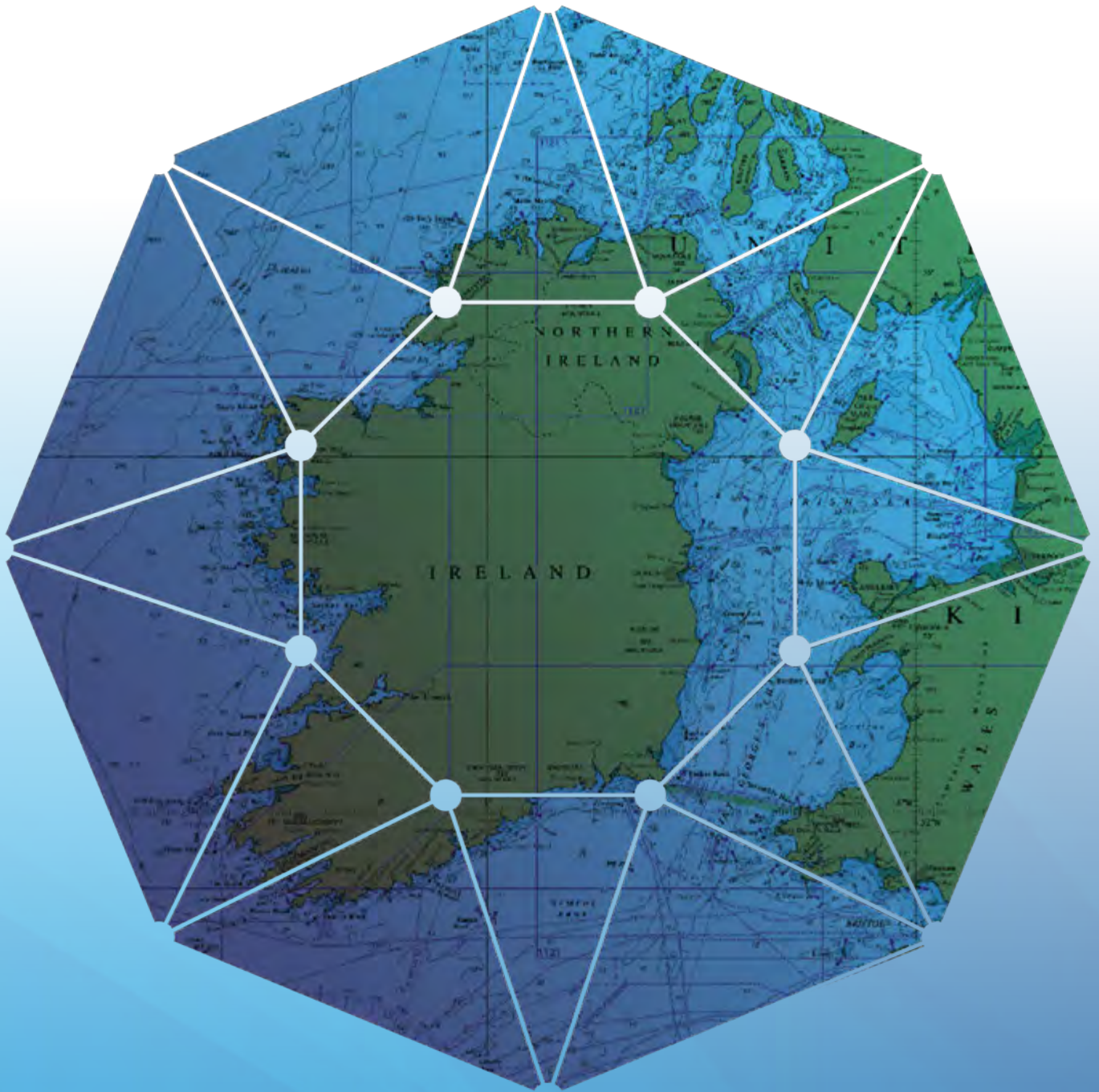




Commissioners of
IRISH LIGHTS | Navigation
and Maritime
Services

Annual Report and Accounts

Year Ended 31 March 2024





MISSION STATEMENT - SAFE NAVIGATION AT SEA:

To be a leading and innovative provider of reliable, efficient and cost effective navigation and maritime services for the safety of all.

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1.

Chairpersons Summary



I am pleased to present the Commissioners of Irish Lights Annual Report and Accounts for the 12 months ended March 2024.

Irish Lights performed well across its five strategic focus areas during the year, including:

- providing a network of fixed, floating and electronic marine aids to navigation (AtoN) that meet the standards set by International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA);
- enhancing resilience and reducing the environmental impact of our AtoN through investment in capital and maintenance works at key coastal sites;
- ensuring a continued focus on meeting the SOLAS (Safety of Life at Sea) Convention around the coast through the provision of risk based inspection and audits of local AtoN;
- promoting education, awareness and compliance via the launch of a pioneering online training course to enhance the management of local AtoN; and
- working with local communities to support the post Covid recovery of tourist numbers at our Great Lighthouses of Ireland sites with over 362,000 visitors in 2023.

To fulfil our mandate to provide a network of essential aids to navigation

to meet international standards in a reliable and cost-effective manner, to mark and remove wrecks and dangers to navigation and to respond to outages, Irish Lights relies on its service vessel the ILV Granuaile and on the provision of contract helicopter services. In 2023, a major project commenced to plan for the replacement of the Granuaile by 2030.

Irish Lights has successfully operated a tri-GLA procurement framework with Trinity House and Northern Lighthouse Board for many years. In August 2023, to facilitate the continuation of tri-GLA procurement following the UK's departure from the EU, the UK and Irish governments put in place an intergovernmental agreement with the support of the EU Commission. At a strategic level, the conclusion of this agreement signifies the ongoing commitment of both governments to tri-GLA co-operation arrangements which continue to deliver financial and operational synergies across Ireland and the UK ensuring safe navigation for all mariners.

As part of the process to plan for the replacement of the Granuaile, in October 2023, Irish Lights submitted a Preliminary Business Case to the Irish Department of Transport (DoT) for approval under the Irish Government Public Spending Code to proceed

with design work for a replacement vessel. The guiding principles for the replacement project are to:

- Safeguard the ability of Irish Lights to comply with its statutory safety of navigation obligations under relevant international Conventions and the Merchant Shipping Acts
- Ensure the alignment of the new vessel with sustainability and carbon emissions targets
- Ensure a replacement vessel which is fit for purpose for statutory service delivery and adequately future proofed to meet evolving needs and technology advances
- Ensure a thorough, transparent and appropriate appraisal of all options and risks in the development of a strategy for a replacement vessel.

Irish Lights operates in a harsh maritime environment, and we are very cognisant of the need for Climate Action, Mitigation and Adaptation measures at various scales. We welcome and endorse the Climate Action Plan 2024, and we have published a Climate Roadmap to 2030, setting out how we will meet our organisational obligations. In 2023, we achieved energy efficiency of 41%, exceeding the target of 33%, and we have a well-developed plan for how we will meet if not exceed the target of



The Irish Lights team briefing Minister Eamon Ryan on its Climate Action Plan. Pictured: Mark Barr (Chairman), Captain Dermot Gray (Master, ILV Granuaile), Minister Eamon Ryan (in his role as Minister for both the Department of Environment, Climate and Communications and the Department of Transport), Yvonne Shields O'Connor (CEO), Ronan Boyle (Director of Navigation, Maritime and Consenting).

50% increased energy efficiency by 2030. However, we face a considerable challenge in meeting our emissions target of a 51% reduction in greenhouse gases. The Granuaile is responsible for 86% of all emissions and to meet emissions targets in the longer term we will require a new more energy efficient vessel to be in service by 2030.

While Irish Lights delivers its services around the island of Ireland, operating in close collaboration with a wide range of agencies in Ireland and the UK, all of this work is delivered in the context of a set of internationally recognised and accepted regulations, standards, recommendations and guidelines. These are set by a range of international organisations including the International Maritime Organisation (IMO) and IALA, the latter of which Irish Lights has been a member of since 1957. On the 26th of January 2023, Ireland signed the IALA Convention in Paris and following approval by Dáil Éireann on the 28th of March 2023, Ireland ratified the Convention on 10th of May 2023. The Convention, when ratified by 30 countries, will change the status of the International Association of Marine Aids to Navigation and Lighthouse Authorities or IALA from a Non-Governmental Organisation to an Intergovernmental

Organisation (IGO). The status of IGO will give further weight to the standards and recommendations of IALA, leading to greater harmonisation compliance and navigational safety. In May 2023, Ireland was elected to the IALA Council, represented by Irish Lights CEO. A new Council will be selected when the new IGO becomes operational in February 2025.

Throughout the year Irish Lights continued to work closely with our General Lighthouse Authority (GLA) partners, Trinity House (TH) and Northern Lighthouse Board (NLB). This partnership brings many strategic synergies and practical operational benefits in the provision of an integrated safety service to the mariner around the coasts of Ireland and the UK.

In terms of governance, Irish Lights continues to operate to the standards and compliance requirements set by the Irish and UK governments. Irish Lights values the work of the General Lighthouse Authorities (GLA) Joint Strategic Board which seeks to co-ordinate and drive co-operation at a strategic level across the three GLA. In 2023, the JSB undertook a 10-year review of its activities, including a look forward and this was submitted

to the DoT and the UK Department for Transport (DfT). During the year, the Board and the Audit and Risk Committee updated the organisation's risk assurance map, reviewed the risk register and had oversight of three internal audits undertaken by the GIAA (Government Internal Audit Agency, UK). An expanded audit of financial controls was undertaken which resulted in a substantial opinion from the auditors.

All in all, it has been a very busy and progressive year for Irish Lights and on behalf of the Board, I would like to express our gratitude to our colleagues in the DoT, the DfT, along with TH and NLB for their continued support for all our operations. The Board also wish to recognise the ongoing contribution of Irish Lights employees and management who have demonstrated their flexibility and professionalism in delivering an exemplary safety service to the Mariner. Finally, I would like to record my thanks to the Board for their support, dedication and effective oversight of the organisation throughout the year.

Mark Barr
Chairman
27 September 2024

Heli-ops and underslinging from deck of ILV Granuaile.



2.

Performance Report

Chief Executive Review

I am pleased to report that throughout the year Irish Lights has delivered an aids to navigation service that is reliable, efficient and cost-effective. We have exceeded the IALA international availability standards across all categories of aids to navigation provided directly by Irish Lights, we have inspected 2,174 local aids to navigation of which 10% were found to have major discrepancies, trending downwards over the last three years, we have participated in the IMO III Code Preparatory Member State Audit for Ireland, and we have consulted extensively with government departments, agencies and local authorities to support the streamlining and development of safety of navigation guidance under the new Marine Area Planning Act and related legislation and developments. We have operated well within our sanctioned budgets and delivered solidly against our agreed strategy Safe Seas – Connected Coasts 2018-2024 and annual operational targets, as set out in detail in this report.

Keeping safe working practices to the fore in all operations is paramount and this is achieved through employing a proactive and risk assessment-based approach to safety management. Irish Lights achieves this through the continual development, promotion and improvement of both its sea and shore-based Safety Management Systems. Safety is our number one priority, and I want to commend all of the

team at Irish Lights for their diligence and commitment to safety in a year when we started the preparations for our journey to accreditation under ISO 45001.

Every January the Marine Survey Office (MSO) conducts an annual audit of Granuaile's Safety Equipment Certificate. Safety and Radio surveys are carried out simultaneously by Lloyd's Register's surveyors. Separate to these surveys, Lloyds Register conduct annual audits to verify Irish Lights' Document of Compliance (DOC) and Granuaile's Safety Management Certificate (SMC). Following a successful audit in February 2024 the DOC was re-issued and remains valid until 3rd March 2029.

This year was the first full year of implementation of our new Sustainability Strategy launched in April 2023. I am pleased to report that solid progress was made in embracing the objectives contained in the plan. We submitted our Climate Action Roadmap to the DoT and we are closely monitoring the delivery of our gap to 2030 targets, including completion of the Tuskar capital project, Head Office solar array and a pump replacement project, all of which were important in reducing our carbon emissions and increasing our energy efficiency. Furthermore, we commenced a Climate Adaptation study, which once complete, will allow us to plan for ways to mitigate, manage and

prepare for capital works well in advance to ensure we continue to maintain a reliable and cost-effective service.

As we move into 2024/25, we will continue to monitor sustainability and climate-related targets, actions, and performance. The adoption and implementation of an Environmental Management System certified to the ISO 14001 standard, which is an agreed operational priority for the organisation in 2024-25, will provide assurances that our environmental policy and procedures are meeting regulatory obligations and government climate action targets along with our wider sustainability objectives and ambitions.

Throughout 2023-24, significant Tri-GLA co-operation with Trinity House and Northern Lighthouse Board has taken place. Co-ordinated fleet management, helicopter operations and out of hours monitoring continues to ensure that risk response to wreck and new dangers and critical AtoN outages are managed effectively on a 24/365 basis around the island of Ireland. All three GLAs have vessel replacement projects underway, and we are benefiting from significant information sharing and collaboration. Our shared research and development team GRAD, which is based in Harwich is engaged in a range of research activities related to lights, resilient PNT (position, navigation and timing), Cyber, data and systems security, environmental and



climate issues, all of which will have a direct bearing on the development of our services in the future. In this context, we recently published our new tri-GLA Marine Navigation Plan 2040. This plan together with our tri-GLA Navigating to 2040 Strategy will inform the development of the new Irish Lights strategy 2025-2030 which is currently in preparation.

At international level, we continued to play a key role at the IALA Council and on the technical committees with a particular focus in 2023-24 on maritime digitalisation. This is a key area of development internationally with GRAD providing specialised skills and focused research to enable us to prepare for the UK Hydrographic offices transition to S100 chart services which will require a new suite of correlating data standards for AtoN. This work will continue over the coming years to support new global navigation standards which come into force from 2026.

Stakeholder engagement is key to the delivery of our services and the last year saw increased activity and consultation with the ORE sector as Phase One projects and the DMAP process got underway in Ireland. In Northern Ireland, we engaged with a range of agencies involved in preparing the draft Marine Plan for NI. We hosted our annual AtoN Providers Meeting in January 2024, and we were pleased to host a workshop for marine stakeholders in conjunction with the Marine Institute to explore the R&D requirements associated with Navigating Safe and Secure Seas and Oceans in preparation for the new National Research and Innovation Strategy to be published later this year. We were also delighted to host the National Search and Rescue Stakeholder Forum on behalf of the Department of Transport in July 2023. Finally, our Great Lighthouses of Ireland tourism initiative has grown to 15 partners operating across 16 lighthouse sites, offering a mix of 22 visitor attraction experiences,

including self-catering accommodation and boat and walking tours.

All of our achievements are a great tribute to the excellent teamwork, flexibility and dedication of our staff at Irish Lights and I want to thank them for their individual and collective contribution over the course of the year. I also want to thank the DoT and DfT and our partners in Trinity House and NLB for all their support throughout the year. I would like to express my thanks and appreciation to the Board of Irish Lights for their leadership and unstinting support.

Yvonne Shields O'Connor
Chief Executive



Yvonne Shields O'Connor and Captain Dermot Gray briefing Minister Jack Chambers on the bridge of ILV Granuaile

2.1 Strategy of the Organisation

Our Mission – Safe Navigation at Sea

To be the leading and innovative provider of reliable, efficient and cost-effective navigation and maritime services for the safety of all

Our Vision – Next Generation Maritime Services

To protect lives, property, trade and the environment by delivering next generation maritime services at the interface of navigation, technology, engineering and data management.

Performance against Strategy

Maritime transport is the most important means of connecting Ireland to international markets accounting for more than 90% of Ireland’s international trade in volume terms. Facilitating this commerce, along with fishing, leisure and coastal tourism activities, the fixed, floating and electronic AtoN provided by Irish Lights are an essential national safety infrastructure for the maritime sector.

Safe navigation is our business, and the development and delivery of our services is reflected in the Irish Lights strategy

“Safe Seas – Connected Coasts” which covers the period 2018-24. The strategy is structured around five key focus areas which are set out on the following pages. In February 2024, a detailed independent review of performance against the five-year strategy was completed. The review demonstrated that Safe Seas – Connected Coasts has substantially delivered on its objectives and anticipated impacts. The strategy set out a range of commitments which were consolidated into six high level outcome areas, and these were reported on annually from 2020. A new strategy for the period 2025-2030 is in preparation and will be launched in January 2025.

