



Notices to Mariners

NtM 12/2026

Notices: 112 - 127 / 30.04.2026



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Gulf of Finland

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Gulf of Finland

*112(T)/2026

2026-04-29

Finland. Gulf of Finland. Hanko. West Harbour. Construction works. Notice repeated. Buoyage. Areas and borders

Charts		Previous
22	(INT 1254)	95/2026 ↗
136, 136.B	(INT 1154)	1/2026 ↗
B636, B637.1, B638		111/2026 ↗

Time: to approx. 1 June 2027

Cancelled: 1(T)/2026 [↗](#)

1	Add 	22, 136, 136.B, B636, B637.1, B638	59°49.204'N	22°56.752'E	89427
2	Add 	22, 136, 136.B, B636, B637.1, B638	59°49.224'N	22°56.856'E	89429
3	Add 	22, 136, 136.B, B636, B637.1, B638	59°49.241'N	22°57.059'E	89430
4	Add 	22, 136, 136.B, B636, B637.1, B638	59°49.242'N	22°57.112'E	89431
5	Add 	22, 136, 136.B, B636, B637.1, B638	59°49.232'N	22°57.147'E	89428
6	Add 	22, 136, 136.B, B636, B637.1, B638	Between the following positions:	<ul style="list-style-type: none"> (1) 59°49.204'N 22°56.752'E (2) 59°49.224'N 22°56.856'E (3) 59°49.241'N 22°57.059'E (4) 59°49.242'N 22°57.112'E (5) 59°49.237'N 22°57.141'E (6) 59°49.232'N 22°57.147'E 	

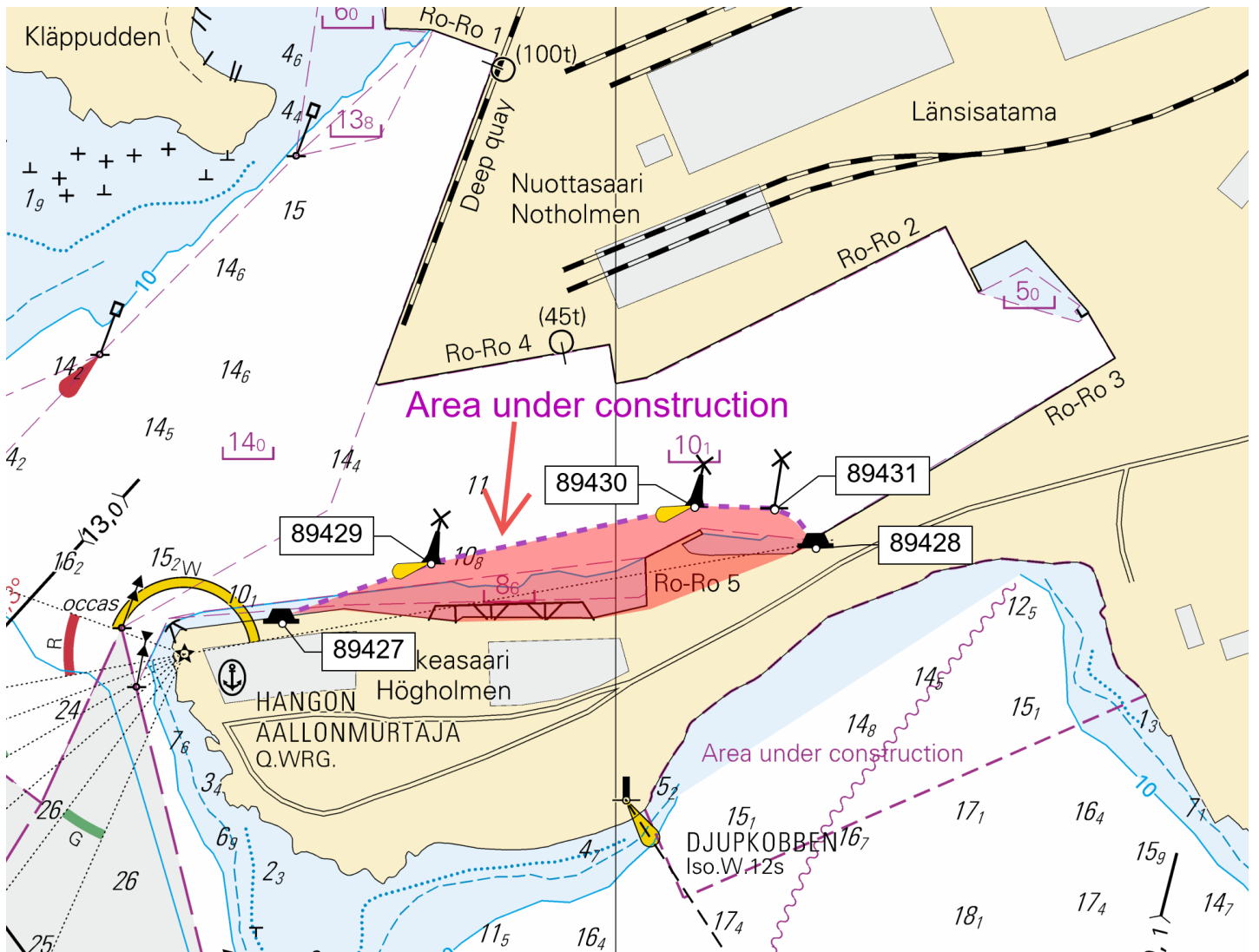


Image for reference, chart extracts not to scale of chart.

(Traficom, Helsinki/Helsingfors 2026)

*113/2026

2026-04-29

Finland. Gulf of Finland. Hango. Kummelskär. Buoyage. Fairways

Charts		Previous
21	(INT 1253)	95/2026 ↗
22	(INT 1254)	112/2026 ↗
B636		112/2026 ↗

1
These amendments will be included in the upcoming editions of charts 21 and 22.
The charts will be published in April 2026.

