas
Ice Accretion (icing) Warning	graded as: medium or severe

A weather forecast for the Baltic Sea area is issued twice daily and contains a general summary together with a 24-hour forecast for wind and visibility conditions.

The ice report broadcast via NAVTEX includes instructions on how to report to the icebreaking services and information on navigational restrictions.

A detailed report of current ice conditions is broadcast on request via VHF and MF radiotelephony, and is also available at: <https://www.smhi.se/icereport>

For broadcast schedules and an overview of forecast areas for NAVTEX and VHF, please refer to the preceding and following maps.

12.2 Weather reports Radio Sweden P1

Land and sea weather reports from the SMHI are broadcast in Swedish at 05:55, 06:55, 08:55, 12:55, 15:55 and 21:50 local time (LT).

12.3 Coastal weather reports for pleasure craft and coastal shipping

For coastal weather reports, see the SMHI website: <https://www.smhi.se>

12.4 Ice Charts

During the ice season, normally between December and May, **daily ice charts** are published by the **SMHI Ice Service**. These charts are based on data obtained from satellite imagery, reports from icebreakers and various observational sources. The current chart can be downloaded at: <https://www.smhi.se/icechartlow> (PNG format) and <https://www.smhi.se/icechart> (PDF format).

12.5 Sea level variations and tides

Large sea level variations in the Baltic Sea occur mainly during autumn and winter, caused by passing low-pressure systems and strong winds. Tidal ranges along the west coast are typically 30–60 cm.

Mariners should be aware that low water levels may restrict navigation in shallow coastal waters and harbours. A **navigational warning** is issued whenever the water level is expected to fall more than 50–90 cm below the reference level (different threshold values apply for each section of the coast).

Typical and extreme sea levels (cm), referenced to **BSCD2000** and the year **2020**:

Station	Lowest measured	Mean Low Water	Mean Sea Level	Mean High Water	Highest measured
Kalix	-115	-76	6,0	124	183
Stockholm	-60	-36	8,9	71	126
Skånör	-142	-101	15,8	116	169
Göteborg	-109	-60	2,6	107	153

12.6 Surface currents

Waves and **currents** are continuously monitored by automatic buoys. Strong currents are common in the Danish Straits due to the difference in sea level between the southern Baltic Sea and the **Kattegat**.

Other areas where currents may be strong include the **Kalmarsund**, the **Sea of Åland**, and the Quark, as well as certain narrow inlets and estuaries.

12.7 Waves

Wave height depends on wind speed, wind duration, and fetch (the distance over open water in the upwind direction). **Water depth** is also significant, as waves tend to break more easily when entering shallow areas.

In the Skagerrak, the highest waves are formed over deep, open waters during strong westerly winds. Closer to shore, high waves occur mainly north of Gothenburg.

In the Baltic Sea, wave height is mainly limited by the restricted fetch. As the fetch is longest in an approximately north–south direction, winds from these directions will produce the highest waves.

12.8 Ice accretion

When the sea surface temperature drops below approximately +4 °C, and the air temperature is sufficiently low, ice may form on a vessel's superstructure, deck areas, and cargo due to sea spray or waves washing over the hull.

As the ice layer increases in thickness, the vessel's centre of gravity is raised, resulting in a gradual reduction in stability.

Vessels operating in the Baltic Sea during winter shall be aware of the risk of **ice accretion** and, under weather conditions favourable to ice accretion, smaller vessels should be prepared to seek shelter.

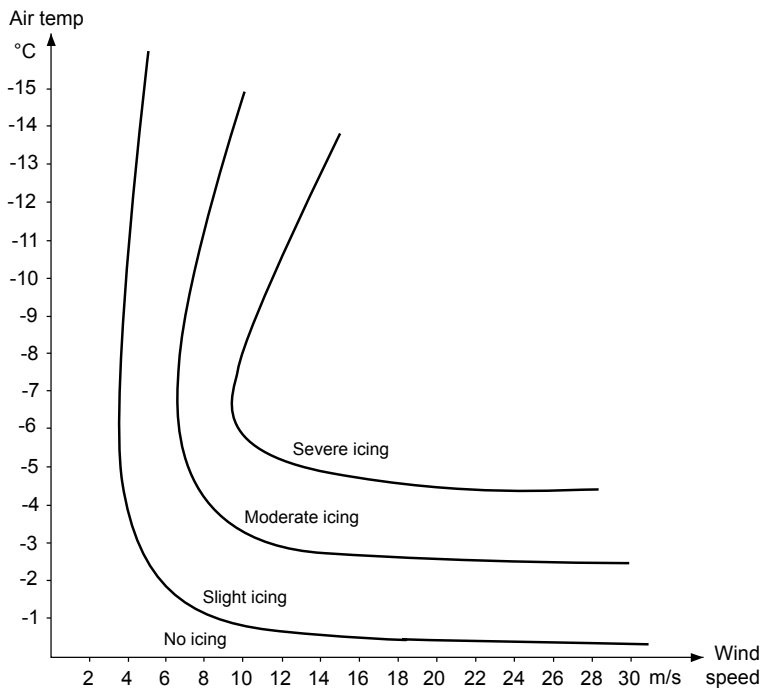
The diagram below illustrates the correlation between **ice accretion risk**, **wind speed**, and **air temperature**. Other factors influencing ice accretion include sea surface temperature, salinity, wave height, as well as the vessel's heading and speed.