High Level Outcomes	In delivering on the strategy Irish Lights committed to achieving the following over the period 2018 – 2024	Substantial Progress Achieved
Safety for All	<ol style="list-style-type: none"> 1. Continue to meet international standards in the delivery of AtoN. 2. Recognise the interdependency of (marine) AtoN and (shipboard) Navigation Aids as we develop our services. 3. Deliver better compliance and improved standards for safe navigation at local level. 	YES
International Leadership	<ol style="list-style-type: none"> 4. Through participation in IALA at Council and Committee level achieve early influence with international bodies such as the International Maritime Organisation (IMO), International Hydrographic Organisation (IHO) and International Telecommunications Union (ITU) – over policy, regulation and standards that impact on navigation safety. 	YES
Technology and Innovation	<ol style="list-style-type: none"> 5. Plan for new technological advances and the convergence of electronic data services and communication with a view to making the most of opportunities that will arise over time to develop new services for the benefit of safe and efficient navigation. 6. Contribute to the development of resilience in navigation by ensuring that undue reliance is not placed on any one navigation system. 7. Manage and mitigate cyber security risks in order to protect AtoN as an essential national infrastructure facilitating trade and commerce, fishing, offshore energy and tourism and leisure activities. 	YES
Collaboration and Partnership	<ol style="list-style-type: none"> 8. Collaborate with Trinity House, Northern Lighthouse Board, Maritime Coastguard Agency, Irish Coast Guard, UK Hydrographic Office and other partners to deliver appropriate and timely risk and incident response across Ireland and the UK. 9. Work in partnership with the wider maritime sector, government departments and agencies and commercial operators to deliver maximum value for the investment employed in Irish Lights. 	YES
Supporting the development of the wider economy	<ol style="list-style-type: none"> 10. Build on the successful delivery to date of commercial services to third parties by making optimal use of the expertise and experience of our employees and any reserve asset capacity. 	YES
Safeguarding the past	<ol style="list-style-type: none"> 11. Recognise the strategic value of our heritage assets to the tourism sector and local communities. 	YES



2.2 Operational Performance

Key Developments during the year

Progress against our strategy is reflected in our operational performance as set out on pages 9 to 17.





FOCUS AREA 1 – PROVISION OF GENERAL AIDS TO NAVIGATION

Implementation of new Technologies to improve service delivery, reduce costs and improve environmental impact

The AtoN performance in Appendix A shows that all categories of AtoN have performed to better than the IALA International Standards. This is a core operational target for Irish Lights. Root cause analysis of AtoN outages is seeing a measurable decrease in outages across our fixed asset estate. Further investment in pre-outage trend analysis is planned with greater interrogation of monitoring data and more extensive use of monitoring systems to further reduce outages.

Irish Lights continues to invest in upgrading its coastal infrastructure to keep pace with technological developments aimed at delivering cost efficiencies, improving reliability and reducing environmental impact. In the last year we completed a major three-year capital upgrade project on the challenging Tuskar Rock resulting in solarisation of the AtoN and installation of a lower power heating and ventilation system aimed at maintaining the condition of the buildings following the discontinuation of the diesel generators. Design work was completed for modernising Dunmore East and for the solarisation of the Kish Lighthouse got underway in March 2024. This will continue throughout 2024/25 and brings the total number of lighthouses solarised to 24, with only Fastnet reliant on diesel generators for the provision of power. Work was also completed to upgrade and refurbish the Burren Rocks Beacon which was operationally very challenging given its tidal location.

During the year, Irish Lights reviewed its approach to AtoN management and related re-investment. The focus over the last 20 years was on site consolidation and solarisation and this is now largely delivered. Maintenance and operational plans have been reviewed with a view to increasing capacity for remote interventions, timely risk based assessments and equipment replacement programmed to extend or upgrade existing AtoN assets to improve reliability and resilience. Going forward, the approach will be based on a risk assessment of the requirements for investment in programmes of work, which take account of climate and environmental obligations, resulting in the phasing out of larger single site projects. In addition to our Aids to Navigation we are also focusing on identifying a programme of maintenance for strategically important infrastructural assets including boat landings, helipads and access routes which are enablers to providing reliable aids to navigation and will need increased investment to address the impacts of climate change.

During the year, we continued to upgrade and replace remote terminal units for to allow for greater reliability in remote monitoring of the performance of the aids to navigation network to support planned maintenance and reduce the risk associated with unplanned downtime.

A total of 21 buoys were refurbished in Dun Laoghaire during the year 2023/24. Of the 21 buoys, 19 were general aids to navigation and 2 were contract. Five buoys were fitted with self-contained lanterns thus simplifying their construction and maintenance. Two of the buoys were fitted with Met/Hydro equipment which combined with AIS transmits wind and sea conditions to the mariner.

The Granuaile completed 84% of all statutory planned AtoN maintenance and inspections. As part of its statutory functions, with a view to ensuring navigation safety, eleven new wrecks and dangers were assessed, with six requiring no further action as they were not deemed to be a danger to navigation. The Granuaile responded to five wrecks including the 'Castlemoore' off Blackwater bank, fishing vessel off Clogher head, Yachts off Cushendall, Wicklow and Coleraine. The Granuaile also recovered a drifting Kayak off Rosslare.



FOCUS AREA 2 – LOCAL AIDS & OTHER NAVIGATION SERVICES

Deliver an efficient and proactive local AtoN service to third parties

In line with international best practice Irish Lights has developed a quality management system for marine aids to navigation service delivery in line with SOLAS criteria of assessing the volume of traffic and the degree of risk. The previous year Irish Lights introduced an enhanced inspection and audit regime for the 2023/24 reporting period. This risk-based approach to inspections increased the number of local AtoN to be inspected from 1,618 in 2021/22 to 2,174 in 2023/24, an increase of 35%. The process is refined and evaluated each year based on reassessment and audit results. In practice Irish Lights attained 2,174 inspections (88% of target). Local AtoN deemed to be higher risk which were not inspected were on offshore islands and are prioritised for inspection in 2024/25. In addition, Irish Lights also provided statutory consent under the Merchant Shipping Acts for 38 new AtoN, approved the disestablishment of 16 AtoN, and the amendment of 17 existing AtoN.

Irish Lights Local AtoN Management Portal has been in operation for more than one year. The uptake by ports, harbours, Local Authorities (LLA) and other bodies who manage aids to navigation at a local level has been excellent with 90% of LLA's actively using the portal. The portal enables efficient communication to each LLA with automatic, customised reminders of un-resolved outages and quarterly report submissions.

The Merchant Shipping Acts also require each LLA to provide access to records and information concerning the local lighthouses, buoys, and beacons under their management to Irish Lights. This takes the form of a standard audit conducted by Irish Lights on a bi-annual basis (50% of the LLA are audited each year). During this reporting period, Irish Lights achieved 100% of this target, completing 23 audits across both

Ireland (12) and Northern Ireland (11). Overall, the number of LLA achieving either “compliant” or a “compliant with advisory” result in this audit process increased slightly.

During 2023/24 Irish Lights continued to collaborate with Bord Iascaigh Mhara (BIM), Ireland’s seafood development agency to adapt our unique LLA Training Course for delivery through BIM’s cutting-edge Learning Management System. The second group of learners commenced their training in Spring 2024. The course which represents a multi-year project for Irish Lights aims to enhance the safe and efficient operation of local aids to navigation services. Through this course, Irish Lights aims to empower and equip authorities with the necessary knowledge to effectively manage local aids to navigation, thereby ensuring the well-being of mariners and the protection of our coastal environments.

During the year Irish Lights engaged in extensive consultation with various government departments and state agencies on the implementation of the

new planning and regulatory regime to be introduced under the Maritime Area Planning (MAP) Act 2021. This involved participation in the Offshore Regulators Liaison Group, the North Seas Energy Coalition Group (Harmonising of Lighting and Marking), OREDP II (Offshore Renewable Energy Development Plan) Advisory Group, Marine Spatial Planning Advisory Group, the Seafood ORE Advisory Group and consultation with the Department of Transport, Department of Environment, Climate and Communications and Department of Housing, Local Government and Heritage.

Irish Lights has also provided extensive safety of navigation advice to all the Phase 1 Offshore Renewable Energy (ORE) projects. All other projects will be determined as part of a plan led structure, underpinned by Designated Maritime Area Plans. Irish Lights will continue to support ORE as projects progress through their commissioning, operational, and decommissioning stages, via the Statutory Consent process for lighting and marking of offshore infrastructure.



Niall Burgess, Ambassador of Ireland to France, signed the Convention on the International Association for Marine Aids to Navigation.



FOCUS AREA 3 – COMMERCIAL SERVICES

Ship Charter / Buoy Services / Commercial Property / Technology and Data Services / Consultancy Advice and Training

Commercial strategy focuses on revenue generation from reserve capacity and during the year Irish Lights continued to promote its unique fixed and floating infrastructure to the market focused towards value creation, while continuing to identify new usages of our assets.

All income generated is an important contributor to reducing our net operational cost. Irish Lights delivered a marginally improved commercial performance in 2023/24 delivering €1.23m of income compared with €1.09m in 2022/23.

This was down to a mix of property related opportunities and ship charter contracts which performed well in addition to our reoccurring income from buoys, which when combined delivered a strong result.



Buoy work on the deck of ILV Granuaile. The ILV Granuaile is equipped with a Class 1 dynamic positioning (DP) technology, which means it can maintain its position and heading with precision, enabling it to operate in some of the most challenging sea conditions found off Ireland's coast. This system allows the vessel and its skilled crew to carry out essential Aids to Navigation operations like buoy and lighthouse maintenance, all year round.



FOCUS AREA 4 – VALUE ADDED SERVICES

Irish Lights Met and Costal Data Services / Navigation Advice / Risk Assessment/ Marking of Zones / Support for Modelling in Ports and Harbours / Surveying and Charting

In 2024-25, Irish Lights in collaboration with Met Éireann will begin to roll out high-end wave sensors to 19 buoys in the Irish Lights network. This builds on collaborative work undertaken in 2023-24 to examine the accuracy of the data from wave sensors on Irish Lights navigational buoys. The tests were carried out at four different locations around the coast and have proven that Irish Lights buoys are a suitable platform to accurately monitor waves. The rollout of sensors will run in line with Irish Lights buoy maintenance schedule over the next few years. The selection of buoys will be based on strategic positions to aid Met Éireann's flood forecasting department.

This collaboration aims to provide near real-time meteorological and oceanographic data from Irish Lights buoys to Met Éireann, which will aid in the development of new coastal flood forecast models and the verification of existing models. It will improve the coastal observation network and capacity to monitor coastal conditions in real-time and increase the accuracy of forecasting systems, particularly in the area of extreme event forecasting. This data will also help to improve the understanding of the impact of climate change on our coastline and the subsequent impact on coastal communities. The Irish Lights MetOcean data service is also available online to the general public now has over 23,656 followers on the social platform X.

Irish Lights is completing a project to upgrade, enhance and publish Irish Lights datasets (Aids to Navigation and MetOcean) in multiple formats on the OPENDATA portal (opendata.gov.ie). The Aids to Navigation data set contains information pertaining to our buoys and beacons around the coast of Ireland and the MetOcean data set contains data including, wind parameters, wave height

and water temperature from our network of MetOcean buoys. The project involves the development of an application programming interface (API) to facilitate self-service access to live data. The published datasets will be available to stakeholders and end users in July 2024 and easily accessible online, free of charge for reuse and redistribution. The Irish Lights Aids to Navigation dataset is being transformed to conform with the INSPIRE standards.

Irish Lights is an active participant in the ongoing IHO/IALA hydrographic model development to replace out-dated S-57 data format (IHO Standard for Digital Hydrographic Data) with the S-100

standard where certain parameters will be updated in real time e.g. radio navigation warnings.

In the context of the National Search and Rescue Plan, Irish Lights continued to participate in exercises with other State Agencies to strengthen Ireland's capability to respond to a major maritime ship casualty. Irish Lights was a desktop participant in the exercise "Blue Horizon" conducted in May 2023 simulating a mass evacuation in Galway Bay. Irish Lights continues to participate in the Irish Sea (UK and Ireland) Working Group and the National Maritime Pollution Response Forum.



Upgrade and maintenance works taking place on a buoy. Irish Lights' coastal monitoring network includes over 300 general Aids to Navigation (AtoN), comprising 114 Automatic Identification System (AIS) transmitters, 116 buoys, 20 beacons, 24 racons, and 64 lighthouses.



FOCUS AREA 5 – TOURISM HERITAGE AND COMMUNITY ENGAGEMENT

Great Lighthouses of Ireland / Surplus Heritage Property / Storage and Display of Irish Lights Artefacts / Archive Project

Great Lighthouses of Ireland (GLI) is a strategic all island tourism initiative developed by Irish Lights in recognition of the need to protect its Aids to Navigation and Lighthouse heritage. This project revitalises lighthouses and related structures through collaborative efforts with local authorities, community groups, and government agencies. The partnership represents 15 community, public, and private operators, who collectively manage 16 lighthouse sites around the island of Ireland. Each site offers valuable, innovative, and sustainable lighthouse and maritime visitor experiences, delivering socio-economic benefits to coastal communities around Ireland. GLI currently offers over 22 saleable visitor experiences, including guided and self-guided tours, boat tours, and a variety of self-catering accommodation.

2023 was a successful one for GLI partners with footfall and tour sales increasing across all sites, with 144,080 paying visitors to our GLI experiences in 2023. Additional footfall at Fanad, Loop and Hook Lighthouse sites was estimated to be just over 218,000 and this was captured via retail sales and site counters. Demand for lighthouse accommodation continues to grow, as evidenced by a 16.5% increase in guests staying at the eight lighthouse sites offering accommodation. Additionally, the partnership expanded in 2023 and diversified its customer offerings with the addition of Kerry Aqua Terra Tours, which delivers boat tours around Valentia Island and Skellig Michael lighthouses.

Collaboration with tourism agencies is a crucial element of the Great Lighthouses of Ireland brand partnership and in

2023, Irish Lights signed a Strategic Memorandum of Understanding (MOU) with Failte Ireland and became a strategic partner for Tourism Northern Ireland's Embrace a Giant Spirit visitor brand. Tourism Ireland and Tourism Northern Ireland both contributed to marketing and promotion activities.

The Irish Lights archive project continued to focus on cataloguing the top historically most important collections within the archive and promotion of Irish Lights heritage through our website, GLI partners, coastal historical interest groups, academic researchers and collaboration with University College Dublin's digital library.



Irish Lights was delighted with the inclusion of Inishtearaght and Skellig Michael lighthouses in Páirc Náisiúnta na Mara, Ireland's inaugural marine National Park

Strategy Enablers/other reporting metrics

Organisational Development

Irish Lights continues to adapt and respond to external market trends in the maritime sector. We have revised the purpose, responsibilities and accountabilities, when replacing previously held long standing roles, to ensure we have the right skills to deliver on our evolving remit. The new skills are in environmental compliance, quality assurance, marine planning, and project management and we have been successful in attracting experienced individuals in these areas. We are currently managing this skills evolution within agreed budget.

Maintaining institutional knowledge is key to any organisation, and by utilising our investment in new technologies (SharePoint) we are working to document and secure our data and knowledge management for the future.

We have invested in all our employees' personal development by providing training in mandatory and competency programmes to ensure the successful delivery of our operational goals for 2023/24. In addition, we delivered equality and diversity awareness training, including dignity at work, to all our employees to demonstrate the importance we place on ensuring we all work in a safe and respectful environment. This investment resulted in 102 employees participating in 391 instances of training during last year.

We have kept up to date on our regulatory and legislative employment obligations and revised or developed policies as a result of the new Sick Leave, Work Life Balance and Miscellaneous Provisions and Maternity Protection Acts.

Right: Fastnet Lighthouse pictured during severe weather.

Health and Safety Review

Safety continues to be closely monitored and is prioritised on the agenda at monthly management meetings, Executive Director meetings and in the Management Report to the Board.

This year saw a renewed emphasis on compliance with important regulations such as the construction regulations 2013 and fire regulations both in Dun Laoghaire and across our coastal sites. This involved additional training, fire risk assessments and work programmes based on risk rating and updates to our procedures and safety management systems, where required.

In the last year we have shifted the focus from carrying out safety inspections at lighthouse stations to carrying out safety systems and procedural audits across a range of operational activities, focusing initially on high-risk areas. Safety consultants were appointed to assist in the carrying out of safety audits and to provide assurance of safety management systems in place.

To reinforce this new approach, we have commenced the introduction of health and safety management system to meet the requirements of ISO 45001 under an overarching integrated management

system. Going forward, the auditing of our Safety Management System (SMS) against the requirements of ISO 45001 will provide assurances that our SMS and safety related policies, procedures, risk assessments are meeting our statutory safety requirements, this is a very important strategic objective for the year ahead.

On the retirement of the Safety and Quality Co-ordinator, the role has been integrated into the new role of Health, Safety, Environmental and Quality Manager (HSEQ). The HSEQ Manager will be instrumental in setting and maintaining the standards for health, safety, environmental sustainability, and quality standards. It includes developing and maintaining an integrated management system including drafting related policy, strategies and procedures to meet the latest regulations and best practice. This approach is being adopted by many organisations including the other GLAs.