2 21, 22, B636



From		
59°48.956'N	23°07.461'E	
To	59°48.953'N	23°07.433'E
		11881

3 21, 22, B636
Add
Delete former centre line

(1)	59°49.010'N	23°09.149'E
(2)	59°49.177'N	23°10.033'E

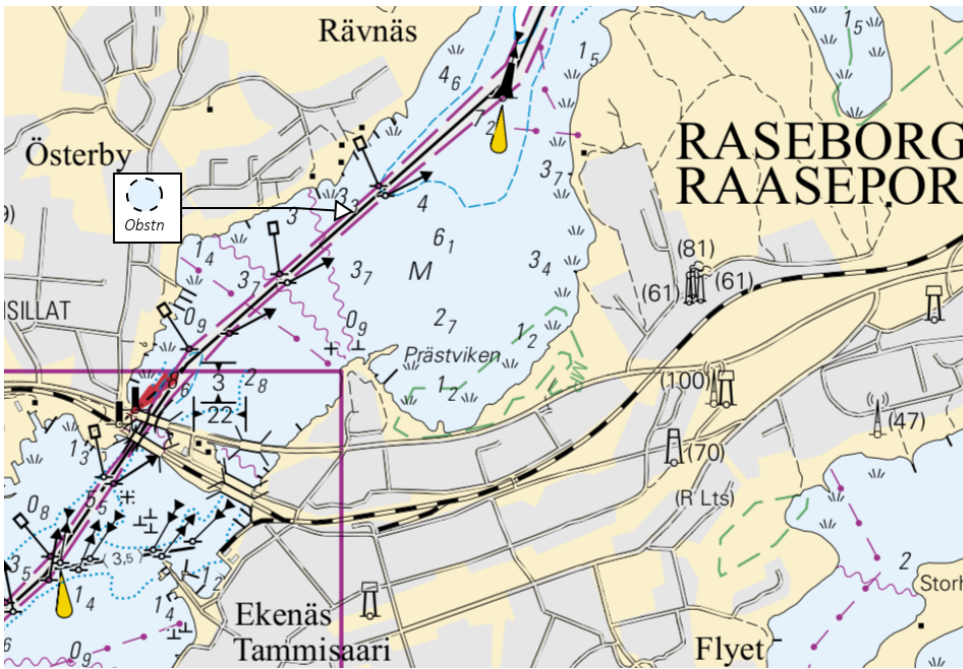


Image for reference, chart extracts not to scale of chart.

(Traficom, Helsinki/Helsingfors 2026)

115/2026

2026-04-29

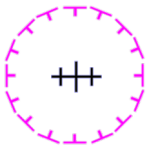
Finland. Gulf of Finland. Kirkkonummi. Obstructions

Charts		Previous
19	(INT 1251)	48/2026 ↗
132	(INT 12511)	48/2026 ↗
B629, B629.1		114/2026 ↗

1

19, 132, B629, B629.1

Add



Safety zone 250 m.

59°56.974'N

24°25.141'E

Diving, anchoring and fishing prohibited.

(Museovirasto/Museiverket/Finnish Heritage Agency 2026)

116/2026

2026-04-29

Finland. Gulf of Finland. Helsinki. Santahamina. The bridge is open.

Charts		Previous
18	(INT 1250)	111/2026 ↗
191	(INT 1159)	111/2026 ↗
192	(INT 1160)	67/2026 ↗
A625, A626, A626.2		111/2026 ↗
B625, B626, B626.2		115/2026 ↗

Cancelled: 228(T)/2025 [↗](#)

1

Hevossalmi swing bridge is open to vessel traffic between 1 May - 31 October 2026 at 07:30 - 23:00 local time (UTC 2h). The bridge opens daily every 30 minutes, on the hour and half past.

Bridge phone: 358 294 83 1133.

(Puolustuskiinteistöt/Försvarsfastigheter/Defence Properties Finland, 2025)

117(T)/2026

2026-04-29

Finland. Gulf of Finland. Loviisa. SE of Lighthouse Tiiskeri. Buoyage

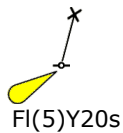
Charts		Previous
15	(INT 1247)	85/2026 ↗
16	(INT 1248)	25/2026 ↗

Time: to approx. 15 April 2027

1

15, 16

Add



FI(5)Y20s

Safety zone: 100m

60°07.551'N 26°20.160'E

(Ilmatieteen laitos/Meteorologiska institutet/Finnish Meteorological Institute, Helsinki/Helsingfors 2026)

Archipelago Sea


*119/2026

2026-04-29

Finland. Archipelago Sea. Naantali. Särkänsalmi bridge. Vertical Clearances

Charts		Previous
26	(INT 1189)	107/2026 ↗
706		107/2026 ↗
720		/
721		/
952		106/2026 ↗
953		118/2026 ↗
954	(INT 1210)	118/2026 ↗

1 26, 706, 720, 721, 952, 953, 954

Amend  15,5 → 16,5 Vertical clearance 60°27.728'N 21°56.020'E

(Traficom, Helsinki/Helsingfors 2026)

*126/2026

2026-04-30



Finland. Archipelago Sea. Pargas. Kirjala.

The channel has been opened to vessel traffic. Areas and borders

Charts		Previous
26	(INT 1189)	119/2026 ↗

Cancelled: 63(T)/2026 [↗](#)

1
The channel (3.6m) under the Kirjala bridge has been opened to vessel traffic.

2  26
Delete  60°21.951'N 22°21.503'E

(Traficom, Helsinki/Helsingfors 2026)

Aland Sea

*118/2026

2026-04-29

Finland. Aland Sea. Lumparn. Buoyage. Fairway areas

Charts		Previous
32	(INT 1195)	272/2025 ↗
33	(INT 1196)	109/2025 ↗
757, 757.C		271/2025 ↗
758		/
953		89/2026 ↗
954	(INT 1210)	89/2026 ↗

1 32, 33, 757, 757.C, 758

Move



From

60°10.234'N 20°03.437'E 6415

To

60°10.238'N 20°03.459'E

2 32, 33, 757, 757.C, 758

Move



From

60°10.319'N 20°03.590'E 7061

To

60°10.315'N 20°03.564'E

Amend

5,8m



6,4m

Between the following
positions:

Delete former edge line
Correct 6 m depth contour

(1)	60°09.831'N	20°03.934'E
(2)	60°10.315'N	20°03.564'E
(3)	60°11.556'N	20°02.936'E
(4)	60°11.913'N	20°02.754'E
(5)	60°11.916'N	20°01.793'E
(6)	60°12.163'N	20°01.106'E
(7)	60°12.224'N	20°01.077'E
(8)	60°12.852'N	20°01.490'E
(9)	60°13.480'N	20°01.169'E
(10)	60°13.782'N	20°01.473'E
(11)	60°14.110'N	20°01.296'E
(12)	60°14.586'N	20°00.510'E
(13)	60°14.563'N	20°00.386'E
(14)	60°14.110'N	20°01.190'E
(15)	60°13.782'N	20°01.328'E
(16)	60°13.488'N	20°01.022'E
(17)	60°13.115'N	20°01.223'E
(18)	60°12.850'N	20°01.302'E
(19)	60°12.146'N	20°00.812'E
(20)	60°11.865'N	20°01.470'E
(21)	60°11.841'N	20°02.432'E
(22)	60°11.749'N	20°02.564'E
(23)	60°11.546'N	20°02.756'E
(24)	60°10.238'N	20°03.459'E
(25)	60°09.806'N	20°03.659'E

Please note that the fairways design draught has been changed from 5.0 metres to 5.2 metres. Further information is available in the Finnish Sailing Directions, which can be found at <https://fiho.fi/lnk/sd/en>.

(Traficom, Helsinki/Helsingfors 2026)


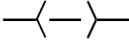
Bay of Bothnia


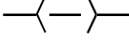
*120/2026

2026-04-29

Finland. Bay of Bothnia. Kokkola. Buoyage. Fairways

Charts	Previous
52	(INT 1143) 255/2025 ↗

1	52				
Amend	— — — — 		Delete leading line Insert small craft route Between the following positions:	(1) 63°59.648'N 22°51.339'E	417
				(2) 63°57.158'N 22°51.000'E	

2	52				
Amend	— — — — 		Delete leading line Insert small craft route Between the following positions:	(1) 63°56.923'N 22°51.315'E	415
				(2) 63°56.073'N 22°56.935'E	

(Traficom, Helsinki/Helsingfors 2026)

*121/2026

2026-04-29

Finland. Bay of Bothnia. Hailuoto. Boating passages at the Huikku bridge will be open.

Charts	Previous
57	(INT 1148) 92/2026 ↗
846	92/2026 ↗

References: 92/2026 [↗](#)

Cancelled: 266(T)/2025 [↗](#)

1
The navigational passage under the Huikku work bridge (65°02.2'N, 25°05.8'E) will be open to traffic from 11 May 2026. The horizontal clearance is 20m and vertical clearance 18m.

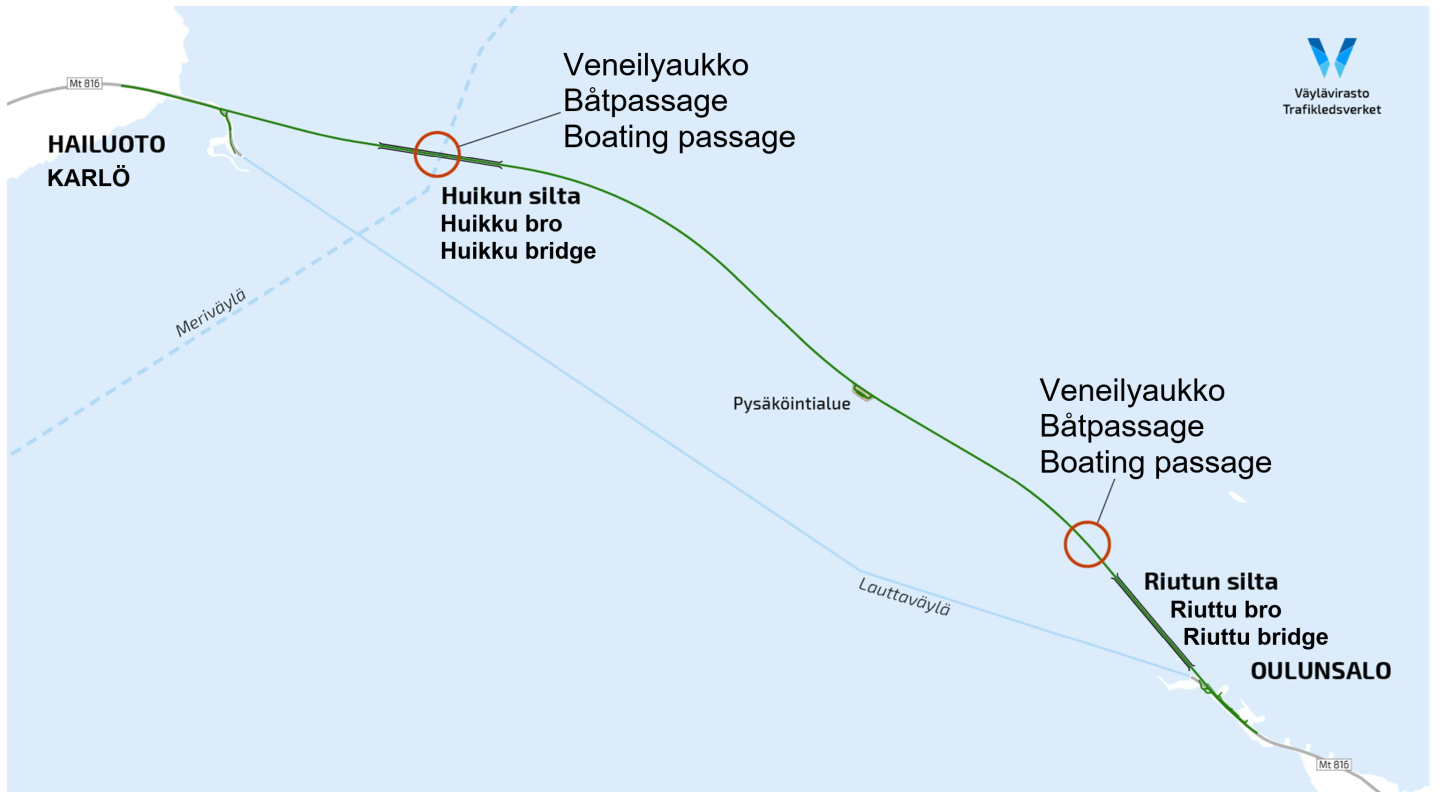


Image for reference, chart extracts not to scale of chart.