Icing warnings are distributed via NAVTEX and Radio Sweden P1. Such warnings are generally issued 24 hours in advance of expected conditions and cancelled when the risk is no longer present.

Icing is graded according to the following classification:

Light ice accretion	Growth rate 0.5 - 2 cm in 12 hours (no icing warning issued)
Moderate ice accretion	Growth rate 1 - 3 cm in 4 hours
Severe ice accretion	Growth rate > 4 cm in 4 hours

Ships experiencing ice accretion problems are encouraged to report the situation to the JRCC, see Section 1.1.4 for contact details.



The diagram is applicable to conditions in the Baltic Sea and the Gulf of Bothnia for ships of more than 500 DWT.

12.9 Wind table

The table is comparing wind force (Beaufort), wind speed (metres per second), description, and wave height (metres).

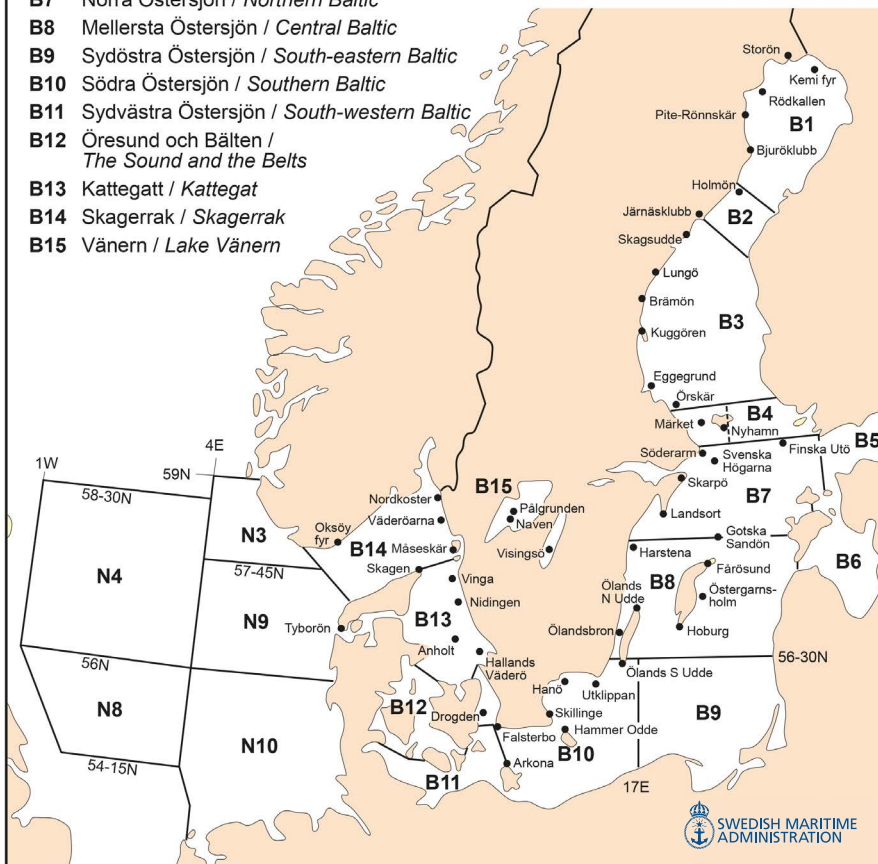
Description	Wind force Beaufort	Wind speed m/s	Sea Conditions	Wave height m
Calm	0	0,0 – 0,2	Sea smooth and mirror-like.	–
Light air	1	0,3 – 1,5	Scale-like ripples without foam crest.	0,0 – 0,1
Light breeze	2	1,6 – 3,3	Small, short wavelets without breaking crests.	0,2 – 0,3
Gentle breeze	3	3,4 – 5,4	Large wavelets, some crests begin to break, foam of glassy appearance.	0,6 – 1
Moderate breeze	4	5,5 – 7,9	Small waves, becoming longer, fairly frequent white foam crests.	1 – 1,5
Fresh breeze	5	8,0 – 10,7	Moderate waves, taking a more pronounced long form, many white foam crests.	2 – 2,5
Strong breeze	6	10,8 – 13,8	Large waves begin to form, white foam crests are more extensive everywhere.	3 – 4
Near gale	7	13,9 – 17,1	Sea heaps up and white foam breaking waves begin to be blown in streaks along the direction of the wind.	4 – 5,5
Gale	8	17,2 – 20,7	Moderately high waves of greater length edges of crests break into spindrift, foam is blown in wellmarked streaks along the direction of the wind.	5,5 – 7,5
Gale (Strong gale)	9	20,8 – 24,4	High waves, dense streaks of foam along the direction of the wind, crests of waves begin to topple, tumble and roll over, spray may reduce visibility.	5,5 – 7,5
Storm	10	24,5 – 28,4	Very high waves with long overhanging crests. The resulting foam in great patches is blown in dense white streaks along the direction of the wind. On the whole, the surface of the sea is white in appearance. Visibility is reduced.	7 – 10
Storm (Violent storm)	11	28,5 – 32,6	Exceptionally high waves that may obscure small and medium-sized ships. The sea is completely covered with long white patches of foam lying along the direction of wind. Visibility reduced.	11,5 – 16
Hurricane	12	32,7 – 36,9	The air is filled with foam and spray. Sea completely white with driving spray. Visibility very much reduced.	14 –