A programme of safety training for the Civil Coast Team was completed in December which included Decision Driver, Working at Heights and Rescue, Respiratory Protective Equipment and Face Fit Testing and a combined



Helicopter Underwater Escape Training, Compressed Air Emergency Breathing and Personal Survival Techniques. Further HUET/CA-EBS/PST training was completed in February.

A number of IOSH accredited courses were delivered during 2023/24 including a one day Leading Safely course for Chief Executive, Directors and Senior Managers, two-day Construction Regulations courses on the roles and responsibilities of Project Supervisors Design Process (PSDP) and Project Supervisors Construction Stage (PSCS) and a five-day Safety, Health & Environment for Construction Site Managers course.

In addition, there has been a strong focus placed on developing Mental Health and Wellbeing initiatives to support employees.

Irish Lights had eight accidents on duty compared to four in 2022/23 and a total of 79 days were lost as a result; however, 76 of these days were because of two accidents, of which on investigation required no corrective or preventative action. Six of the months in 2023/24 were "Zero Harm" months which represent an increase of two over 2022/23 which is very encouraging.

Information and Communications Technology

Cyber and information security remained a key focus throughout 2023/24 reflecting the constantly changing and evolving threat landscape. Emphasis continued to be placed on employee education and awareness training for all employees irrespective of their work location to ensure data and systems are not compromised. Various cyber security projects commenced or were completed including an annual external penetration test of our network infrastructure and enhancements to our cyber security framework, associated controls and governance arrangements.

The ability to remotely monitor, manage and measure the performance of our aids to navigation (buoys and beacons) has been enhanced through the integration of new remote terminal units at our coastal sites. The technology provides management, engineers, and technicians with invaluable real time information on the performance of the various aids to navigation, lights, racon, energy sources and communications around the coast. Data and information gathered enables timely decision making in terms of efficient maintenance, planning and helps ensure Irish Lights meets the

high availability IALA standards for the various categories of aids to navigation.

Year 2 (2023/24) proved a very successful year for the rollout of the multiyear digital transformation project based on the Microsoft 365 cloud platform. A new information architecture was designed and formed the basis for the development of a new document management system, intranet and collaborative workspace for employee teams and projects. These solutions have greatly improved information sharing and increased opportunities for internal and external collaboration with employees and stakeholders.

The lack of high-speed and reliable data communications at offshore locations and/or remote areas ashore has been a major challenge for Irish Lights personnel when working remotely at our coastal sites. A new satellite communication solution has been introduced which greatly enhances the ability for remote teams and colleagues in Dun Laoghaire or elsewhere to interact, troubleshoot and exchange data in a highly efficient manner. Central systems including the maintenance and planning systems, the document management system and the intranet can be easily accessed and

Tuskar Rock Lighthouse



updated in real time. The portability of the solution also provides cost savings and efficiencies as the equipment can be deployed with the personnel working at coastal locations for an extended time period (typically multi-week/month projects) rather than requiring a fixed infrastructure at each site throughout the year when the equipment would not be required.

Tri-GLA Co-operation

Across the three GLA there is ongoing day to day collaboration in relation to ship cover and risk response, aircraft services, insurance, research & development, cyber risk, technical support and safety. This close inter GLA working delivers improved services and response times for our users and value for our funding stakeholders. The day-to-day nature of this activity is critical

to Irish Lights effectiveness. The GLAs, using their collective fleet of seven vessels, provide wreck risk response cover around the coasts of UK and Ireland. This is measured within 6 hrs, 12 hrs and 24 hrs areas and all thresholds were met in 2023/24 as set out in the table below.

Area	Target Coverage	Actual Coverage 2023/24
6 Hour	95.00%	95.31%
12 Hour	90.00%	92.21%
24 Hour	85.00%	99.83%

During the year the GLAs together with their shared research and development department (GRAD,) which is recognised as an international centre of excellence on Visual and Radio Navigation, collectively published a new Marine

Navigation Plan to 2024. Five key trends as follows have been identified and these will drive the GLAs shared R&D activities into the future:

1. Contributing to a safe shared and changing sea space.
2. Assessing the needs of mariners in conducting safe and effective navigation
3. National and cross border working
4. Environment and Climate
5. Technology and equipment.

While recognising that the operating environment and navigation context in 2040 is likely to be very different to today, the Marine Navigation Plan is clear that continued economic prosperity for both the Ireland and the UK will continue to depend, to a significant degree, upon trade by sea.



The plan considers the changing and increased complexity of marine users, including offshore renewable growth, the increasing demand for big data, artificial intelligence and new technology and relates these changes to the future AtoN and planning. Marine AtoNs will remain strategically important to secure safe passage through our waters, but the changing maritime requirements will mean the GLAs will have to ensure the mix of aids remains appropriate. Whilst recognising the emergence of new technology will enable the GLAs to employ and support an exciting new range of digital AtoNs, it is extremely likely that the requirement for physical AtoN will remain. Therefore, the plan envisages a disparate mix of AtoN in order to support a wide range of users and provide security through resilience to the Mariner and is the highest and broadest level of strategy that defines and heavily influences and will direct our downstream decision making over the coming years.

Stakeholder Engagement

In the past year, Irish Lights has significantly advanced its stakeholder engagement initiatives, aligning with its strategic objectives to enhance maritime safety and allied services.

Throughout the year, Irish Lights has been actively involved in a variety of statutory and advisory maritime committees in both Ireland and the UK. The organisation supports offshore renewable projects by providing essential navigation services and collaborating with stakeholders such as Eirgrid, ORE developers, and industry groups. Irish Lights also participates actively in the Seafood ORE Working Group in Ireland, the Offshore Renewable Energy Development and Regulators Forums, and the Inter-Departmental Group in Northern Ireland, addressing regulatory, technical, and environmental challenges. Additionally, Irish Lights engaged with numerous groups and forums, including CCMA (City and County Managers Association) in relation to consenting for local aids to navigation, the UK Safety of Navigation Committee, the MCA Marine Code Steering Group, UK Hydrographic Office, Irish Sea Forum, Marine Survey Office, Maritime FAL

Committee, Irish Coast Guard, Navy, Marine Institute, MARA, BIM, GSI, OPR, SEAL and the Irish Chamber of Shipping, to leverage collaborative expertise and enhance maritime safety.

In January 2024, Irish Lights hosted the annual Local Aids to Navigation Providers meeting, attended by key representatives from ports, harbours, the fishing industry, local authorities, and state agencies. Irish Lights launched its first educational outreach initiative – an online Local Aids to Navigation Training Course, with the inaugural set of graduates successfully completing the programme. Additionally, the Local Aids to Navigation Management Portal was launched streamlining the management of local aids and improving stakeholder accessibility.

The annual Great Lighthouses of Ireland conference took place in Northern Ireland, with stakeholders from tourism partners and agencies in attendance. The conference took place over three days in Belfast, Rathlin Island, and Blackhead.

Throughout the year, Irish Lights was represented at various events across Ireland, the UK, and internationally, continuing to strengthen partnerships and collaborations with key government stakeholders and agencies on both national and international fronts. These activities underscore our commitment to maintaining robust and responsive communication channels with all stakeholders, ensuring that Irish Lights consistently provides exceptional service and support to the maritime community and beyond.



Above: Dave Ward, Commercial Services Manager and Clodagh Hanratty, Director of Coastal Operations at Oceans Expo meeting global maritime professionals and global thought leaders and innovators in the areas of marine technology, engineering, science, research, and education.

Left: Melissa Lynch, Navigation Support Officer representing Irish Lights at The Skipper Expo pictured with Bord Iascaigh Mhara (BIM), meeting stakeholders from across the maritime sector gathering valuable insights into industry needs and challenges.

2.3 Sustainability Reporting

Irish Lights developed a comprehensive Sustainability Strategy and Action Plan approved by the Board in April 2023 which sets out vision for sustainability with detailed objectives, goals and timelines which are monitored and reported, bringing sustainability into mainstream both from an operational and governance perspective.

For over twenty years we have been improving our energy efficiency and reducing greenhouse gas emissions with a programme of station consolidation to provide a low-maintenance, low-energy, Aids to Navigation service. And solarisation of our remaining diesel-powered offshore stations has continued in this last financial year. Tuskar Rock (Wexford) was solarised in 2023/24 and we are now proceeding with the second last station, Kish Bank (Dublin Bay).

Our coastlines contain important infrastructure, vibrant communities, habitats, significant cultural and heritage assets. Projected rises in mean sea level could increase the rate of erosion at a number of vulnerable sites.

As Irish Lights is responsible for the management of a significant portfolio of coastal offshore sites including many built and natural heritage structures, we realise the importance of planning for climate adaptation. By 2040, climate change is projected to have significant impact in Irish waters, which will present new challenges for our coastal and at-sea operations. Irish lights recognises that climate change will impact all our operations and we have commenced a climate adaption study to identify, plan and make provision for mitigation measures.

Irish Lights continues to put systems and procedures in place to ensure compliance with the Birds and Habitats Directives. These Directives are the cornerstones of EU biodiversity policy and set out obligations for Irish Lights for both our own internal activities and where we act as Consenting Authority for Statutory Sanctions. Having completed the initial Appropriate Assessment Screening for our activities, in 2022, this year we appointed a consultant to undertake ecological surveys and

prepare the required assessments on the 13 sites identified as requiring further detailed study (Stage 2 Appropriate Assessment including preparation of Natura Impact Statement). This will allow us to establish workable mitigation measures to facilitate Irish Lights' ongoing operations at each of these sites.

Our Sustainability Plan is aligned to the UN Sustainable Development Goals to achieve a greener, healthier and safer future for all. Through our Great Lighthouses of Ireland have been making a significant contribution to supporting sustainable maritime communities and via our outreach activities we provide a platform to talk to and connect with the public with the objective of creating awareness within the community about core marine safety services and value-added services that Irish Lights provides.

In terms of our staff, we are investing in a range of health and safety, environmental awareness and wellbeing programmes. All of these activities help to increase the understanding and support for the



Straw Island Lighthouse is an example of an Irish Lights asset which is particularly at risk of coastal erosion, wave action and sea level rise. The lighthouse is protected by a sea defence wall and Irish Lights periodically monitor coastal erosion and sediment transport on site to ensure that assets do not become undermined. In addition, Irish Lights are currently undertaking a Climate Adaptation Study to assess risk and identify actions required to ensure that our entire estate is adequately protected from the future effects of climate change.

critical work of Irish Lights whilst also creating strong social connections with the organisation.

Climate Action Roadmap

The Irish Government’s Programme for Government on Sustainability and their commitments including the annual Climate Action Plans and the Climate Action and Low Carbon Development (Amendment) Act 2021 have set out ambitious targets which Public Sector Bodies in Ireland are legally obliged to meet. Irish Lights comes within the remit of these commitments and targets under the European Union Energy Efficiency Regulations 2014.

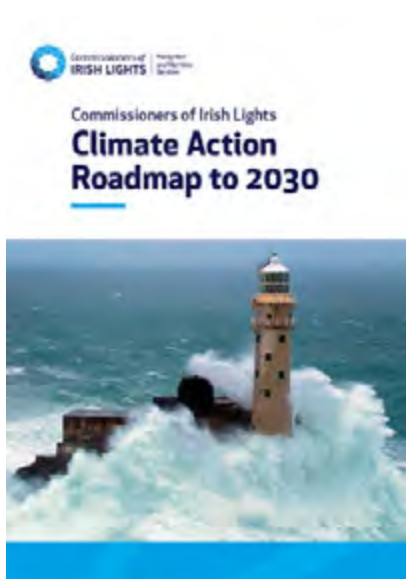
In line with the Climate Action Plan, Irish Lights submitted its Climate Action Roadmap to the Dept. of Transport in March 2023 with a revised version submitted in September 2023.

The Climate Action Roadmap sets out the strategic vision, leadership, investment, planning and reporting required to deliver a 50% increase in energy efficiency by 2030 and a 51% reduction in greenhouse gas emissions by 2030.

In relation to our operations in the United Kingdom, Irish Lights takes cognisance of the UK Government’s ‘Greening Government Commitments 2021-25’. While some of the specific targets of these Commitments vary from those noted above, the general initiatives in the two jurisdictions share common themes.

The updated roadmap demonstrates that we have had a strong performance in relation to meeting some of the key commitments in the gap to target projects including our solarising of the Tuskar, ongoing capital work on the Kish, energy efficiencies completed including the solar array and the pump replacement project.

We also have a proactive and engaged green team, we had an excellent climate change leadership workshop in May, and we have commenced on a journey towards accreditation to ISO 14001.



The Roadmap has been updated with the results from our SEAI scorecard for our energy performance based on the monitoring and reporting data submitted at year end

The results indicate that despite the reductions made linked to solarising the rock stations and energy efficiency projects, relatively small increases associated with ship operations, can result in a significant impact on greenhouse gas emissions. This year we have had a 4% decrease in our energy efficiency and an increase in greenhouse gas emissions related to the ships fuel consumption which is directly related the number of miles steamed for outages.

This continues to be our greatest challenge with respect to meeting our Climate Action Plan decarbonisation targets.

Our Roadmap is available on our website at the following location. [Irish-Lights-Climate-Action-Roadmap-FINAL.pdf](#) (irishlights.ie)

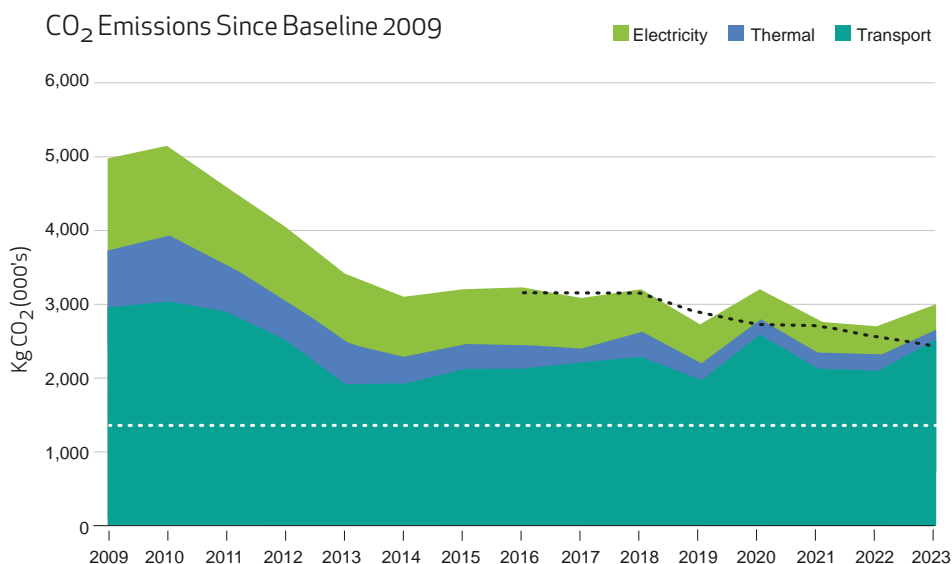
Accreditation to ISO 14001

Irish lights has commenced the introduction of an environmental management system to 14000 as part of an integrated Health, Safety, Quality and Environmental management system. This will monitor compliance with environmental legislation building on the environmental baseline compliance audit of our activities carried out in 2022 to ensure that our operations are up to date with the most recent environmental legislative requirements and guidance. This allows us to monitor and continuously improve in areas such as environmental emissions, waste management, resource management, water discharge, noise and biodiversity.

Achieving certification to ISO 14001 is an important objective for the year ahead.

Irish Lights Energy & CO2 Emissions Reporting

The white dotted line is our target. The black dotted line represents our required trajectory to meet the target in 2030.



GROSS EMISSIONS**Baseline**

Scope 1 Direct Emissions (sources owned or controlled)		2023	2022	2021	2020	2019	2009
Transport	Tonnes CO2	2,531	2,092	2,109	2,579	1,964	2,946
Thermal	Tonnes CO2	104	192	190	184	209	747
Electricity	Tonnes CO2	338	371	424	375	470	1,219

ENERGY CONSUMPTION**Baseline**

Scope 1 Direct Emissions (sources owned or controlled)		2023	2022	2021	2020	2019	2009
Transport	MWh	10,581	8,747	8,815	10,775	8,212	12,325
Thermal	MWh	564	943	906	873	981	3,197
Electricity	MWh	1,905	2,153	2,318	2,315	2,664	5,081

The figures in the tables above are based on information extracted from the Sustainable Energy Authority of Ireland Monitoring & Reporting Database and are shown in calendar years and exclude emissions associated with Commercial activity

FINANCIAL INDICATORS**Baseline**

Energy expenditure ¹	2023/24 €'000	2022/23 €'000	2021/22 €'000	2020/21 €'000	2019/20 €'000	2009/10 €'000
Electricity - Head Office	205 ²	227 ²	104	102	109	137
Electricity - Coastal Stations	115	173	111	82	97	108
Gas - Head Office	53	30	32	30	23	39
Oil/ Coal - Coastal Stations	42	34	31	17	28	93
Ship Marine Gas Oil	544	650	368	279	330	348

¹ The figures in the table above are the energy expenditure costs incurred by Irish Lights and reflect market prices and actual energy usage. To ensure best value for money Irish Lights avails of energy procurement frameworks under the Office of Government Procurement.