(Väylävirasto/Trafikledsverket/Finnish Transport Infrastructure Agency, 2026)

*122/2026

2026-04-29

Finland. Bay of Bothnia. Tornio. Dumping pond. Cultural Features

Charts		Previous
59	(INT 1150)	82/2026 ↗
855, 855.A		82/2026 ↗
958	(INT 1209)	104/2026 ↗

1 59, 855, 855.A, 958

Add —

Between the following positions:

- (1) 65°45.976'N 24°11.954'E
- (2) 65°45.962'N 24°12.049'E
- (3) 65°45.858'N 24°12.167'E
- (4) 65°45.402'N 24°12.157'E
- (5) 65°45.381'N 24°11.691'E
- (6) 65°45.474'N 24°11.585'E

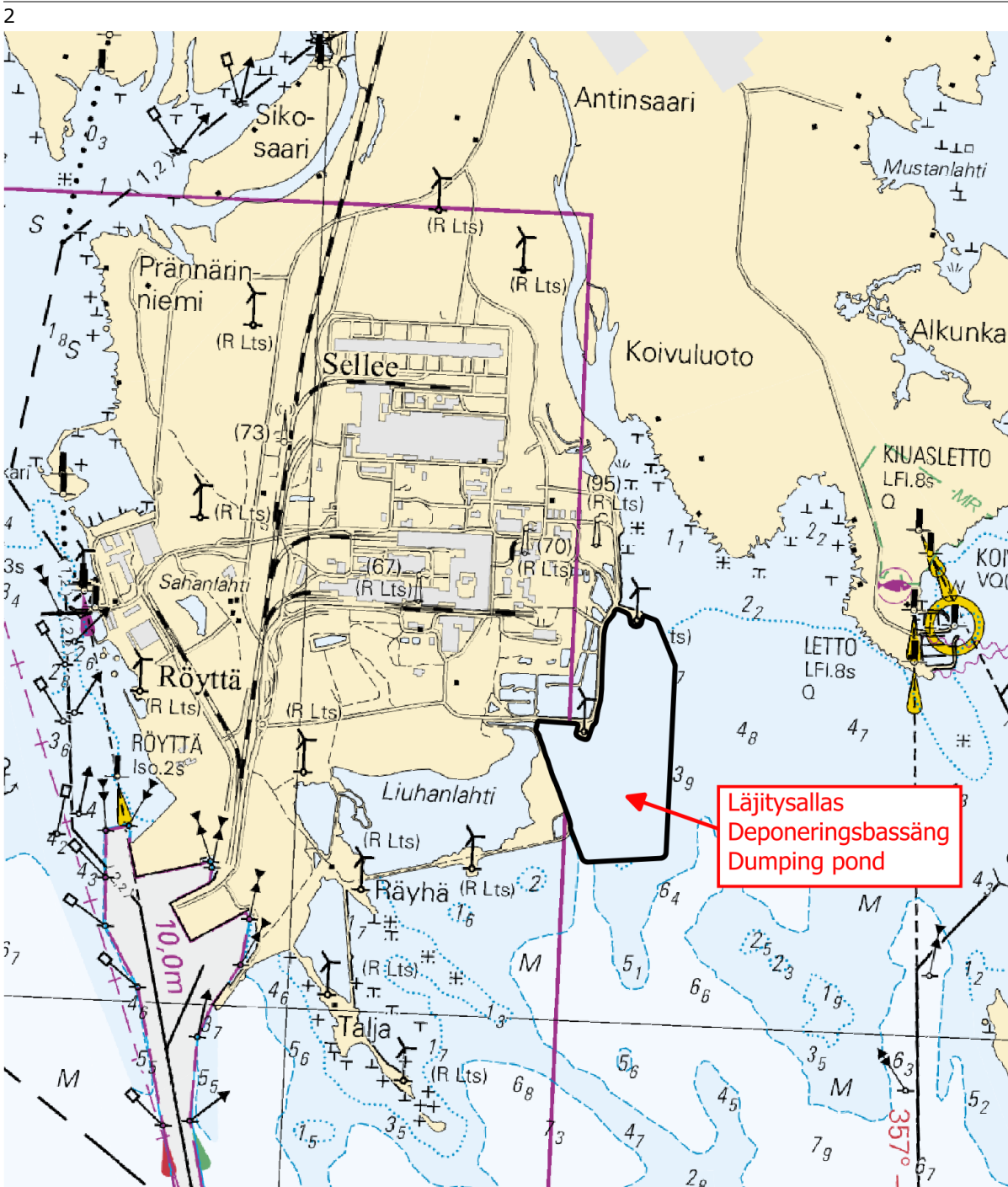


Image for reference, chart extracts not to scale of chart.

(Traficom, Helsinki/Helsingfors 2026)

Announcements

*123/2026

2026-04-29

Finland. New chart editions. (N2000) (BSCD2000).

Charts

Previous

References:65/2026 [↗](#)

1

Nimi	Nro	INT	Mittakaava	Painos	Oikaisupäivämäärä	Myyntipäivämäärä
Namn	Nr		Skala	Upplaga	Rättelsedatum	Utgivningsdatum
Name	No.		Scale	Edition	Correction date	Release date
Hanko, Hangö - Jussarö	21	1253	1:50 000	7 New Edition	10.4.2026	30.4.2026
Högsåra - Hanko, Hangö	22	1254	1:50 000	8 New Edition	10.4.2026	30.4.2026
Kemiö - Kimito	23	1186	1:50 000	6 New Edition	10.4.2026	30.4.2026
Hanko, Hangö	136	1154	1:20 000	6 New Edition	10.4.2026	30.4.2026
Taalintehdas, Dalsbruk - Kasnäs	141	11861	1:30 000	New Chart	10.4.2026	30.4.2026

(Traficom, Helsinki/Helsingfors 2026)

*124/2026

2026-04-29

Finland. New depth reference level N2000 (BSCD2000) for charts.

Charts

Previous

References:66/2026 [↗](#)

1

New depth reference level N2000 (BSCD2000) for charts

Finnish nautical charts and fairways are currently in the process of switching over to a new harmonised reference level for depth information that is tied to the national N2000 height system. The current reference level for depth information in sea areas is based on mean water level, and it will be replaced with a reference level that is tied to the N2000 vertical coordinate reference system.

The N2000 fairway and nautical chart reform is part of the Baltic Sea countries' joint project BSCD2000 (Baltic Sea Chart Datum 2000). The purpose of the project is to harmonise the interpretation of nautical chart data and available water depth in the Baltic Sea region. The migration to the new depth information reference level will affect the depth and fairway information presented on nautical charts. The changes to the information are caused by the difference between current reference level (MSL) and the zero position used in the N2000 system. Picture 3.