Prognosområden / Forecast areas

- Station för vilken vind- och siktuppgifter utläses i den svenska sjörapporten
- Station for which observations on wind and visibility are broadcast in the Swedish broadcasting report

- B1** Bottenviken / Bay of Bothnia
B2 Norra Kvarken / The Quark
B3 Bottenhavet / Sea of Bothnia
B4 Ålands hav och Skärgårdshavet / Sea of Åland and Archipelago Sea
B5 Finska Viken / Gulf of Finland
B6 Rigabukten / Gulf of Riga
B7 Norra Östersjön / Northern Baltic
B8 Mellersta Östersjön / Central Baltic
B9 Sydöstra Östersjön / South-eastern Baltic
B10 Södra Östersjön / Southern Baltic
B11 Sydvästra Östersjön / South-western Baltic
B12 Öresund och Bälten / The Sound and the Belts
B13 Kattegatt / Kattegat
B14 Skagerrak / Skagerrak
B15 Vänern / Lake Vänern

- N3** Syd Utsira / Southern Utsire
N4 Fladen / Forties
N8 Dogger / Dogger
N9 Fiskebankarna / Fisher
N10 Tyska bukten / German Bight
 N4 och N8 ingår ej i den svenska rapporten.
 N4 and N8 are not included in the Swedish report.



13 Swedish Coast Guard and Police

13.1 Swedish Coast Guard

The **Swedish Coast Guard** operates twenty-one coast stations, including one aerodrome. These are under the supervision of two **Regional Command Centres**, located in Stockholm and Gothenburg.

The day-to-day operations are directed from these centres, where commanding officers are on duty 24/7.

The national headquarters is located in Karlskrona.

Air operations are conducted from Stockholm Skavsta Airport, southwest of Stockholm.

The Swedish Coast Guard carries out the following operations at sea within the Swedish Exclusive Economic Zone (EEZ), Swedish territorial waters, including Lakes Vänern and Mälaren, and, regarding environmental protection responsibilities, also Lake Vättern:

- maritime surveillance
- environmental protection and rescue operations at sea
- assignments carried out on behalf of other national authorities and agencies

Contact details

Phone: +46 (0)776-70 70 00; +46 (0)455-105 21

E-mail: registrator@coastguard.se

Officer on Duty

Phone: +46 (0)776-70 60 00

E-mail: lc@kustbevakningen.se

Coast Guard Air Patrol

Phone: +46 (0)155 46 71 00; +46 (0)155 28 63 73

E-mail: registrator.flyg@kustbevakningen.se

13.1.1 Maritime Security (ISPS/SMC)

The **Swedish Coast Guard** is responsible for **SMC (Swedish Coast Guard Maritime Clearance)**, which serves as the national point of contact for maritime traffic. SMC is responsible for receiving and reviewing advance notifications related to border control and maritime security.

It is the responsibility of the Master, or the shipowner's agent (shipbroker), to submit an advance notification in accordance with the **Maritime Security Regulations**, and to provide a list of crew members and passengers in accordance with the **Schengen Borders Code**, to the Swedish Coast Guard via the **Maritime Single Window (MSW)**.

See Section 5.6.1 for additional details regarding MSW.