² The significant increase in electricity costs in 2022/23 is as a direct result of the energy crisis that led to the spikes in oil and gas prices in 2022/23 and on into 2023/24.



Inishowen Lighthouse

2.4 Financial Performance Overview

Financial Results

Highlights

The financial summary for the year to 31 March 2024, contained in these accounts and notes, shows an overall net accounting deficit on the SoCNI of €2.3m (2022/23 – deficit of €1.6m). The movements in the asset valuations are reflected in the financial results with year-on-year gains and losses primarily attributable to “non-cash” revaluations and related depreciation charges.

Staff Costs (before capitalisation of labour) have increased by 3.9% over last year, because of the implementation of national pay agreements. Other expenditure running costs have increased by 16%, primary as a result of inflation and increased operational activity around the coast during the year.

As part of our climate action plan during the year, a number of significant energy reduction focused capital projects were completed and capitalised, including the Tuskar AtoN Consolidation, the Solar Array installation on the roof of the

Financial Performance – Actual Spend Against Sanction for 2023/24	Sanction €'M	Actual €'M
Gross Running (incl. ER Pension) Costs	€17.72	€16.84
Net Commercial surplus	(€1.08)	(€1.25)
Capital Costs	€1.15	€1.17
Projects Costs	€0.20	€0.18
Total Funding V Sanction Last Year	€17.99	€16.94

Operations Building in Dun Laoghaire and the installation of the Energy Efficient Pumps in the plant room in Dun Laoghaire.

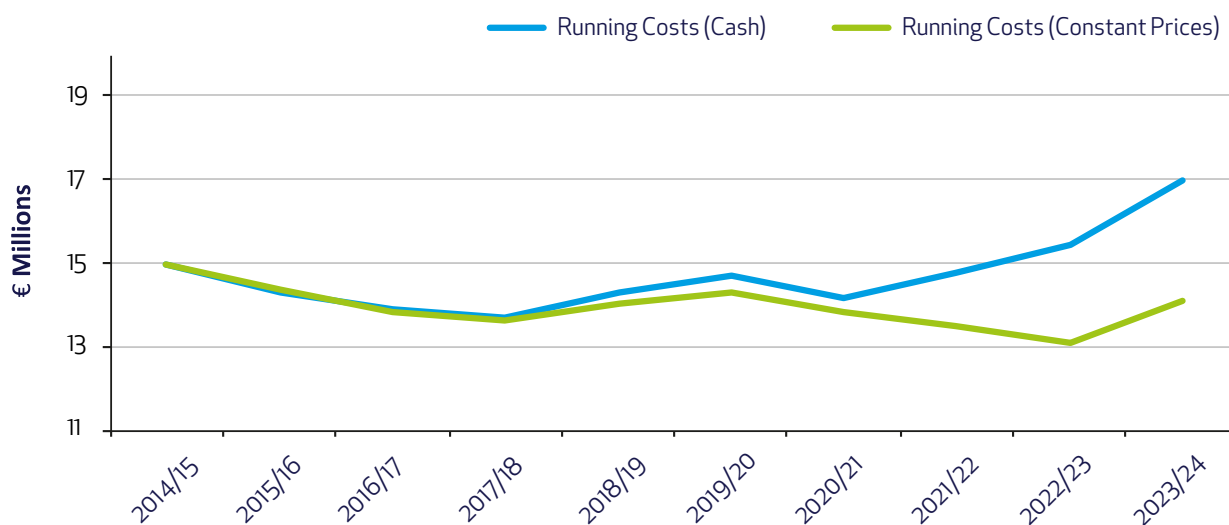
A key performance for Irish Lights is managing within the UK DfT financial cash sanction limits for the year. Set out below is a summary of the actual spend against sanction for 2023/24

Cost Effectiveness

The performance indicator used to measure cost effectiveness is “Running Costs – Cash and Constant Prices.” This indicator measures the annual cash running costs of Irish Lights on a year-

by-year basis together with the running costs at constant prices (adjusted for RPI consumer price index). These costs include the marginal costs relating to commercial activities. The results are set out in the following table and the graph shows an increase in actual running costs of 10.4%, and an increase of 7.4% in constant price terms for 2023/24 as compared to 2022/23. Over the ten years to March 2024 Irish Lights running costs have decreased by 5.9% when adjusted for inflation.

Running Costs in Cash and Constant Prices (Gross)



	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
Running Costs (€'000)	14,951	14,300	13,887	13,686	14,282	14,673	14,146	14,764	15,410	17,017
Variance (%)		-4.4%	-2.9%	-1.4%	4.4%	2.7%	-3.6%	4.4%	4.4%	10.4%
Running Costs (Constant Prices €'000)	14,951	14,343	13,832	13,605	14,044	14,330	13,815	13,511	13,099	14,071
Variance (%)		-4.1%	-3.6%	-1.6%	3.2%	2.0%	-3.6%	-2.2%	-3.1%	7.4%
Rol Consumer Price Index	100.0	99.7	100.4	100.6	101.7	102.4	102.4	109.3	117.6	120.9

The running costs figures exclude costs recovered through Government Grant Aid but include costs associated with commercial income activity and pay associated with Capital Projects that was capitalised during the year.



Source of Finance

Irish Lights provides its services around all the Island of Ireland. Following a three year trial period on 1 April 2018 the Irish Department of Transport and the UK Department for Transport put in place a new funding agreement whereby 85% of the total net cost of Irish Lights operations in Ireland are to be met by funding sources in Ireland, i.e. Light Dues collected in Irish Ports and an Irish Government contribution with the balance of 15% to cover activities in Northern Ireland funded from UK Light Dues.

Light Dues collected in the UK and Ireland are received into the General Lighthouse Fund (GLF) along with the Irish Government contribution for Irish Lights. For the financial year 2023/24 the Irish Government contribution was €6.8m (2022/23 - €6.0m).

Irish Lights in turn is financed on a weekly basis from advances made by the UK DfT

from the General Lighthouse Fund (GLF). For the purposes of these accounts the GLF advances are credited to the SoCNI.

Light Dues

The UK and Ireland operate a common light dues charging zone. This means that light dues certificates issued in one zone are recognised in the other jurisdiction. Charges are capped at 40,000 tonnes with a maximum of nine certificates in any one year. The rates are set by the respective Ministers and currently stand (2023/24) at 60 cent per tonne in Ireland and 45.0 pence per tonne in the UK, an increase of 4.0 pence on 2022/23.

Irish Lights Dues in 2023/24 came in at €7.5m (2022/23 €7.3m) for the year, an increase of 3.4% on the previous year. The overall increase reflected the increase cruise ship and car carrier arrivals and increasing direct shipments of goods via RoRo from Ireland to continental Europe. The main category experiencing a decrease was dry bulk

predominantly into the Shannon Foynes area.

Light Dues income in Northern Ireland was €1.5M in the year (€1.5m 2022/23) with the increases on general cargo, tanker and container offset by a reduction in cruise arrivals. Overall, UK Light Dues were up 7.1% on the previous year. This increase is primarily due to the increase in the UK light dues rate from 41.0p to 45.0p per net tonne in 2022/23.

The light dues collected in Ireland and Northern Ireland are forwarded to the GLF. Light dues collected by the three General Lighthouse Authorities TH, NLB and Irish Lights are included as income in the GLF Annual Report and Accounts and do not form part of these accounts.

Yvonne Shields O'Connor

Chief Executive and Accounting Officer
27 September 2024

Ballycotton Lighthouse



3.

Accountability Report

3.1 Corporate Governance Report

Irish Lights is committed to maintaining the highest standards of corporate governance in accordance with the DfT Framework Document for the General Lighthouse Authorities. In February 2024, Irish Lights reviewed the Irish Code of Practice for the Governance of State Bodies (August 2016 as amended). In line with the requirements of the Code to 'comply or explain' Irish Lights submitted a detailed report to DoT. Irish Lights also takes account of the UK Code on Corporate Governance in Central Government Departments (April 2017 and updates) and arrangements are in place to ensure that governance structures and internal controls encompass the main principles of these codes and where relevant specific guidelines are adapted for implementation. The cornerstones and highlights of Irish Lights Governance include.

- An independent non-executive Board of Commissioners.
- An Audit and Risk Committee which operates in line with the HM Treasury Audit and risk assurance committee handbook, incorporating the principles advocated in the UK Government's "Orange Book"; Management of Risk – Principle and Concepts.
- A comprehensive Risk Management Framework which is formally reviewed by the Board, Executive and Senior Managers on a biannual basis and in practice is considered as part of the control of all key projects and activities.
- Irish Lights Corporate Governance Manual and supporting policies.
- DfT Framework Document 2017.
- A Tri-GLA Triennial Risk Management Review undertaken by the three GLAs in 2021.
- Internal Audits undertaken by the Government Internal Audit Agency (GIAA).
- External Audit by the National Audit Office (NAO) who independently review the Irish Lights Annual Report and Accounts as part of their audit of the consolidated GLF Annual Report and Accounts and report on their findings to the Audit and Risk Committee.
- There is an annual Corporate Plan budgetary approval process managed by the DfT with input and approval from the DOT followed by detailed monthly management accounting reporting and analysis.
- The Annual Management Assurance Return, reviewed by the Audit and Risk Committee and submitted to the UK DfT.

- The Chief Executive in her capacity as Accounting Officer is a member of the Board with no voting rights.

All Irish Lights Commissioners are non-executive, independent Directors. Irish Lights hold Commissioners to the highest standards of probity and a Register of Interests that includes details of relevant company directorships or other significant interests held by Board members is maintained. The Board Chairman was satisfied that these did not conflict with the duties and responsibilities of Board members as non-executive Directors of the Commissioners of Irish Lights during 2023-24. The Board has appointed a Chief Executive and Management Team to run the day-to-day activities of the organisation.

The full Board met on nine occasions during the year to the inclusion of six normal Board Meeting and three workshops covering property, environmental matters, the ship replacement project, cyber security and a review of the Irish Lights 5-year strategy Safe Seas – Connected Coasts 2018-2024. Certain matters were considered at all Board meetings including the Chief Executive's operational report, finance report, AtoN performance reports, capital projects, requests for statutory sanctions and where applicable reports from Board sub-committees and the Tri-GLA JSB.

3.1.1 Directors Report

The Board of Irish Lights is comprised of:

- Up to twelve co-opted Commissioners.
- The Lord Mayor of the city of Dublin plus three Councillors of the City of Dublin (ex officio Commissioners).

The Board reviewed the annual reports on health and safety, superintendence of local aids to navigation and lighthouse authorities, climate action roadmap progress together with property plans and the GLI development plan and regular updates to key organisational policies and top organisational risks.

The Board approved the 2022-23 Annual Report and Accounts, the 2023 Charities Regulatory Compliance Record, the 2024-29 Corporate plan, annual delegated authorities, election of four new Commissioners, election of office bearers, relevant HR policies and the

preliminary business case for the replacement of the Granuaile and the extension of the Tri-GLA Helicopter contract.

Membership of the Board during 2023/24 was as follows:

Co-opted Commissioners

Mark Barr (Chairman & Office Bearer)
Sinead Casey (Commenced 21, July 2023)
Kieran Crowley (Resigned 31, December 2023)
Frank Daly (Commenced 21, July 2023)
David Delamer
Adam Grennan (Vice Chairman & Officer Bearer)
Olive Hill
Andrew Jones
Paula Kelleher (Commenced 21, July 2023)
Dan Maher

Tom McMahon (Commenced 21, July 2023)
Sally Montgomery
Donal O'Mahony (Resigned 31, December 2023)

Ex-officio Commissioners (Representatives of Dublin City Council)

Councillor Dermot Lacey
Councillor Danny Byrne
Councillor Donna Cooney

Executive Board Members

Yvonne Shields O'Connor (Chief Executive)

Board Membership and Committee Structures

Name	Board Meetings	Board Workshops	Audit & Risk Committee	Remuneration Committee	Nominations Committee	Corporate Management Committee
Commissioners:						
Mark Barr (Chairman)	6/6 (C)	3/3	-	(1/1C)	1/1(C)	-
Councillor Danny Byrne	4/6	2/3	-	-	-	-
Sinead Casey	3/6	3/3	1/1	-	-	-
Councillor Donna Cooney	5/6	3/3	-	-	-	-
Kieran Crowley	5/6	3/3	4/4	1/1	1/1	-
Frank Daly	4/6	3/3	4/4 (C)	1/1	-	-
David Delamer	6/6	2/3	-	-	1/1	1/1
Adam Grennan (V Chair)	5/6	3/3	4/4	-	1/1	-
Olive Hill	5/6	3/3	2/3	-	-	1/1
Andrew Jones	6/6	3/3	-	1/1	-	-
Paula Kelleher	4/6	3/3	-	-	-	-
Councillor Dermot Lacy	5/6	2/3	-	-	-	-
Dan Maher	6/6	3/3	4/4	-	-	-
Tom McMahon	4/4	3/3	-	-	-	-
Sally Montgomery	6/6	2/3	-	-	1/1	1/1
Donal O'Mahony	4/5	3/3	3/3	-	-	1/1 4 (C)
Yvonne Shields O'Connor	6/6	3/3	4/4	1/1	1/1	-

* Note (C) denotes Chairman of Committee at year end

Note, other than the Chief Executive Ms Shields O'Connor, who is a full-time employee, no other Board Member receives remuneration for their services. In aggregate, expenses paid to and behalf of Board Members in respect of their duties were €5,018 (2022/23 €5,266). These expenses primarily relate to travel, subsistence and accommodation.

The following committees of the Board are established to co-ordinate key activities:

a) Audit and Risk Committee Review

The Audit and Risk Committee is established to advise the Board and the Chief Executive Officer / Accounting Officer on issues relating to management controls, the financial stewardship of the funds at the Board's disposal, risk, compliance and corporate governance issues and the systems of internal control. The Committee also meets with the Group Head of Internal Audit of the GIAA and the NAO to review the Annual Report and Accounts and to discuss any observations raised by the Auditors in their Report to those Charged with Governance.

The Irish Lights Audit and Risk Committee met on four occasions in the year ended 31 March 2024. The

main activities for the year included the review of the 2022/23 Annual Report and Accounts with a particular focus on the five-year asset valuation exercise and the recommendation that they be formally approved by the Board. Together with the CEO as Accounting Officer, the Committee reviewed the GIAA the internal audit plan, completed audit reports and the Committee tracked implementation of audit recommendations. On risk management the Committee reviewed the Irish Lights risk register and the updated risk assurance map. The annual management assurance return (MAR) to the UK DfT was reviewed together with progress on previous years action recommendations. The Committee also reviewed updates on the Business Continuity Maintenance programme and General Data Protection Regulation status, Charities Regulator annual returns and compliance form return.

b) Remuneration Committee

The Remuneration Committee met once in November 2023.

c) Nominations Committee

The Nominations Committee is responsible for managing the process of the selection of new Commissioners / Board members. Following a skills audit of the expertise and experience of existing non-executive Directors, Irish Lights advertised for four new Board members in January 2023. A sub-committee of the Nominations Committee along with representatives from the Department of Transport (Ireland) and Department for Transport (UK) interviewed shortlisted candidates who were subsequently recommended to the Board for election. The names of the four new Commissioners (2 female, 2 male) were submitted to the Department of An Taoiseach and approved by government in May 2023. Following induction, the new Commissioners joined the Board in July 2023.



The Board of Commissioners of Irish Lights 2024.

d) The Working Inspection Committee

The Working Inspection Committee is an advisory committee to the Board with responsibility for reviewing the practical implementation of Board policy around the coast. Fourteen Board members across two teams completed two detailed working inspections of Lighthouse stations and other AtoN infrastructure on the South-West and West – North West Coasts of Ireland in July and August 2023.

e) The Corporate Management Committee

The Corporate Management Committee met on 6th October 2023 and considered the Corporate Plan covering the period 2024 to 2029 with a focus on delivery of targets in the final year of the five-year strategy 'Strategy Safe Seas – Connected Coasts'. The budget to achieve targets for 2024-25 was reviewed and recommended to the Board for approval.

f) Tri-GLA JSB

The JSB supports the co-ordination of tri-GLA activity and ensures that improvements and efficiencies in Tri-GLA performance are achieved. The JSB met on two occasions in May and in November 2023. Key issues discussed included, a 10 year review of the JSB and agreement on a new strategic roadmap, tri-GLA helicopter service and planning for a new contract, Global Navigation Satellite System (GNSS) vulnerability, GLA efficiencies, Corporate Plans, cyber security, new vessel procurement and Tri-GLA research and development.