Integrated reference level

N2000 chart products present depth and fairway information using the N2000 height system that is tied to the Earth's crust instead of the mean sea level MSL (Mean Sea Level) / MW (Mean Water) in sea areas. When using the theoretical mean sea level, the zero level is equal to the average water level in the year in question, which means that the zero level has changed some millimetres each year. N2000 chart products present depth and fairway information using the N2000 height system that is tied to the Earth's crust without being influenced by the effects of the land uplift or sea level changes. Because the zero level in the N2000 system is below the current mean sea level (MSL), the depths on charts will, depending on the area, decrease by approximately 10–20 cm due to the reference level, and the prevailing water level will increase correspondingly. The available water depth does not change when sea level data in the N2000 format is taken into account. Picture 4.

The importance of water level in relation to the depth available will be accentuated. The Finnish Meteorological Institute has since September 2021 published its sea level observations and forecasts in the N2000 format as well as in relation to the theoretical mean sea level. The data is available on the Institute's website (<https://en.ilmatieteenlaitos.fi/sea-level>).

During the transition period, charts in accordance with both the old and the new system will be used. Therefore, it is important to check the reference level of the chart used and the corresponding water level reading. The list of nautical chart products always provides up-to-date information on the valid edition of the charts and the reference level used therein.

List of nautical chart products: <https://www.traficom.fi/en/hydrography/finnish-nautical-charts/nautical-charts-portfolio>

More information about the N2000 fairway and nautical chart reform: <https://www.traficom.fi/en/hydrography/n2000-fairway-and-chart-reform>

2

New channel depth instructions:

https://fiho.fi/n/pdf/SYVYYSOHJE_EN_2021_11_01.pdf

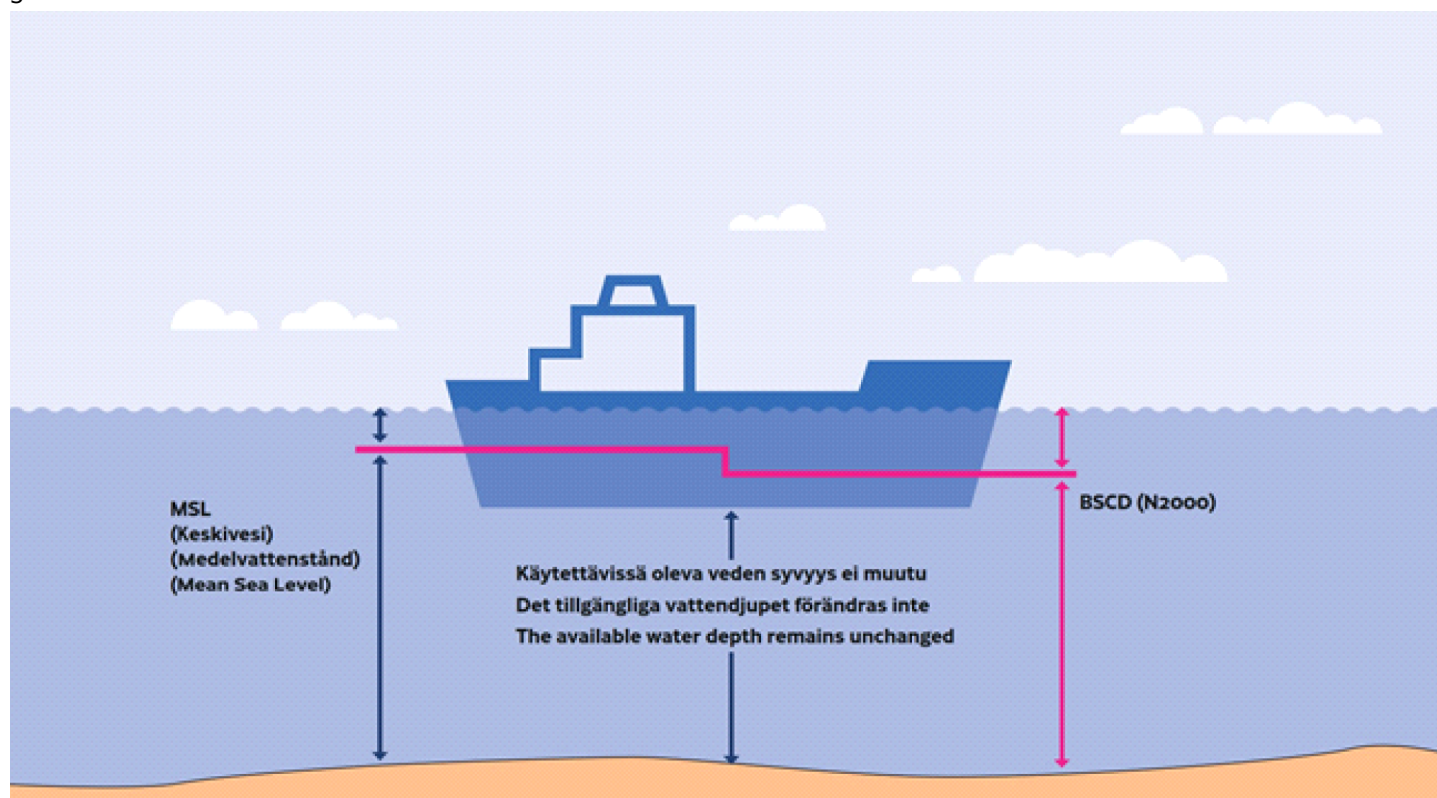
Sailing Directions for Finnish waters:

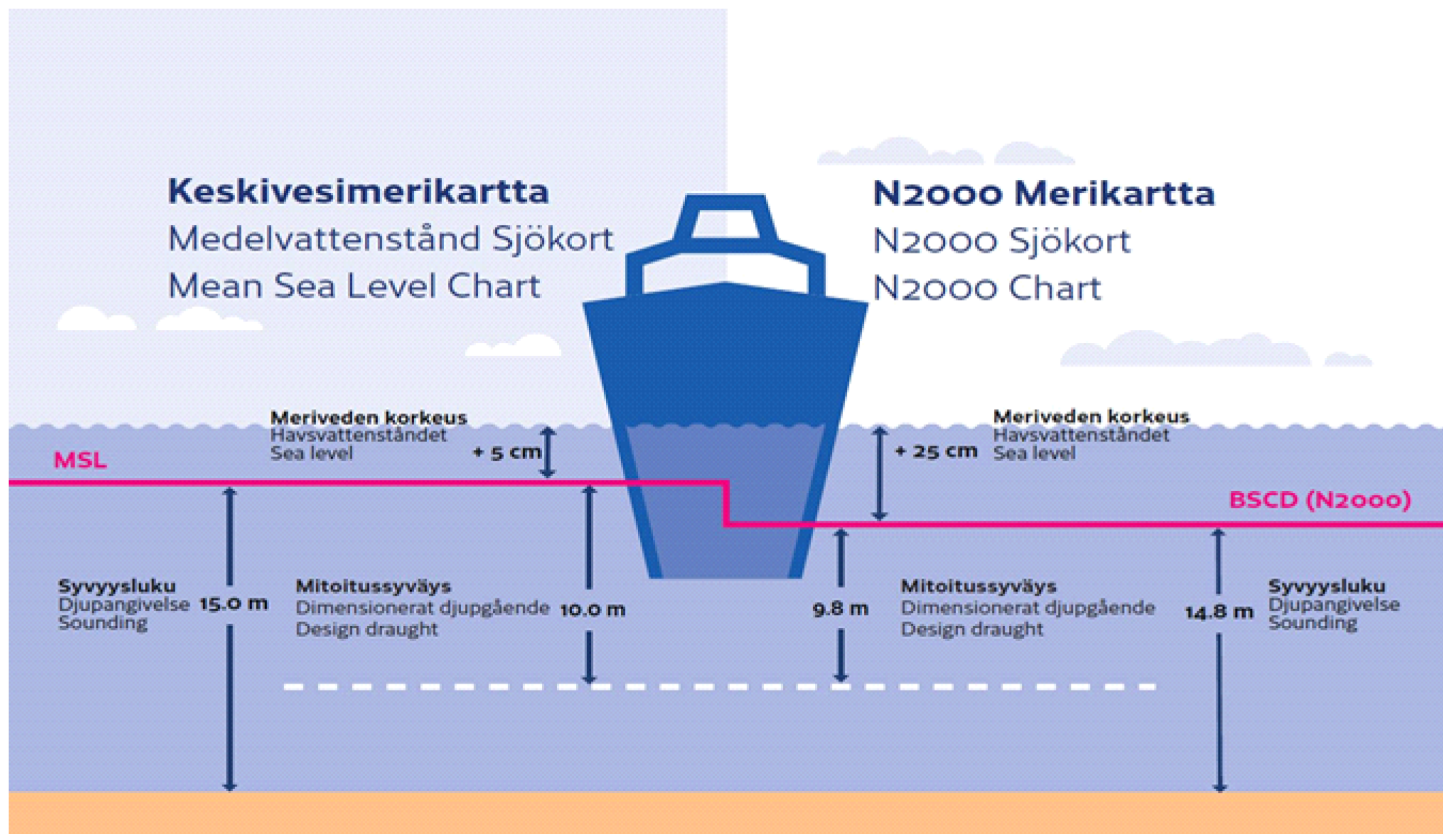
<https://www.traficom.fi/en/hydrography/nautical-publications/sailing-directions-finnish-waters>

Fairway usage in commercial shipping:

<https://www.traficom.fi/en/fairways-and-ports/fairways/use-fairways-merchant-shipping>

3





(Traficom, Helsinki/Helsingfors 2026)

*125/2026

2026-04-29

Finland. Global navigation satellite systems disturbance. GNSS and AIS interference in waterborne transport.

Charts

Previous

References:108/2026 [↗](#)

1

GNSS and AIS interference in waterborne transport

The GNSS interference (Global Navigation Satellite System) in the Gulf of Finland continues to affect waterborne transport. AIS systems (Automatic Identification System) are also experiencing interference. Reports of interference have been particularly frequent in the eastern Gulf of Finland, but interference also occurs more widely throughout the Gulf of Finland area.

Interference affects the reliability of positioning by disrupting GNSS reception. When interference occurs, mariners cannot fully trust widely used GNSS-based navigation systems but have to rely on back-up systems instead. AIS interference may cause vessels to appear at incorrect locations within the system.

If interference remains undetected, the risks caused by positioning errors increase, particularly in the narrow channels in the archipelago and in poor visibility. Interference is easier to detect when radar and electronic navigational charts are used simultaneously with radar image overlaid on the chart. The skills and professional competence of the crew are highlighted in the event of GNSS issues. If GNSS positioning data is lost, nautical charts, compasses and radars can still be used for navigation.

Fintraffic Vessel Traffic Services (VTS) supports ships and gives ships arriving in the VTS area all the information they need for safe navigation, including information about any GNSS issues.

The Finnish Transport and Communications Agency Traficom's website includes a situational picture of interference in satellite navigation services in Finland: <https://tieto.traficom.fi/en/statistics/satellite-navigation-service-interference-finland>

Any radio interference observed at sea should always be reported to Traficom:
<https://eservices.traficom.fi/ContactForms/form/radiohairiot-7008?langid=en>

(Traficom, Helsinki/Helsingfors 2026)

***127/2026**

2026-04-30

Finland. New N2000 charts of Hanko area.

Charts

Previous

References:286/2025 [🔗](#)

1

New N2000 charts of Hanko area

In the area of the published new N2000 nautical charts some of the fairways are located on the border of the N2000 publishing area. The fairways continue to the charts where the data is still in the mean sea level (MSL). The change in the chart datum affects 20cm to the design drafts of all fairways in the area. Using the correct water level information is emphasized in these areas.

Note: The actual available water depth of the fairway does not change! The water level data according to the N2000 system should be used with the new charts.

Main approach channels on the border of the N2000 publishing area. (there are no main approach channels at the border of the publishing area).

2

Printed charts:

Jussarö-Baggön (VL 3) N2000 3,5m (3,3m), MSL 3,7m

Torsö (VL 3) N2000 2,8m, MSL 3,0m

Sextant-Busö (VL 3) N2000 4,8m, MSL 5,0m

Abborrgrundet-Inkoo (VL 3) N2000 4,8m, MSL 5,0m

ENC:

Sextant-Busö (VL 3) N2000 4,8m, MSL 5,0m

Abborrgrundet-Inkoo (VL 3) N2000 4,8m, MSL 5,0m

Using the correct water level information is emphasized in these areas.

