

## IALA COUNCIL 80th session



24-28 June 2024  
Istanbul,  
Türkiye

### 7 – NATIONAL MATTERS

#### National Matters Update by Finland

There are some recent changes in Principles and application of channel depths in Finland

Previously, Finnish nautical charts showed the so-called “authorised/design draught” for all channels. This value was defined during the channel design process and indicated the draught at which the design vessel could normally safely use the channel. Now this value will be replaced in nautical charts by the so-called “safe clearance depth”. This value indicates minimum secured depth of channel.

If a vessel uses the channel in a way that deviates from the design depth, taking into account the water level, the vessel shall now give a *Notice of channel use* in according to special guideline for that.

For verifying safe under keel clearance (net UKC), it is recommended (*rekomentet*) to make a squat calculation. An application is also available for these calculations.

Here are links to guidelines, brochure and squatcalculation:

[https://www.traficom.fi/sites/default/files/media/publication/N2000\\_esite\\_Approach-channels-in-Finland\\_web.pdf](https://www.traficom.fi/sites/default/files/media/publication/N2000_esite_Approach-channels-in-Finland_web.pdf)

[https://traficom.fi/sites/default/files/media/file/V%C3%A4yl%C3%A4n%20k%C3%A4yt%C3%B6n%20ilmoitus\\_OHJE\\_2023\\_EN.pdf](https://traficom.fi/sites/default/files/media/file/V%C3%A4yl%C3%A4n%20k%C3%A4yt%C3%B6n%20ilmoitus_OHJE_2023_EN.pdf).

Squat calculation at <https://dvk.vaylapilvi.fi/squat/index.html?lang=en>