Board Effectiveness

The Irish Lights Board comprises individuals with deep knowledge and experience in core and diverse sectors of relevance to the activities of the organisation. Keeping up to date with key organisational, technical, policy and stakeholder requirements and developments is essential for the Board in terms of maintaining and enhancing effectiveness.

In line with its corporate governance guidelines, the Board of Irish Lights completes an appraisal of its performance every year. This consists of

a self-assessment questionnaire which is completed by all Board members. The review covered the following topics strategy and implementation, risk and crisis management, corporate ethics, monitoring organisation performance, management evaluation, communicating with stakeholders, board dynamics and contributions.

A separate self-assessment checklist was completed by members of the Audit and Risk Committee and covered areas recommended by HM Treasury.

Office and Advisers

Principal Office

Harbour Road, Dun Laoghaire, Co Dublin, A96 H500

External Auditors¹

Comptroller and Auditor General
National Audit Office
157 Buckingham Palace Road
Victoria, London, SW1W 9SP

Internal Auditors

Government Internal Audit Agency (GIAA)
10 Victoria Street,
Westminster,
London, SW1H 0NN

Bankers

Bank of Ireland
39 St. Stephen's Green East
Dublin 2

Bank of Ireland
P.O. Box 13
Donegal Place, Belfast BT1 5BX

Solicitors

Mullany Walsh Maxwells
19 Herbert Place, Dublin 2

O'Reilly Stewart
Courtside House
75-77 May Street
Belfast, BT1 3JL

Philip Lee LLP
7/8 Wilton Terrace, Dublin 2

1 It should be noted that the NAO review the Irish Lights Annual Report and Accounts as part of their audit of the consolidated General Lighthouse Fund Annual Report and Accounts. However, they do not provide an audit opinion on the Irish Lights Annual Accounts.

3.1.2 Statement of Accounting Officer's Responsibilities

Under section 218 (1) of the Merchant Shipping Act 1995 the Secretary of State for Transport, with the consent of HM Treasury, has directed Irish Lights to prepare for each financial year a statement of accounts in the form and on the basis set out in the Accounts Direction. The accounts are prepared on an accruals basis and must give a true and fair view of the state of affairs of Irish Lights and of income and expenditure, cash flows and changes in equity for the financial year.

In preparing the accounts, the Accounting Officer is required to comply with the requirements of the Government Financial Reporting Manual (FRoM) and in particular to:

- Observe the Accounts Direction issued by the Secretary of State for Transport including the relevant accounting and disclosure requirements, and apply suitable accounting policies on a consistent basis;
- Make judgements and estimates on a reasonable basis;
- State whether applicable accounting standards as set out in the FRoM have been followed, and disclose and explain any material departures in the accounts;
- Prepare the accounts on a going concern basis.

The Accounting Officer of the UK DfT has designated the Chief Executive as Accounting Officer of Irish Lights. The responsibilities of the Accounting Officer include accountability for the regularity of the funds allocated to Irish Lights and keeping proper records and accounts in its capacity as a GLA. As far as we are aware there is no relevant information of which the auditors are unaware. All steps have been taken to ensure that all relevant information has been made available to the auditors.

The Accounting Officer is required to confirm that the annual report and accounts as a whole is fair, balanced and understandable and that she takes personal responsibility for the annual report and accounts and the judgments required for determining that they are fair, balanced and understandable.

3.1.3 Governance Statement

Overview

The Board has in place specific arrangements to comply with the requirements set out by the UK DfT Framework Document for the GLAs, dated 29 June 2017. This Framework Document sets out the relationship between the Secretary of State for Transport (via the UK DfT) and the GLA in matters of business and finance and aims to provide a clear understanding of their respective duties, statutory and Accounting Officers responsibilities under relevant legislation. Irish Lights also takes account of the Code of Practise for the Governance of State Bodies (2016 as amended).

Risk Management

Accounting Officer Responsibility for Risk Management

The Chief Executive, as accounting officer is responsible for safeguarding the GLA funds and assets for which she is personally responsible, in accordance with the principles set out in HM Treasury's Managing Public Money.

Internal Control

The system of internal control is designed to manage risk to a reasonable level rather than to eliminate all risk of failure; it can therefore only provide reasonable and not absolute assurance of effectiveness. The system of internal control is based on an on-going process designed to identify and prioritise the risks to the achievement of Irish Lights policies, strategy, aims and objectives, to evaluate the likelihood of those risks being realised and the impact should they be realised, and to manage them efficiently, effectively and economically. The system of internal control has been in place in Irish Lights for the year

ended 31 March 2024 and up to the date of approval of the Annual Report and Accounts.

Risk Management Policy

Irish Lights has a risk management framework in place covering risk policy, a corporate risk register and a system of Management and Board review. The policy focuses on embedding a culture of risk awareness and responsibility, identifying and documenting risks and uncertainties, taking balanced and considered action to mitigate problems and capitalise on opportunities and ensuring business decisions at all levels are informed by an understanding of risks and opportunities.

Risk Management and Monitoring

The culture of Irish Lights is one of close management and control of risks. The Director of Corporate Services is the risk management champion for the organisation. Every risk has an owner and co-owner responsible for the management of that risk. The process of embedding the risk management approach into the organisation has included:

- Development and regular review of the Risk Register with the involvement of Directors and key Managers.
- Irish Lights risk assurance map detailing the three lines of Defences across all aspects of Irish Lights operations.
- Internal audit deriving their audit plan from risks listed on the register.
- Risk proofing the annual Corporate Plan.
- An identifiable risk appetite whereby risks are considered on a risk-by-risk basis and in general for most risks facing Irish Lights our appetite would be considered 'averse'.
- Each risk is considered in terms of the probability of the risk event occurring and the impact of the occurrence and whether it should be treated, tolerated, transferred or terminated.

- Irish Lights in conjunction with the other two GLAs produced a Triennial Risk Management Review in 2021 which contains the business risks, risk management policy, and strategy for the GLAs.

External Input to Navigation Risk Management

External stakeholders are involved in a continuing dialogue on risks. This involves User and Provider Committees, general and ongoing consultation with marine sector representatives, relevant departments and agencies and the Lights Advisory Committee. Indications continue to show that this approach is improving the extent and quality of user engagement.

Changes to Risk Profile

The significant key changes to the risk profile of Irish Lights during the year ended 31 March 2024 were:

- *Continued Tri-GLA Procurement following the UK's departure from the EU.* Irish Lights has benefited financially from procurement collaboration with TH and NLB. The implementation of separate EU/UK procurement regulations following the UK's departure from the EU had effectively blocked future Tri-GLA procurement frameworks. In August 2023, the Irish and UK Governments put in place a new international agreement that will facilitate the continued operation of Tri-GLA procurement and follow on cost savings thereby reducing this risk to Irish Lights.
- *Inflation and cost increases:* The general level of relatively high inflation (17%+ in the three years to March 2024) created by broader macro-economic and political events over this period has driven both operational and capital cost increases for of Irish Lights with follow on pressure on funding to sustain the continued high service levels provided by Irish Lights.

- **ILV Granuaile Ship Replacement delays:** Irish Lights is planning the replacement of Granuaile in 2029 and has submitted a preliminary business case to the Department of Transport. Delays in meeting this time target will increase maintenance cost, risk higher ship downtime along with Irish Lights not meeting its carbon emissions targets.
- **Cyber Security.** Irish Lights continues to focus on the ever changing cyber threat landscape and proactively conducts and addresses findings from a range of controls including vulnerability scanning, internal and external penetration tests and the employee awareness and education initiatives.

Management Assurance Return (MAR)

The MAR sets out various statements relating to assurance activities, business delivery, financial management, staff management and other matters of significance. Also, the MAR returns are a key part of the governance framework within the UK DfT. The UK DfT Group Audit Committee view these returns as a primary source of assurance and it supports the Department's Accounting Officer in making his/her annual Governance Statement in the Department's Annual Report and Accounts. Following a review by the Audit and Risk Committee the Irish Lights MAR was approved by the Chief Executive and submitted to the UK DfT on 31 March 2024.

Head of Internal Audit Opinion

The head of internal audit annual report has provided an overall 'Moderate' opinion for the year. The report is an independent, evidence-based assurance regarding the overall adequacy and effectiveness of the organisation's framework of governance, risk management and control.

The annual opinion and report summarises and relies upon GIAA internal audit activity delivered for Irish Lights between 1 April 2023 and 31 March 2024 and other external and internal assurances. Three audits were undertaken by GIAA during the year and covered Knowledge Management, Risk Mitigation and an expanded audit of Financial Controls. The audit of Risk Mitigation enabled the opinion to place an enhanced level of reliance on Irish Lights own risk management processes when considering the overall opinion. The report considered Irish Lights framework of internal control to be fundamentally adequate and effective, with some opportunities for improvement.

Procedures for Procurement

Irish Lights has an appropriate Public Procurement process, which is compliant with the current value thresholds for the application of EU and national rules. Competitive tendering is standard procedure in this procurement process.

General Data Protection Regulation (GDPR)

There were no reportable data breaches during the year. The Audit and Risk Committee reviewed the DPO Annual Summary Report the CEO (end of March 2024) in line with compliance requirements. The report set out detailed progress against the GIAA Data Protection Advisory Audit carried out in 2023 and the proposed audit and assurance activities for 2024-2025.

Protected Disclosures

There were no protected disclosures at Irish Lights in 2023-24. A report was forwarded to the Department of Transport on the 21 February 2024 confirming the position for the calendar year 2023.

Review of Systems of Internal Control

Acting in the role of Accounting Officer, I have responsibility for reviewing the effectiveness of the systems of internal control and governance. My review of the effectiveness of the systems of internal control and governance is informed by the work of the internal auditors, Audit and Risk Committee, Directors and Senior Managers within Irish Lights who have responsibility for the development and maintenance of the internal control and governance framework, and comments made by the external auditors in their Report to those Charged with Governance.

Significant Internal Control Issues

There have been no significant internal control or governance problems in the year ended 31 March 2024.

Therefore, I can report that corporate governance and risk management within Irish Lights remains robust and effective and complies with Managing Public Money (HM Treasury May 2023), the Framework Document for the GLAs (June 2017) and the general principles set out in HM Treasury's Code of Good Practice for Corporate Governance in Central Government Departments (April 2017), as far as is appropriate.

3.2 Remuneration and Staff Report

Staff Costs

Staff costs comprise:	2023/24 Total €'000	Permanently Employed Staff €'000	Others €'000	2022/23 Total €'000
Wages and Salaries	7,704	7,132	572	7,430
Social Security Costs	563	549	14	528
	8,267	7,681	586	7,958
Less Capitalised Costs ¹	(202)	(202)	-	(502)
	8,065	7,479	586	7,456
Employer Pension Contribution Costs	1,872	1,872	-	1,757
Total	9,937	9,351	586	9,213

¹Capital Irish Lights staff costs are included in the valuation of Fixed Asset additions.

Reporting of Civil Service and other compensation schemes – exit packages

Redundancy costs are paid in accordance with the provisions of the Civil Service Compensation Scheme, a statutory scheme made under the UK Superannuation Act 1972 / Irish statutory redundancy entitlements. Exit costs are accounted for in full in the year of departure. There were no exit packages in either 2023/24 or 2022/23.

Irish Lights is required to disclose the relationship between the remuneration of the highest-paid Executive in the organisation and the median remuneration of the organisation's workforce. In 2023/24, no employees received remuneration in excess of the highest-paid Executive. The total remuneration including taxable benefits paid to Chief Executive and other key management was €703,849 (2022/23 €596,800).

¹Includes the salary of the employee that left in May 2022 and the employee that joined in January 2023.

Year - 31 March 2024	25th Percentile Pay Ratio	Median Pay Ratio	75th Percentile Pay Ratio
Band of Highest paid Executive Total Remuneration (€000's)	165-170	165-170	165-170
Employee Remuneration €	32,123	52,209	65,718
Ratio	5.2	3.2	2.5

Year - 31 March 2023	25th Percentile Pay Ratio	Median Pay Ratio	75th Percentile Pay Ratio
Band of Highest paid Executive Total Remuneration (€000's)	160-165	160-165	160-165
Employee Remuneration €	30,321	50,635	60,322
Ratio	5.4	3.2	2.6

Percentage change in remuneration from the previous year:

Highest paid employee: +3.1% (2022/23 +5.80%)

Employees of the entity as a whole: +5.5% (2022/23 +5.9%)

The above % movements reflect the implementation of the national pay agreement awards during 2022/23 and 2023/24.

Employees' short-term benefits in excess of €60,000 are categorised into the following bands:

Benefit Band	Number of Employees 2023/24	Number of Employees 2022/23
€60,000 - €69,999	17	20
€70,000 - €79,999	12	6
€80,000 - €89,999	2	1
€90,000 - €99,999	6	5
€100,000 - €109,999	4	3
€110,000 - €119,999	-	-
€120,000 - €129,999	1	2
€130,000 - €139,999	3	1
€140,000 - €149,999	1	1
€150,000 - €159,999	-	1
€160,000 - €169,999	1	-

For the purposes of this disclosure, short-term employee benefits includes salary, overtime allowances and other payments made on behalf of the employee, but excludes employer's PRSI.

Civil Service Pensions

On 1 April 2014 Irish Lights pension liability was transferred into the UK Principal Civil Service Pension Scheme (PCSPS). From 1 April 2015 a new pension scheme for civil servants was introduced – the Civil Servants and Others Pension Scheme or Alpha Scheme.

These statutory arrangements are unfunded with the cost of benefits met by monies voted by Parliament each year. The PCSPS is a multi-employer defined benefit scheme in which the Commissioners for Irish Lights are unable to identify its share of the underlying assets and liabilities. Details can be found in the resource accounts of the Cabinet Office: Civil Superannuation (www.civilservice-pensions.gov.uk).

The PCSPS has four sections: 3 providing benefits on a final salary basis (Classic, Premium or Classic Plus) with a normal pension age of 60; and one providing benefits on a whole career basis (Nuvos) with a normal pension age of 65. The Alpha Scheme

provides benefits on a career average basis with a normal pension age equal to the member's State Pension Age. Pensions payable under Classic, Premium, Classic Plus, Nuvos and Alpha Schemes are increased annually in line with UK Pensions Increase legislation. Further details about the Civil Service pension arrangements can be found at the website: (www.civilservicepensionscheme.org.uk)

Irish Lights Northern Ireland based employees can opt to open a partnership pension account (PPA), a stakeholder pension with an employer contribution. Employees based in the RoI can opt to open a Personal Retirement Savings Account (PRSA) also with an employer contribution.

Employer Pension Contributions Costs

Employer contributions are payable to the PCSPS at one of four rates in the range 26.6% to 30.3% (2022/23: 26.6% to 30.3%) of pensionable pay, based on salary bands. The scheme's Actuary reviews employer contributions

every four years following a full scheme valuation. The contribution rates are set to meet the cost of the benefits accruing during 2022/23 to be paid when the member retires and not the benefits paid during this period to existing pensioners. Employee contributions are salary-related and are in the range 4.6% to 8.05% (2022/23: 4.6% to 8.05%) of pensionable earnings.

	2023/24 €'000	2022/23 €'000
Employer contributions cost	1,872	1,757

Staff Report

Average number of persons employed

The average number of whole time equivalent persons employed during the year was as follows:

	2023/24 Total	Permanently Employed staff	Others	2022/23 Total
Directly employed	110	107	3	102
Other	7	0	7	10
Staff engaged on capital projects	3	3	0	8
Total	120	110	10	120

Diversity Information

The number of Board members together with people employed on 31 March, including full-time, part-time, permanent and temporary employees:

	2023/24 Male	2023/24 Female	2023/24 Total	2022/23 Male	2022/23 Female	2022/23 Total
Board Members	9	5	14	9	3	12
Chief Executive & Directors	3	2	5	3	2	5
Managers	8	4	12	8	4	12
Other Employees	112	18	130	117	14	131

This year we show a small increase in our gender representation and it should be considered in the context of our size and capacity to adjust the profile quickly. Whilst we are seeing an increase in females in the professional services, we are significantly under-represented in areas such as engineering, coastal operations and the Ship. Our stated objective to increase our gender representation in these areas will continue to be a priority in our recruitment and retention policies and practices.

Equal Opportunities

Irish Lights is an equal opportunity employer and at every stage of recruitment, employee transfer and promotion, carefully ensures that the selection processes used in no way give any preferences based on gender, marital status, family status, sexual orientation, religion, age, disability, race or membership of the traveller community.

Disabled Employees

Irish Lights policy towards the employment of disabled people is that, in general, disablement in itself is not a barrier to recruitment or advancement; but the nature of the duties of some occupations, such as lighthouse maintenance, for health and safety reasons imposes some limitations.

Sickness Absence

During 2023/24 the percentage number of workdays lost due to sickness was 4.29% (2022/23 was 2.79%). The Chartered Institute of Personnel Development (CIPD) Report (2024) states 'Managing absence is an ongoing challenge and organisations reported less positive trends than a year ago. In their Report, 45% of employers indicated an absenteeism rate of 3-5%, with the remaining employers reporting a range of 2% - 10%.