See attachments: N2000 publishing area:

Attachment 4. N2000 publishing area printed charts:

Attachment 5. N2000 publishing area ENC:

Small-scale charts of the new publishing area (General Chart 953, 954 and General ENC FI29ARCW, FI29ARCE, FI29GOFW) are still mean sea level charts (MSL).

The next N2000 charts for the Hanko–Helsinki section will be published in the summer of 2026.

Uudet Hangon alueen N2000-merikartat
Nya N2000 -sjökort över Hangöområdet
New N2000 charts of Hanko area

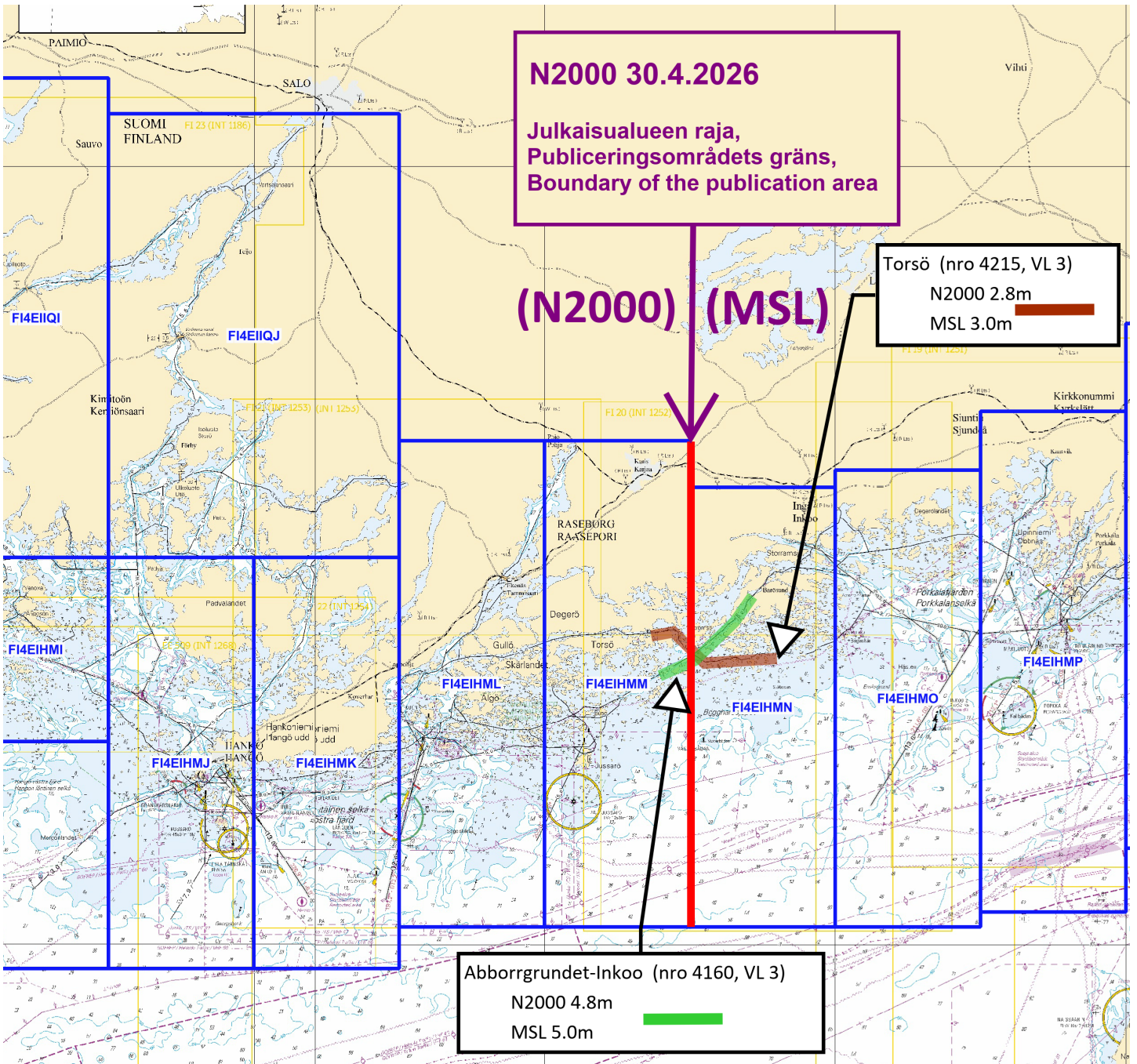
Painetut kartat, Tryckta sjökort, Printed Charts:

21	Hanko, Hangö - Jussarö	7 New Edition	10.4.2026	30.4.2026
22	Högsåra - Hanko, Hangö	8 New Edition	10.4.2026	30.4.2026
23	Kemiö - Kimito	6 New Edition	10.4.2026	30.4.2026
136	Hanko, Hangö	6 New Edition	10.4.2026	30.4.2026
141	Taalintehdas, Dalsbruk -Kasnäs	New Chart	10.4.2026	30.4.2026

ENC:

Taalintehdas	FI4EIIQI	Edition 6
Förby	FI4EIIQJ	Edition 6
Högsåra	FI4EIHMH	Edition 5
Hiittinen	FI4EIHMI	Edition 7
Örö	FI4EIGIH	Edition 2
Hanko	FI4EIHMJ	Edition 6
Hankoniemi	FI4EIHMK	Edition 8
Tammisaari	FI4EIHML	Edition 9
Jussarö	FI4EIHMM	Edition 11
Tammisaari, Tvärminne	FI5A022A	Edition 6
Förby, Strömman, Salo	FI5A026A	Edition 3
Hanko	FI59S136	Edition 7
Hanko (Outer and western harbour) and Förby	FI6S136M	Edition 5
Örö	FI5S141R	Edition 1
Kasnäs	FI5S141K	Edition 1
Taalintehdas	FI5S141D	Edition 1

Myynnistä poistui, Försäljningen upphörde, Cancelled: FI5A028A



Sailing directions:

<https://www.traficom.fi/en/hydrography/nautical-publications/sailing-directions-finnish-waters>