Contact information

Phone: +46(0)8-57 89 76 30

E-mail: sweden24@kustbevakningen.se

13.2 The Swedish Police at Sea

The **Swedish Police at Sea** are assigned the following tasks:

- prevention and intervention in cases of drunkenness, speeding, and reckless behaviour
- prevention and investigation of theft, including watercraft, engines, and equipment
- supervision and control of fishing and hunting activities
- participation in search and rescue (SAR) operations
- search for missing persons and crime scene investigations within the maritime environment

The Swedish Police at Sea are based in the Stockholm region and on the Swedish west coast.

Region of Stockholm

Phone: +46 77 114 14 00

E-mail: sjopolisen.stockholm@polisen.se**West Coast**

Phone: +46 77 114 14 00

14 Swedish Armed Forces

14.1 Swedish Regional Naval Control Centres

In accordance with *Ordinance 2007:1266 Naval Control Centres (SjöC)* are responsible for communicating accurate vessel information to the **Swedish Coast Guard**. VHF radiotelephony (VHF R/T) is frequently used by Naval Control to obtain information such as a vessel's name, call sign and port of destination. Communication initiated on **VHF Channel 16** is subsequently transferred to an appropriate working channel.

The Naval Command Centre, Stockholm

Phone: +46 8 788 95 50

Fax: +46 8 788 9576

E-mail: vb-mts@mil.se

The Naval Control Centres (SjöC) listed below can be contacted 24/7 on VHF Ch 16.

Call sign	Area of responsibility	Phone	Fax	E-mail
Naval Control Centre – Muskö	Bay of Bothnia – Gotland – S. Öland	+46 (0)10 823 18 23	+46 10 823 50 25	Marinb-SjoCMusko@mil.se
Naval Control Centre – Gothenburg	S. Öland to Norw. border	+46 (0)10 829 28 05	+46 10 829 25 98	Marinb-SjoCGoteborg@mil.se

14.2 Announcements on military gunnery exercises

A large number of gunnery exercises are performed along the Swedish coastline and on several large inland lakes. These exercises are generally carried out within designated **firing danger areas**, which are indicated on nautical charts.

Warnings are promulgated to vessels through *Swedish Notices to Mariners (NtMs)* and, when necessary, also via **Radio Sweden** broadcasts and/or the local press.

Information about upcoming gunnery exercises may also be obtained from the respective **Naval Control Centre**, as referred to above.

14.3 Naval system of buoyage

Apart from the general IALA buoyage system, a separate military buoyage system is employed by the Swedish Navy during naval exercises. Special lighthouses, light buoys, and naval radar beacons (Racons) are examples of the navigational aids currently in use.

14.5 Naval mine hunting equipment

During exercises involving the use of unmanned, remote-controlled catamarans and towed or remote-controlled sonars for mine-clearance operations, naval vessels will display lights and shapes in accordance with **Rule 27(f)** of the *International Regulations for Preventing Collisions at Sea (COLREGs)*.

Passing vessels are urged to reduce speed and to navigate with caution at a distance of not less than 1,000 metres from any such unit.

14.6 Warning signals at gunnery and underwater clearance exercises

When conducting gunnery and underwater clearance exercises on Swedish territorial waters, the following signals will be used:

By day: a red flag, and when required, a green flare accompanied by repeated short blasts on the ship's whistle.

By night: an all-round red light, and when required, a green flare accompanied by repeated short blasts on the ship's whistle.

14.7 Use of laser measurement during military gunnery exercises

Laser equipment is frequently used to measure distances during exercises conducted within the designated military areas shown on nautical charts.

The gunnery range must NOT be observed through binoculars when laser equipment is in use, as the laser beam may cause serious eye injury.

The risk of injury increases with proximity to the laser source; therefore, a risk zone is always established. The area is monitored both visually and by radar.

If any unauthorised person, vessel, or object enters the area, the exercise will be suspended immediately until the situation has been resolved.

Nevertheless, should merchant vessels, by mistake or any other cause, enter the area, it is essential that no binoculars are directed toward the exercise area.

For further information, contact the respective *Swedish Naval Control Centre* (see Section 14.1).

14.8.1 Measures when finding unexploded munitions

Munitions **must never** be touched. If suspicious objects are found, their positions shall be accurately determined, and the details reported to the JRCC via **VHF radiotelephony** on **Channel 16**, or through **SOS Alarm**, phone **112**. Await further instructions.

Qualified personnel will contact the finder to identify the type of munition and determine the appropriate measures to be taken.

14.8.2 Unretrieved mines

Because of the risk of encountering unrecovered mines from former minefields in the Baltic Sea, the Kattegat, and the Skagerrak, warnings are issued against anchoring, trawling, and other seabed activities in the areas listed in the table and shown on the charts in Section 14.8 of Ufs A, swedish version.

For further information: <https://www.sjofartsverket.se/mines>