Total days lost due to sickness amounted to 1127.5 days (2022/23 713 days). The average number of days lost per employee was 10.34 (2022/23: 6.79). Of the total amount of workdays lost, 75% were due to long term absences (i.e. over 20 continuous days leave) which increased this year due to a small number of employees experiencing longer periods of time to return to work.

Expenditure on Consultancy

During the year €31K (2022/23 €25K) was spent on Consultancy Services in relation to the provision to management of objective advice relating to strategy, structure, management or operations of the organisation, in pursuit of its purposes and objectives.

Off Payroll Engagements

There were no off payroll engagements during the year.

3.3 Parliamentary Accountability Disclosures

Explanation regarding the Audit of the General Lighthouse Fund and Irish Lights

The accounting records of Irish Lights are examined by the NAO on behalf of the UK Comptroller and Auditor General prior to consolidation in the accounts of the GLF. The GLF Accounts are formally certified by the UK Comptroller and Auditor General under the terms of Section 211 of the Merchant Shipping Act 1995 and Section 3 of the Exchequer and Audit Departments Act 1921, as amended by the National Audit Act 1983. There is no provision for a separate audit certificate to be appended to the individual authorities. This means that an audit opinion is not expressed upon them.

Losses and special payments

There are no losses or special payments that are required to be disclosed per HM Treasury Guidance.

Regularity of expenditure

The Commissioners of Irish lights have complied with the regularity of expenditure requirements as set out in HM Treasury Guidance.

Contingent Liabilities:

Protection and Indemnity

The Authority's marine protection and indemnity risks are insured through The Standard Club Ireland DAC which is a member of the International Group of Protection and Indemnity Clubs. The Club has adopted a conservative underwriting policy and concentrates on insuring vessels operating in European inland waterways, harbours and coastal trades.

The mutual method of insuring these risks includes a re-insurance programme and the payments (Unbudgeted Supplementary Calls) to cover any claims which cannot be met from funds available. The Standard Club has closed the years up to and including 2021/22

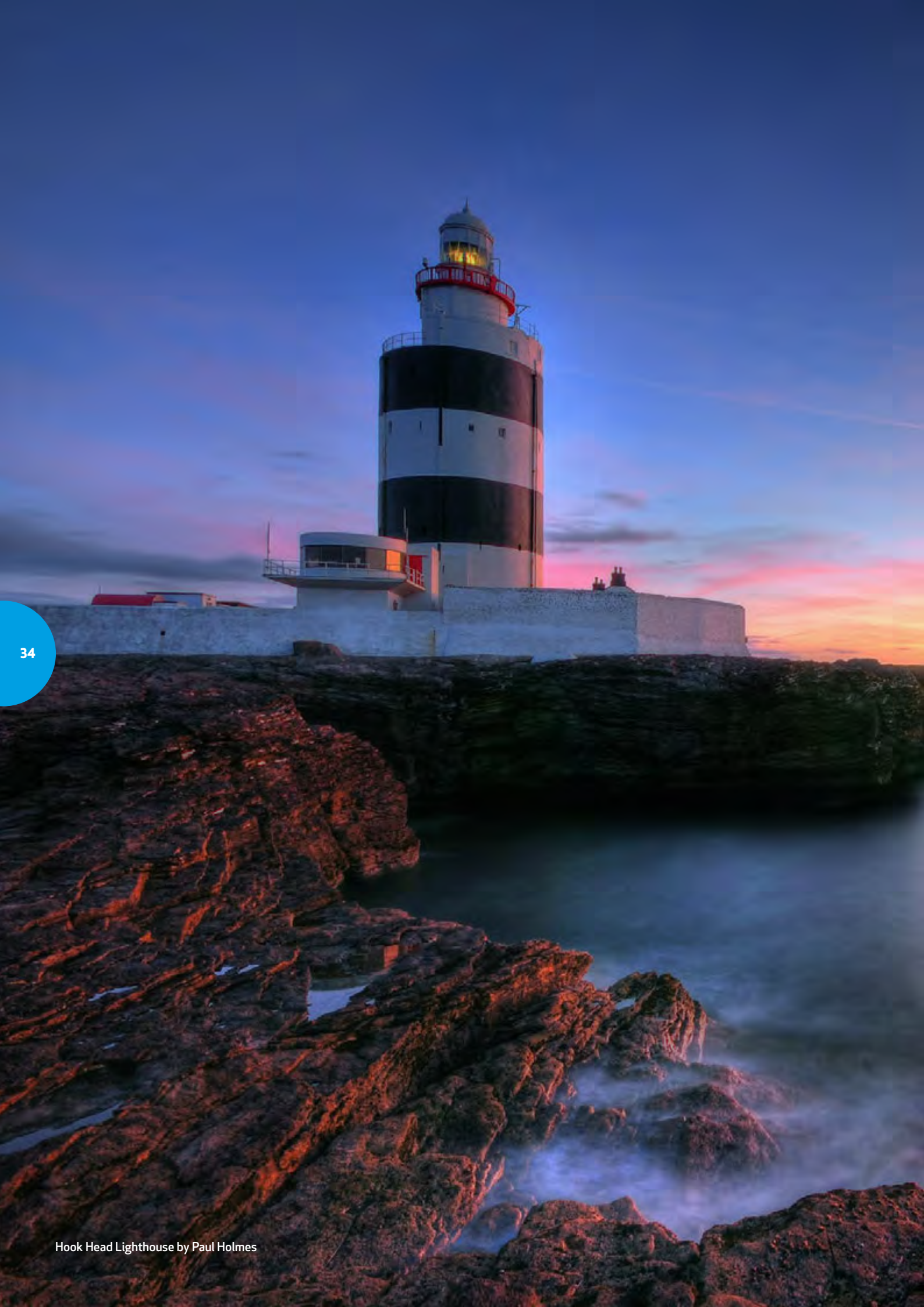
and there will be no Supplementary Call for these years. The Club have advised Irish Lights that it does not anticipate Supplementary Calls for the years 2022/23, 2023/24 and 2024/25. As a result, Irish Lights has made no provision in the Accounts for any unbudgeted and supplementary calls for any of the 3 policy years. However, in common with all members of International Group Clubs, the organisation could be liable for additional premium.

In reviewing potential protection and indemnity contingent liability consideration was given to the potential **overspill** call that might arise from the DALI Ship that collided with the Baltimore Bridge. However, it is too premature to estimate the overall cost of this casualty and is considered immaterial at this point in time.

Yvonne Shields O'Connor
Chief Executive and Accounting Officer
27 September 2024



Board Working Inspection Visit to Skellig Michael, where the OPW provided a detailed briefing on their plans to refurbish the former lightkeepers dwellings to provide essential accommodation for OPW staff, guides and other specialist in relation to the management of the UNESCO World Heritage Site at this location. Irish Lights is facilitating the OPW in relation to this by leasing the surplus property on the site to them. The OPW also provided an overview of the heritage conservation work taking place at the upper lighthouse on Skellig Michael.





Commissioners of
IRISH LIGHTS | *Navigation
and Maritime
Services*

FINANCIAL STATEMENTS

YEAR ENDED 31 MARCH 2024

Statement of Comprehensive Net Income for year ended 31 March 2024

	Notes	2023/24 €'000	2022/23 €'000
Income			
Advances from General Lighthouse Fund		16,548	16,428
Other Income	2	1,566	1,376
		18,114	17,804
Expenditure			
Staff Costs	3	8,065	7,456
Pension Costs	3	1,872	1,757
Depreciation (Owned)	7	1,890	2,105
Depreciation (Leased)	8	300	242
Amortisation	9	53	110
Loss/(Reversal of Loss) on Revaluation of Property, Plant & Equipment	6	1,457	1,808
Other Expenditures	4	6,851	5,888
		20,488	19,366
		(2,377)	(1,562)
Net Income / (Expenditure)			
Interest	5	(40)	(34)
Revaluation of Investment Properties Gain/(Loss)	10	158	58
		(2,256)	(1,538)
Net (Deficit)/Income after interest			
Statement of Other Comprehensive Net Income			
Asset Revaluations Gain/(Loss)	6	657	1,005
		(1,599)	(533)
Total Comprehensive Income / (Expenditure)			

All results derive from continuing operations

The accounting policies and notes on pages 40 to 59 form part of these accounts

Statement of Financial Position as at 31 March 2024

	Notes	2023/24 €'000	2022/23 €'000
Non-current assets:			
Property, plant and equipment (Owned)	7	44,424	45,669
Property, plant and equipment (Leased)	8	3,018	2,624
Intangible Assets	9	81	134
Investment Assets	10	2,107	1,948
Heritage Assets	12	339	339
Total non-current assets		49,969	50,714
Current Assets:			
Assets classified as held for sale	11	474	563
Inventories	13	810	686
Trade and other receivables	14	1,148	882
Cash and cash equivalents	15	278	544
Total current assets		2,710	2,675
Total assets		52,679	53,389
Current Liabilities:			
Trade and other payables	16	(3,766)	(3,437)
Provisions: Current Element	20	(172)	(351)
Total current liabilities		(3,938)	(3,788)
Non-current assets plus/less net current assets/liabilities		48,741	49,601
Non-current liabilities:			
Provisions	20	(469)	(179)
Other payables	16	(3,394)	(2,945)
Total non-current liabilities		(3,863)	(3,124)
Assets less liabilities		44,878	46,477
Reserves:			
Accumulated Reserve		18,175	19,745
Revaluation Reserve		26,703	26,732
Total		44,878	46,477

Yvonne Shields O'Connor
Chief Executive and Accounting Officer
27 September 2024

Statement of Cash Flows for the year ended 31 March 2024

	Notes	2023/24 €'000	2022/23 €'000
Cash flows from operating activities:			
Net Surplus/ (Deficit) after interest		(2,256)	(1,538)
(Profit)/Loss on disposal of property, plant and equipment and intangible assets		2	167
Depreciation (Owned)	7	1,890	2,105
Depreciation (Leased)	8	454	441
Amortisation	9	53	110
Asset Revaluation:			
- (Reversal of Loss)/ Loss on Revaluation of Property, plant and equipment	6	1,457	1,808
- (Upward)/ Downward valuation on Assets held of behalf of a Third Party	6	-	(137)
- (Upward)/ Downward valuation on Investment Assets	6	(158)	(58)
(Increase)/Decrease in trade and other receivables		(266)	(254)
(Increase)/Decrease in inventories		(124)	(96)
Increase/(Decrease) in trade payables		387	(136)
Use of provisions		111	(51)
Net cash inflow /(outflow) from operating activities		1,550	2,361
Cash flow from investing activities:			
Purchase of property, plant and equipment	7	(1,371)	(1,941)
Purchase of intangible assets	9	-	(11)
Proceeds from disposal of property, plant and equipment		13	-
Net cash outflow from investing activities		(1,358)	(1,952)
Cash flows from financing activities			
Capital element of payments in respect of finance leases		(458)	(420)
Net cash flow from financing activities		(458)	(420)
Net cash flow from all activities		(266)	(11)
Net Increase/(Decrease) in cash and cash equivalents in the period	15	(266)	(11)
Cash and cash equivalents at the beginning of the period	15	544	555
Cash and cash equivalents at the end of the period	15	278	544

Statement of Changes in Reserves for the year ended 31 March 2024

	Accumulated Reserve €'000	Revaluation Reserve €'000	Total Reserve €'000
Balance at 1 April 2022	20,674	26,336	47,010
Transfers between reserves	585	(585)	-
Retained (Deficit)/ Surplus (SoCNI)	(1,538)	-	(1,538)
Asset Revaluations	-	1,005	1,005
Release of Reserve on Asset Disposal	24	(24)	-
Balance at 31 March 2023	19,745	26,732	46,477
Transfers between reserves	678	(678)	-
Retained (Deficit)/ Surplus (SoCNI)	(2,256)	-	(2,256)
Asset Revaluations	-	657	657
Release of Reserve on Asset Disposal	8	(8)	-
Balance at 31 March 2024	18,175	26,703	44,878



Notes to the Accounts for the Year Ended 31 March 2024

Key Accounting Issues

Basis for preparation of Accounts

These Accounts are prepared by Irish Lights in respect of its function as the GLA for the whole island of Ireland and its adjacent seas and islands in accordance with a directive made by the UK DfT under the powers of the Secretary of State contained in Section 664 of the Merchant Shipping Act 1894 and Section 218 of the Merchant Shipping Act 1995.

These Accounts are subsequently consolidated to form part of the GLF Accounts.

1. Accounting Policies

a) Accounting Convention

These accounts have been prepared in accordance with the 2023/24 UK FReM issued by HM Treasury. The accounting policies contained in the FReM follow International Accounting Standards (IAS) as adopted or interpreted for the public sector. Where the FReM permits a choice of accounting policy, the accounting policy which has been judged to be the most appropriate to the particular circumstances of the GLF for the purpose of giving a true and fair view has been selected. The GLFs accounting policies have been applied consistently in dealing with items considered material in relation to the accounts. In addition, the GLAs accounts have been prepared in accordance with the accounts direction issued by the Secretary of State for Transport.

For the purposes of local publication of the Annual Report and Accounts in Ireland, Irish Lights has departed from the UK Government FReM with regard to executive remuneration reporting and has followed the Irish recommended reporting protocol.

b) Going Concern

The Statement of Financial Position at 31 March 2024 shows net assets of €44,878k (31 March 2022 €46,477k).

The UK DfT has approved the sanction of the cash required to meet Irish Lights costs as set out in its Corporate Plan for 2024/25 and there is no reason to believe that the UK DfTs approval will not be forthcoming for future years. The Board has considered the current and future position of Irish Lights and have concluded that the going concern basis for the preparation of these Financial Statements is appropriate.

c) Intangible Assets

Computer Software has been capitalised and is amortised on a straight-line basis over the estimated useful economic operating life of between 3 to 5 years of the asset. Intangible Assets are shown at cost less amortisation. Intangible licences have been capitalised at cost and are amortised over the life of the licence. Amortisation is on an annual basis and is commenced in the financial year after original purchase or when the asset is brought into use and is continued up to the end of the financial year in which the sale or disposal takes place. Assets in the course of construction are not amortised. If an intangible asset cannot be revalued because there is no active market for assets of that type the intangible assets are carried at cost less any accumulated amortisation and impairment losses.

d) Non-Current Assets and Depreciation

Capitalisation

Non-current assets are recognised where the economic life of the item of property plant and equipment exceeds one year; the cost of the item can be reliably measured; and the original cost is greater than €8,000. Assets are recognised initially at cost, which comprises purchase price, any costs of bringing assets to the location and condition necessary for them to be capable of operating in the manner intended, and initial estimates of the costs of dismantling and removing the assets where an obligation to dismantle or remove the assets arises from their acquisition or usage.

Subsequent costs of day-to-day servicing are expensed as incurred. Where regular major inspections of assets are required for their continuing operation, the costs of such inspections are capitalised and the carrying value of the previous inspection is derecognised, for example Dry Dock and Repair of ships. Expenditure on renewal of structures is capitalised when the planned maintenance spend enhances or replaces the service potential of the structure. All routine maintenance expenditure is charged to the SoCNI.

Internal staff costs that can be attributed directly to the construction of an asset, including renewals of structures are capitalised.

Operating software, without which related hardware cannot operate, is capitalised, with the value of the related hardware, as property, plant and equipment. Application software, which is not an integral part of the related hardware, is capitalised separately as an intangible non-current asset.

Any gains or losses on the eventual disposal of property, plant and equipment are recognised in the SoCNI when the asset is decommissioned. Gains are not classed as revenue.

Valuation

After recognition, the item of Property, plant and equipment is carried at Fair Value in accordance with IAS 16 and the current FReM.

The assets are expressed at their current value at regular valuation or through the application of Modified Historic Cost Accounting.

For assets of low value and/or with a useful life of 5 years or less, depreciated historic cost (DHC) is considered as a proxy for fair value.

Asset Class	Valuation Method	Valued by
Non Specialised Land & Buildings	Fair Value, using Existing Use Valuation principles	Royal Institution of Chartered Surveyors (RICS) Valuation Statement (UKVS) 1.1 Professional valuation every 5 years. Value plus indices in Intervening years.
Specialised Property	Fair Value using Depreciated Replacement Cost principles (DRC)	RICS Valuation Statement (UKVS) 1.1 Professional valuation every 5 years. Value plus indices in Intervening years.
Non Operational Property*	Market Value	Specified as Obsolete, Assets Held for Sale or Investment Assets. Professional valuation annually.
Tenders and Ancillary Craft	Fair Value	Professional valuation annually.
Buoys	Fair Value	Internally using MV of recent purchases, then on an annual basis using MV of recent purchases, or recognised indices, as appropriate.
Beacons	Fair Value	RICS Valuation Statement (UKVS) 1.1 (valued at DRC if specialised and defined as such under the RICS Red Book) valuation every 5 years, Value plus indices in intervening years.
Plant, Machinery & IT Equipment - Low Value or short life	Depreciated Historic Cost	N/A
Plant & Machinery – Not included above.	Fair Value	RICS Valuation Statement (UKVS) 4.1 & 4.3 Professional valuation as base cost, plus indices annually thereafter/ Professional valuation annually.
Plant and Machinery at Lighthouses	Fair Value using DRC principles	UKVS 1.1 (valued at DRC if specialised and defined as such under the RICS Red Book) Professional valuation every 5 years, Value plus indices in intervening years.
Heritage Assets	Market Value/ Valuation for Insurance Purposes	Professionally valued by O'Reilly's Auction Rooms 1948 Ltd.