Use of Main approach channels:

<https://www.traficom.fi/en/fairways-and-ports/fairways/use-fairways-merchant-shipping>

Fairway use declaration

<https://fiho.fi/lnk/chnote/en>

Finnish charts

https://fiho.fi/fiho/portfolio_v2/list/portfolio_fme_fi.html

<https://www.traficom.fi/en/hydrography/n2000-fairway-and-chart-reform>

Fairway cards:

<https://vayla.fi/en/service-providers/merchant-shipping/navigating/fairway-cards>

N2000 Sea water level information:

<https://en.ilmatieteenlaitos.fi/>

(Traficom, Helsinki/Helsingfors 2026)

Current Preliminary (P) and Temporary (T) notices (30.04.2026)

Gulf of Finland

T&P	Charts	Gulf of Finland
174(T)/2019 🔗	951	SE of Bol'soj Tjuters. Obstructions
296(T)/2020 🔗	17, 18, 191, 952, A, B	Helsinki. Sipoo. Areas and borders
65(T)/2022 🔗	A, S	Vyborg. Destroyed leading beacon. Notice repeated. Buoyage
66(T)/2022 🔗	A, S	Vyborg. Light extinguished. Notice repeated. Buoyage
230(T)/2023 🔗	18, 191, A, B	Helsinki. Hernesaari. Buoyage. Areas and borders
130(T)/2025 🔗	18, 191, A, B	Helsinki. Hernesaari. Notice repeated. Buoyage
176(T)/2025 🔗	18, 191, A, B	Helsinki. West Harbour...Restrictions on traffic. Areas and borders
216(T)/2025 🔗	18, 191, A, B	Helsinki. Sompasaari. Nihti. Areas and borders
74(T)/2026 🔗	951, A	Krestovyy. Lighthouse Krestovyy extinguished. Notice repeated. Buoyage
75(T)/2026 🔗	18, 191, A, B	Helsinki. Sompasaari. Temporary special marks. Notice repeated. Buoyage
77(T)/2026 🔗	951, A	Seskar. Buoyage
100(T)/2026 🔗	951	Purtse. Light Moldova extinguished. Buoyage
101(T)/2026 🔗	951, A	TSS OFF ROOSHER ISLAND. Notice repeated. Buoyage
110(T)/2026 🔗	18, 191, A, B	Helsinki. Mustikkamaa. Buoyage
111(T)/2026 🔗	18, 191, A, B	Helsinki. Hernesaari. Areas and borders
112(T)/2026 🔗	22, 136, B	Hanko. West Harbour...Notice repeated. Buoyage. Areas and borders
114(T)/2026 🔗	21, B	Raseborg. Ekenäs. (MSL/MW). Notice repeated. Obstructions
117(T)/2026 🔗	15, 16	Loviisa. SE of Lighthouse Tiiskeri. Buoyage

Archipelago Sea

T&P	Charts	Archipelago Sea
284(T)/2025 🔗	26, D	Pargas. Kirjala...Restrictions on traffic. Areas and borders
88(T)/2026 🔗	25, 26, 105, 704, B	Pargas. Tervsund. Buoyage
103(T)/2026 🔗	705	Kaarina. Kuusistonsalmi...Notice repeated. Areas and borders. Vertical Cleara...

Aland Sea

T&P	Charts	Aland Sea
271(T)/2025 ↗	32, 160, 756, 757	Mariehamn. West Harbour. Construction works. Areas and borders
50(T)/2026 ↗	953, 955, 8031	SE of Lighthouse Grundkallen. Grundkallegrund...Buoyage

Bothnian Sea

T&P	Charts	Bothnian Sea
165(T)/2025 ↗	955	E of Söderhamn. Light Hällgrund extinguished. Buoyage
241(T)/2025 ↗	956, 957, 8065	Örnsköldsvik. Ullånger. Lights unlit. Buoyage
17(T)/2026 ↗	42, 125	Pori. Tahkoluoto. Notice repeated. Buoyage
52(T)/2026 ↗	955	E of Gävle. SE of of light Eggegrund...Buoyage
53(T)/2026 ↗	956	S of Sundsvall. Björkön...Unreliable sectors. Areas and borders
91(T)/2026 ↗	42, 808, 809	Off Pori. Measuring equipment on seabed. Areas and borders

The Quark

T&P	Charts	The Quark
247(T)/2024 ↗	48, 820, 956, 957	Vaasa. Johansson. Buoyage
254(T)/2025 ↗	47, 48, 822, 956, 957	Buoys and spar buoy temporarily withdrawn for the winter. Virtual AIS. Buoyage
264(T)/2025 ↗	47, 825, 956, 957, 8061, 8065	TSS IN NORRA KVARKEN. Buoys and spar buoys temporarily withdrawn for the wint...

Bay of Bothnia

T&P	Charts	Bay of Bothnia
145(T)/2024 ↗	57, 846, 958, 8071	Hailuoto. Bridge construction work. Areas and borders
164(T)/2024 ↗	57, 119, 846	Oulu. Pikisaari. Fairways
83(T)/2025 ↗	57, 846	Hailuoto. Boating passages at the Riutunkari and Huikku bridges.
257(T)/2025 ↗	60, 958	Buoys temporarily withdrawn for the winter. Virtual AIS. Buoyage

Vuoksi watercourse

T&P	Charts	Vuoksi watercourse
-	-	

Kymijoki watercourse

T&P	Charts	Kymijoki watercourse
-	-	

Kokemäkijoki watercourse

T&P	Charts	Kokemäkijoki watercourse
-	-	

Oulujoki watercourse

T&P	Charts	Oulujoki watercourse
-	-	

Paatsjoki watercourse

T&P	Charts	Paatsjoki watercourse
-	-	

Saimaa Canal

T&P	Charts	Saimaa Canal
247(T)/2025 ↗		Saimaa Canal closed for the winter season.

Northern Baltic

T&P	Charts	Northern Baltic
11(T)/2024 ↗	952, 953, 954	Hiiumaa. Tahkuna. Light Lehtma extinguished. Buoyage
259(T)/2025 ↗	952, 953, 954	Hiiumaa. Lehtma. Withdrawn pilot boarding place. Pilotage

Announcements

T&P	Charts	Announcements
137(T)/2023 ↗		Helsinki. Korkeasaari...Restrictions on small craft traffic