*Non Operational in this context relates to property that is not required for Irish Lights to carry out its statutory function.

Where assets are re-valued through professional valuation or through the use of indices, the accumulated depreciation at the date of revaluation is eliminated against the gross carrying amount of the asset and the net amount restated to the re-valued amount of the asset. If the assets' carrying amount is increased as a result of revaluation, the increase is recognised in other comprehensive income and accumulated in equity in the Revaluation Reserve. However, the increase shall be recognised in the SoCNI to the extent that it reverses a revaluation decrease of that class of asset previously recognised in profit and loss. If the assets' carrying amount is decreased as a result of revaluation, the decrease is recognised in the SoCNI. However, the decrease shall be recognised in other comprehensive income to the extent of any credit balance existing in the revaluation reserve. The decrease recognised in other comprehensive income reduces the amount held in the revaluation reserve in respect of that asset.



Working taking place to connect the solar panels on one of the three solar arrays at the Tuskar Rock Lighthouse during the significant project to solarise the lighthouse.



Depreciation

Depreciation is calculated on an annual basis and is commenced in the financial year after original purchase or when the asset is brought into use and is continued up to the end of the financial year in which the sale or disposal takes place. Assets in the course of construction are not depreciated.

Depreciation is charged on a straight line basis having regard to the estimated operating lives as follows:

Categories	Depreciation Lives
Land and Buildings	
Land	Not Depreciated
Lighthouses (Building Structure)	25-100 years
Other Buildings	50 years
Tenders and Ancillary Craft	
Tenders	25 years
Tenders (Dry Dock and Repair)	2.5 years
Workboats	Up to 25 years
Buoys and Beacons	
Steel Buoys	Up to 50 years
Beacons	Up to 100 years
Plastic Buoys	10 years
Solarisation Costs	10 years
Plant and Machinery	
Lighthouses	15-25 years
Automation equipment	15-25 years
Racons & Radio Beacons	15 years
Depots and Workshops	10 years
Office Equipment	Up to 10 years
Vehicles	5-15 years
Computers – Major systems	5 years
Computers – Other	3 years
AIS Equipment	7-10 Years

e) Leases

Scope and classification

In accordance with International Financial Reporting Standards (IFRS) 16, contracts, or parts of a contract that convey the right to use an asset in exchange for consideration are accounted for as leases. The FReM expands the scope of IFRS 16 to include arrangements with nil consideration. Contracts for services are evaluated to determine whether they convey the right to control the use of an identified asset, as represented by rights both to obtain substantially all the economic benefits from that asset and to direct its use. In such cases, the relevant part is treated as a lease. Low-value items are excluded from lease treatment, defined as items costing less than €8,000 when new, provided they are not highly dependent on or integrated with other items. Contracts with a term shorter than twelve months are also excluded. The lease term comprises the non-cancellable period, together with any extension options it is reasonably certain will be exercised and any termination options it is reasonably certain will not be exercised.

Initial recognition

At the commencement of a lease (or the IFRS 16 transition date, if later), the GLF recognises a Right of Use (RoU) asset and a lease liability. The lease liability is measured as the sum of payments, net of value added tax, for the remaining lease term (as defined above), discounted either by the rate implicit in the lease, or, where this cannot be determined, the incremental cost of government borrowing provided by HM Treasury. The payments included in the liability are those that are fixed or in-substance fixed, excluding charges arising, for example, from future rent reviews or changes in an index.

The RoU asset is measured at the value of the liability, adjusted for: any payments made before the commencement date; lease incentives received; incremental costs of obtaining the lease; and any disposal costs at the end of the lease. However, where the lease requires nominal consideration (a

type of arrangement often described as a “peppercorn” lease), the asset is measured at its existing use value.

Subsequent Measurement

RoU assets are subsequently measured using the fair value model. The GLF considers that the cost model is a reasonable proxy for the fair value model for leases of items other than land and property, and for leases of land and property with regular rent reviews. For other leases, the asset is carried at a revalued amount using professional valuation where it is practical to do so and material to the accounts. The liability is adjusted for the accrual of interest, repayments, reassessments and modifications. Reassessments and modifications are measured by re-discounting the revised cash flows; the impact is reflected in the liability and either in the asset valuation or expenditure.

Lease Expenditure

Expenditure includes interest, straight-line depreciation, any asset impairments and any change in variable lease payments not included in the measurement of the liability during the period in which the triggering event occurred. Lease payments are debited against the liability. Rental payments for leases of low-value items or for those shorter than twelve months are expensed.

Leases as the Lessor

Where the GLF acts as lessor, it assesses whether those leases are finance or operating leases. For finance leases, it derecognises the asset and recognises a receivable. Interest is accrued throughout the financial year and is recognised in income. For operating leases, rental income is recognised on a systematic basis, usually straight-line, over the lease term.

Estimates and judgements

For embedded leases, the GLF determines the amounts to be recognised as the RoU asset and lease liability based on the stand-alone price of the lease component and the non-lease component or components. This determination reflects the prices for

leases of the underlying asset, where these are observable; otherwise, it maximises the use of other observable data, including the fair values of similar assets, or prices of contracts for similar non-lease components. Some contracts cover both a lease of land which the lessee controls and rights of access through adjacent land which the lessee does not control. In more remote locations, where stand-alone prices are not readily observable, the GLF has elected to take the practical expedient of treating the entire contract as a lease.

The FReM requires that RoU assets held under “peppercorn” leases should be measured at existing use value. These leases include historic, long-term leases as well as more recent arrangements. The GLF has distinguished these from leases in which the consideration is low, but proportionate to the asset’s value (for example, the lease of a small area of land with few alternative uses). This distinction reflects, so far as possible, recent, observable market arrangements for comparable assets (for example, current rentals). When an existing use value is required for low value or peppercorn leases, this is calculated based on similar arrangements within the estate i.e. using current rentals for similar property as a proxy. If similar arrangements are not available a professional valuation is sought.

f) Inventories

Inventories of consumables, engineering stores and fuel stocks on Granuaile are valued at weighted average cost. Provision is made for slow moving stock.

g) Research and Development

Research and Development work is co-ordinated by GRAD. Direct expenditure incurred via this channel or any other research and development activity is charged to the Statement of Consolidated Income as incurred.

h) Foreign Currency Transactions

Transactions in foreign currencies are recorded at an average rate ruling during the period in which the transaction occurred. All differences are taken to the

Statement of Consolidated Income. At the year-end significant monetary assets and liabilities denominated in foreign currencies are translated at the rate of exchange ruling at the reporting date (€1.00/£0.8551).

i) Taxation

Irish Lights is an exempt body for the purposes of Corporation and Capital Taxation and as such no provision is made in these Accounts for these taxes.

j) Provisions

Provisions are made for liabilities and charges in accordance with IAS 37 Provisions, Contingent Liabilities and Contingent Assets where, at the reporting date, a legal constructive liability (i.e. a present obligation from a past event) exists, the transfer of economic benefits is probable and a reasonable estimate can be made.

k) Government Grants

Government and European Union Grants are recognised in full in the SoCNI in the year in which they are received.

l) Investment Properties

A small number of individual properties that are surplus to requirements at mainly Irish Lights operational sites are currently held for their income generation potential. These properties are treated in accordance with IAS 40: Accounting for Investment Properties and are accordingly valued to open market value each year.

m) Financial Assets and Liabilities

Financial instruments are contractual arrangements that give rise to a financial asset of one entity and a financial liability or equity instrument of another entity. Financial assets are typically cash or rights to receive cash or equity

instruments in another entity. Financial liabilities are typically obligations to transfer cash. A contractual right to exchange financial assets or liabilities with other entities will also be a financial asset or liability, depending on whether the conditions are potentially favourable or adverse to the reporting entity.

Financial assets

Loans, trade receivables and accrued income are covered by the financial instruments standards IFRS 9. Loans and receivables are recognised initially at fair value, plus transaction costs. Fair value is usually the contractual value. Thereafter, these assets are held at amortised cost. Credit loss allowances for trade receivables and similar arrangements are measured at the lifetime expected credit loss where material. No credit loss allowances are recognised for arrangements with other central government bodies.



Great Lighthouses of Ireland Partners meet for a three-day conference in Northern Ireland including visits to Rathlin Island and Blackhead to discuss the unique vision for further developing lighthouse tourism.

Financial liabilities

Financial liabilities are recognised initially at fair value and are subsequently measured at amortised cost using the effective interest rate. Where the effective interest rate is not materially different from the actual interest rate the actual interest rate is used instead. Financial liabilities are derecognised when extinguished.

Determining fair value

Fair value is defined as the amount for which an asset is settled or a liability extinguished, between knowledgeable parties, in an arm's length transaction. This is generally taken to be the transaction value, unless, where material, the fair value needs to reflect the time value of money, in which case the fair value would be calculated from discounted cash flows.

n) New Standards and Interpretations Adopted Early

No new standards have been adopted during the year.

o) New Standards and Interpretations not yet adopted

The standards listed below are not yet effective for the year ended 31 March 2024 and have not been applied in preparing these financial statements.

IFRS 17 Insurance Contracts requires a discounted cash flow approach to accounting for insurance contracts. Subject to adoption, it may become effective for accounting periods commencing on, or after, 1 April 2025 and included in the 2025-26 FReM. The GLF considers that it has no contracts which meet the definition of insurance contracts.

The GLF does not consider that any other new, or revised standards, or interpretation will have a material impact.

p) Income

In accordance with the Merchant Shipping Act 1995 (UK) and the Merchant Shipping Act 1894 (IRL), the GLAs are permitted to sell reserve capacity. Income from these activities

is recognised in the period contractual obligations are met in accordance with IFRS 15. The principal source of income for the GLF is Light Dues, a tax on ships entering the UK or the RoI. Revenue from Light Dues is recognised at the point a vessel arrives into port i.e. the vessel arrival is treated as the contractual/ taxable event as required by the FReM. In addition, in respect of Irish Lights, the GLF receives a contribution from the Irish Government towards the operational costs of Irish Lights in the RoI.

q) Estimates

The key estimates in the accounts relate to asset valuations. A number of qualified surveyors are engaged to provide professional valuations of different elements of the asset base as disclosed in note 6. Specific estimation uncertainty arises in respect of the valuation of the lighthouse estate, the Depreciated Replacement Cost of which constitutes the largest element of the buildings category in note 7. Key assumptions are made in the following areas.

- For each lighthouse, the GLF selects a modern equivalent asset (MEA) based on the navigation requirement at the asset's location. This selection is based on a decision tree common to each of the GLAs which draws on key considerations for construction strategy such as whether a structure is onshore or offshore; and the degree of challenge posed by wave patterns at the location. The analysis of available construction techniques draws on the professional expertise of suitable expert GLA staff and the options emerging from recent case studies into possible rebuild or refurbishment work following market engagement. The design of this decision tree is a matter of professional judgement since more prudent engineering assumptions will tend towards the selection of more expensive MEAs, risking overvaluation, while more aggressive engineering assumptions will tend towards less expensive ones, risking

undervaluation through optimism bias. The GLF has followed the principal of neutrality in any judgements arising and considered the results of the decision tree based on a number of actual locations.

- Costing rates are determined for the gross replacement cost of each MEA, establishing a standard valuation to apply to each lighthouse in that category rather than costing each one individually. This portfolio approach is permitted by the FReM and RICS 'Red Book'. These are determined based on the most recent available data from case studies, with a consideration of indexation. Adjustment factors are applied based on location and physical characteristics of the site, to reflect the varying difficulty and cost of construction, e.g. for remote islands.
- As required by the FReM, a discount is made to the gross replacement cost to reflect the GLFs assessment of the proportion of each lighthouse's useful life which has been expended. Condition point estimates which drive the measurement of this discount are based on the available data in respect of asset condition (including age), combined with professional judgement which considers the type of construction for the asset in use.

r) Pension Benefits

Past and present employees are covered by the provisions of the UK Civil Service Pension arrangements comprising the PCSPS and the Civil Servants and Others Pension Scheme also known as Alpha, introduced on 1 April 2015. Both are unfunded, defined benefit, contributory, public service occupational pension schemes. The PCSPS was originally set up under the UK Superannuation Act 1972. It comprises four pension arrangements known as Classic, Classic plus, Premium and Nuvos and is closed to new members.

PCSPS and Alpha are unfunded schemes and the cash required to meet the payment of pension benefits is paid from public funds provided by UK Parliament. Members contribute on a 'pay-as-you-go' basis, with these contributions (along with those made by employers) being credited to the Exchequer under arrangements governed by the aforementioned Acts. The contributions due from employers and employees to fund future service liabilities are set by the Actuary at the four-yearly Scheme valuation. These have been adjusted to take account of the move to Alpha. Unlike many other schemes, the employer/employee split is not fixed. However, a cost-capping mechanism is in place to prevent the employer cost becoming disproportionate to the employee cost.

Employers are required to pay the additional cost of termination benefits beyond the normal PCSPS/Alpha benefits.

s) Payment of Creditors' Policy

Irish Lights seeks to comply with the Prompt Payment of Accounts Act, 1997 and the Confederation of British Industry Prompt Payment Code and arrange payment of creditors' accounts by the due date in accordance with contract or other agreed terms of credit. Due dates are recorded when suppliers' invoices are entered on the Creditors' Ledger and payments are automatically generated in accordance with that timescale. Exceptions to this general rule are as follows:

- Payment within a shorter period where a cash discount is available.
- Stage payments under contract or retention monies where payments are in accordance with the terms agreed beforehand.
- Where there is a genuine dispute in respect of the invoice concerned.

Complaints from suppliers in respect of this Policy should be sent in writing to the Director of Corporate Services who will investigate each case. The average credit taken from Trade Creditors during the year was 20 days (2022/23 22 days).



2. Other Operating Income

	2023/24 €'000	2022/23 €'000
Property Rentals	840	618
Buoy Rentals	218	329
Tender Hire	480	363
Sundry Receipts	28	66
Total	1,566	1,376

3. Staff Costs

	2023/24 €'000	2022/23 €'000
Staff costs comprise:		
Wages and Salaries	7,704	7,430
Social Security Costs	563	528
	8,267	7,958
Redundancy Costs	-	-
Less Capitalised Costs	(202)	(502)
	8,065	7,456
Employer Pension Contribution Costs	1,872	1,757
	1,872	1,757
Total	9,937	9,213

The Chief Executive's remuneration including taxable benefits was €164,510 (2022/23 €159,536). No bonus has been paid.

4. Other Expenditure

	2023/24 €'000	2022/23 €'000
Running Costs	6,768	5,575
Variable lease costs	81	146
(Profit)/Loss on disposal of non-financial assets	2	167
Total	6,851	5,888

Auditor's remuneration relates to the C&AG's review of Irish Lights transactions and balances contributing to his audit opinion on the GLF and is paid directly by the GLF. The proportion of the GLF fee that relates to Irish Lights for 2023/24 is €32.7k/ GBP€28.2k (2022/23: €43.3k/ GBP€37.4k).

5. Interest Payable

	2023/24 €'000	2022/23 €'000
Interest payable	40	34
Total	40	34

Note: Interest Payable is in respect of Right of Use Assets.

6. Asset Valuation Exercise

Following the reclassification of the GLAs as a Central Government Body, the UK DFT issued a new Accounts Direction in February 2013, requiring that Property, Plant and Equipment is valued at Fair Value as per IAS 16 and the FReM. As a result Irish Lights has carried out an extensive exercise to obtain valuations for all items of Property Plant and Equipment on the basis outlined in Note 1 (e) for the first time in 2012/13, a further full revaluation was carried out in 2017/18 and again in the 2022/23 year. During 2023/24 these valuations were professionally updated to 31 March 2024 with the assistance of the following Independent Experts, in accordance with the FReM, IAS 16 and IFRS 13:-

Asset	Valuer	Organisation
Land & Buildings including Beacons Rol	Ms Susan Dunlea MIPAV (CV) TRV MMCEPI	Tailte Eireann
Lighthouse AtoN Plant Rol	Ms Susan Dunlea MIPAV (CV) TRV MMCEPI	Tailte Eireann
Land & Buildings including Beacons NI	Ms Kelly Scullion MRICS	LPS Mapping and Valuation Services
Lighthouse AtoN Plant NI	Ms Kelly Scullion MRICS	LPS Mapping and Valuation Services
Ship	Mr Edward Molyneux	Braemar Seascope Valuations Limited
Heritage Assets	Mr M.D. Bernon MNAEA	O'Reilly's Auction Rooms

These valuations have been undertaken for capital accounting purposes in accordance with IFRS as interpreted and applied by current HM Treasury guidance to the UK public sector. The valuations accord with the requirements of the Royal Institution of Chartered Surveyors – Professional Standards 8th Edition (known as the Red Book) insofar as these are consistent with IFRS and Treasury guidance.

A summary of the revaluations is set out below:

	2023/24 €'000	2022/23 €'000
Profit/(Loss) on Property, plant and equipment valuations (via Statement Net Income)	(1,457)	(1,808)
Profit/(Loss) on Property, plant and equipment valuations (via Revaluation Reserves)	657	1,005
(Downward)/Upward valuation on Investment Assets (Note 10)	159	58
	641	(745)

Revaluation Movements 2023/24	PPE Note 7	Intangible Assets Note 9	Investment Assets Note 10	Held for Resale Note 11	Assets Held on behalf of a third party	2023/24 Total
	€'000	€'000	€'000	€'000	€'000	€'000
Revaluation Movement – Cost	(2,916)	-	159	(89)	-	(2,846)
Revaluation Movement - Accumulated Depreciation	2,205	-	-	-	-	2,205
						(641)



The RLS 11-18 LED light source housed within the historic Stone-Chance 250mm drum lens at Ardnakinna. Visible on the exterior of the lens is the red filter material, which is crucial for marking one of the navigationally important red sectors that signal hazards at the entrance and approaches to Castletownbere Harbour. The LED light source, a modern and innovative alternative to the traditional high-powered lamps, was developed by the General Lighthouse Authorities' Research and Development Team (GRAD).

7. Property, Plant and Equipment – current year

	Land	Buildings	Tenders & Ancillary Craft	Vessel	Buoys & Beacons	Plant, Equipment & Vehicles	ICT Equipment	Assets in Course of Construction	Total
Cost €'000									
Balance at 1 April 2023	3,967	29,263	9	2,194	3,790	9,639	251	1,045	50,158
Additions	-	342	-	-	-	620	-	409	1,371
Disposals	-	-	-	-	-	(21)	(9)	-	(30)
Impairments	-	-	-	-	-	-	-	-	-
Transfers	-	214	-	-	-	830	-	(1,044)	-
Reclassifications	-	-	-	-	-	-	-	-	-
Revaluations	40	(1,658)	-	(439)	(29)	(830)	-	-	(2,916)
Balance at 31 March 2024	4,007	28,161	9	1,755	3,761	10,238	242	410	48,583
Depreciation €'000 Balance at 1 April 2023	-	1	-	487	312	3,541	148	-	4,489
Charged in year	-	692	9	408	186	563	32	-	1,890
Disposals	-	-	-	-	-	(7)	(8)	-	(15)
Reclassifications	-	-	-	-	-	-	-	-	-
Revaluations	-	(693)	(9)	(895)	(149)	(459)	-	-	(2,205)
Balance at 31 March 2024	-	-	-	-	349	3,638	172	-	4,159
Net Book Value 1 April 2023	3,967	29,262	9	1,707	3,478	6,098	103	1,045	45,669
Net Book Value 31 March 2024	4,007	28,161	9	1,755	3,412	6,600	70	410	44,424

The Net Book Value of all assets is entirely in respect of owned assets. The above figures include land to the value of €546k (31 March 2023 - €546k) held on behalf of the Irish Government.

7. Property, Plant and Equipment – prior year

	Land	Buildings	Tenders & Ancillary Craft	Vessel	Buoys & Beacons	Plant, Equipment & Vehicles	ICT Equipment	Assets in Course of Construction	Total
Cost €'000									
Balance at 1 April 2022	4,141	30,069	29	1,775	3,775	10,056	223	735	50,803
Additions	-	338	-	168	-	449	64	922	1,941
Disposals	-	-	-	-	-	(188)	(36)	-	(224)
Impairments	-	-	-	-	-	-	-	-	-
Transfers	-	-	-	-	-	612	-	(612)	-
Reclassifications	(36)	(56)	-	-	-	-	-	-	(92)
Revaluations	(138)	(1,088)	(20)	251	15	(1,290)	-	-	(2,270)
Balance at 31 March 2023	3,967	29,263	9	2,194	3,790	9,639	251	1,045	50,158
Depreciation €'000									
Balance at 1 April 2022	-	6	-	-	272	3,451	141	-	3,870
Charged in year	-	656	30	636	169	571	43	-	2,105
Disposals	-	-	-	-	-	(21)	(36)	-	(57)
Reclassifications	-	-	-	-	-	-	-	-	-
Revaluations	-	(661)	(30)	(149)	(129)	(460)	-	-	(1,429)
Balance at 31 March 2023	-	1	-	487	312	3,541	148	-	4,489
Net Book Value 1 April 2022	4,141	30,063	29	1,775	3,503	6,605	82	735	46,933
Net Book Value 31 March 2023	3,967	29,262	9	1,707	3,478	6,098	103	1,045	45,669

The Net Book Value of all assets is entirely in respect of owned assets. The above figures include land to the value of €546k (31 March 2022 - €410k) held on behalf of the Irish Government.

8. Right of Use Assets – current year

	Land	Plant & Equipment	Total
Cost €'000			
Balance at 1 April 2023	1,619	2,676	4,295
Lease Reassessment	-	848	848
Balance at 31 March 2024	1,619	3,524	5,143
Depreciation €'000			
Balance at 1 April 2023	124	1,547	1,671
Charged in year*	31	423	454
Lease Reassessment	-	-	-
Balance at 31 March 2024	155	1,970	2,125
Net Book Value at 1 April 2023	1,495	1,129	2,624
Net Book Value at 31 March 2024	1,464	1,554	3,018

There are no lease commitments which have not yet commenced.

Plant & Machinery includes tri-GLA helicopter leasing to the extent that the leasing costs are fixed.

There is just one RoU asset included under the heading of Land above which is the long-term lease of a section of seabed adjacent to the Irish Lights headquarters in Dun Laoghaire. There is quayside structure erected on this section of seabed.

All contractual options to extend leases beyond their initial contract periods have been included in the above figures.

* Leased asset depreciation in the SoCNI is less €154K in respect of helicopter depreciation charged to capital under Property, Plant & Equipment (PPE)

Right of Use Assets – prior year

	Land	Plant & Equipment	Total
Cost €'000			
Balance at 1 April 2022	1,765	2,641	4,406
Lease Reassessment	(146)	35	(111)
Balance at 31 March 2023	1,619	2,676	4,295
Depreciation €'000			
Balance at 1 April 2022	87	1,137	1,224
Charged in year*	31	410	441
Lease Reassessment	6	-	6
Balance at 31 March 2023	124	1,547	1,671
Net Book Value at 1 April 2022	1,678	1,504	3,182
Net Book Value at 31 March 2023	1,495	1,129	2,624

There are no lease commitments which have not yet commenced.

Plant & Machinery includes tri-GLA helicopter leasing to the extent that the leasing costs are fixed.

There is just one RoU asset included under the heading of Land above which is the long-term lease of a section of seabed adjacent to the Irish Lights headquarters in Dun Laoghaire. There is quayside structure erected on this section of seabed.

All contractual options to extend leases beyond their initial contract periods have been included in the above figures.

* Leased asset depreciation in the SoCNI is less €205k in respect of helicopter depreciation charged to capital under PPE

9. Intangible Assets – current year

	Computer Software	Total
Cost €'000		
Balance at 1 April 2023	656	656
Additions	-	-
Disposals	-	-
Transfers	-	-
Balance at 31 March 2024	656	656
Amortisation €'000		
Balance at 1 April 2023	522	522
Charged in year	53	53
Disposals	-	-
Balance at 31 March 2024	575	575
Net Book Value at 1 April 2023	134	134
Net Book Value at 31 March 2024	81	81

Intangible Assets – prior year

	Computer Software	Total
Cost €'000		
Balance at 1 April 2022	655	655
Additions	11	11
Disposals	(10)	(10)
Transfers	-	-
Balance at 31 March 2023	656	656
Amortisation €'000		
Balance at 1 April 2022	422	422
Charged in year	110	110
Disposals	(10)	(10)
Balance at 31 March 2023	522	522
Net Book Value at 1 April 2022	233	233
Net Book Value at 31 March 2023	134	134

10. Investment Assets

	2023/24 €'000	2022/23 €'000
Opening Balance	1,948	1,890
Additions	-	-
Reclassifications	-	-
Revaluations	159	58
Total	2,107	1,948

11. Assets Held for Resale

	2023/24 €'000	2022/23 €'000
Opening Balance	563	296
Disposals	-	-
Reclassifications	-	92
Revaluations	(89)	175
Total	474	563

At 31 March 2024 there were a number of assets associated with AtoN that are in the process of being transferred to Local Light Authorities. As these transfers were all planned to happen within a 12-month period of the year end it was deemed appropriate that these assets would be reclassified as assets Held for Resale in accordance with IFRS 5. As these assets are being transferred for zero consideration, they have been impaired to their net realisable value of zero.

12. Heritage Assets

	2023/24 €'000	2022/23 €'000
Opening Balance	339	339
Initial Recognition	-	-
Total	339	339

As part of an Irish Lights Archive and Heritage project various Artefacts and Artworks have been identified and catalogued. In 2021/22 these collections were professionally valued at €339K and are now being recognised as Heritage Assets on the Statement of Financial Position. This created a revaluation reserve movement of €339K

13. Inventories

	2023/24 €'000	2022/23 €'000
Inventories of consumable stores and fuel	810	686
Total	810	686

14. Trade receivables and other current assets

	2023/24 €'000	2022/23 €'000
Amount falling due within one year:		
Trade Receivables	301	124
VAT Recoverable	99	115
Other receivables	195	249
Prepayments and accrued income	553	394
Total	1,148	882

15. Cash and cash equivalents

	2023/24 €'000	2022/23 €'000
Balance at 1 April 2023	544	555
Net Change in cash and cash equivalents	(266)	(11)
Balance at 31 March 2024	278	544

The above includes cash to the value of €108k (31 March 2023 - €102k) held on behalf of the Irish Government.

The following balances at the end of the year were held at:

	2023/24 €'000	2022/23 €'000
Commercial banks and cash in hand	278	544
Balance at 31 March 2024	278	544

16. Trade payables and other current liabilities

	2023/24 €'000	2022/23 €'000
Amounts falling due within one year:		
Other taxes and social security	349	286
Trade payables	475	525
Other payables	374	330
Inter GLA payables	94	183
Accruals and Deferred Income	2,054	1,663
Lease Liabilities	420	450
Total	3,766	3,437

16. Trade payables and other current liabilities (continued)

	2023/24 €'000	2022/23 €'000
Amounts falling due after more than one year:		
Other payables, accruals and deferred income	67	44
Value of asset held on behalf of the Irish Government	654	648
Lease Liabilities	2,673	2,253
Total	3,394	2,945

17. Commitments under Leases

These lease commitments in this note represent the lease liabilities relating to the two RoU assets described in note 8 above.

	2023/24 €'000	2022/23 €'000
Movements in Lease Liabilities		
Opening Balance	2,703	3,243
Interest	40	43
Repayments	(498)	(463)
Lease Reassessment	848	(120)
	3,093	2,703
Lease liabilities as at the end of the year:		
Current	420	450
Non-current	2,673	2,253
	3,093	2,703
Amounts falling due:		
Not later than one year	420	450
Later than one year and not later than five years	1,249	808
Later than five years	1,424	1,445
	3,093	2,703

All contractual options to extend leases beyond their initial contract periods have been included in the above figures.

17. Commitments under Leases (continued)

	2023/24 €'000	2022/23 €'000
Amounts recognised in expenditure:		
Depreciation expense	454	441
Less Capitalised Depreciation Costs	(154)	(205)
Interest expense	40	34
Variable lease costs	81	146
Rental on leases of low-value assets	-	-
Rental of leases expiring within 12 months	-	-
	421	416
Cash flows		
Interest	40	34
Repayment of lease liability	458	420
	498	454
Income from subleasing right of use assets	-	-

Note: As at 31 March Irish Lights had no Finance Leases

	2023/24 €'000	2022/23 €'000
Lessor income from operating leases:		
Lease income	702	707
Income relating to variable lease payments that do not depend on an index or a rate	52	45
	754	752
Maturity analysis of operating lease payments receivable		
Amounts due:		
Within 1 year	551	604
Between 1 and 2 years	538	531
Between 2 and 3 years	464	413
Between 3 and 4 years	426	356
Between 4 and 5 years	426	335
After 5 years	1,718	1,968
	4,124	4,207

Note: For purpose of calculating the above lease receivables we have included a maximum of 25 years income as we believe this is a reasonable and prudent period to assume continuity of income

18. Capital Commitments

	2023/24 €'000	2022/23 €'000
Contracted capital commitments at 31 March not otherwise included in these financial statements		
Property, plant and equipment	15	14
Total	15	14

19. Other Commitments

	2023/24 €'000	2022/23 €'000
Not later than one year	716	375
Later than one year and not later than five years	-	-
Later than five years	-	-
Total	716	375

20. Provisions for Liabilities and Charges

	Remedial Works/ Responsible Withdrawal €'000	Other Provisions €'000	Total €'000
Provisions at 1 April 2023	305	225	530
Provided in year	194	14	208
Provisions not required and written back	-	-	-
Provisions utilised in the year	(75)	(22)	(97)
Provisions at 31 March 2024	424	217	641

Analysis of expected timing of discounted flows

	Remedial Works/ Responsible Withdrawal €'000	Other Provisions €'000	Total €'000
Not later than one year	140	32	172
Later than one year and not later than five years	284	77	361
Later than five years	-	108	108
Provisions at 31 March 2024	424	217	641

21. Pension Commitments

Merchant Navy Officers Pension Fund (MNOPF)

The GLAs were participating employers of the Merchant Navy Officers Pension Fund (MNOPF), a defined benefit scheme providing benefits based on final pensionable salary. As participating employers in the MNOPF, the GLAs are liable for any deficit contributions should the fund not be able to meet its future liabilities. The GLAs have paid all deficit contributions due to date.

The MNOPF's last full valuation reported a gross surplus of £58m as at 31 March 2021. Accordingly, the MNOPF trustees determined that no additional contributions would be required at this time. The trustees will review the need for additional deficit contributions as part of the next actuarial valuation due 31 March 2024, as yet to be published.

22. Events after Reporting Period

There were no events after the reporting date that required disclosure.

23. Inter GLA Transactions

Ships Agreement

The following were the interventions under the Inter – GLA Ship Sharing Agreement during 2023/24:

- Irish Lights provided the services of the *Granuaile* to TH for a period of 2.24 days.

While there was no transfer of funds between the GLAs in respect of these services, these transactions gave rise to a net notional income of €33,719.

24. Related Parties

The GLF is administered by the UK DfT who sponsors the three GLAs. For governance purposes each is considered to be a Non-Departmental Public Body (NDPB), however for financial purposes they are considered to be Public Bodies.

The Authorities and the UK DfT are regarded to be related parties. During the year the UK DfT approved advances from the GLF to Irish Lights. During 2023/24 Irish Lights has received advances of €16,548K (2022/23 €16,428K) from the General Lighthouse Fund. In addition, DoT is considered to be a related party of Irish Lights. During the year no material transactions took place between Irish Lights and DoT. At the 31 March 2024 the balances outstanding with the GLAs were as follows:

	Balance due from Irish Lights	
	2023/24 €000's	2022/23 €000's
GLA		
Trinity House	-	-
Northern Lighthouse Board	94	183

	Balance due to Irish Lights	
	2023/24 €000's	2022/23 €000's
GLA		
Trinity House	-	-
Northern Lighthouse Board	-	-

To the best of our knowledge neither the Secretary of State for Transport, any key officials with responsibilities for the Fund nor any of the Authorities' Board members, key managerial employees nor other related parties has undertaken any material transactions with the Fund during the year.

25. Approval of Annual Report and Accounts

This Annual Report and Accounts was approved by the Board on 27 September 2024

Appendix A – Aids to Navigation Performance Metrics

Resources

AtoN Inventory

The total inventory of AtoN as at 31 March 2024 is as follows:

Type of Station	2023/24 Total	2023/24 Deployed	2022/23 Total	2022/23 Deployed
Lighthouses (Automated)	64	64	64	64
Lighted Beacons	6	6	6	6
Unlighted Beacons	14	14	14	14
Solar Lighted Buoys	191	138	178	140
Hauling Off/Mooring Buoys	3	1	4	1

Other AtoN provided by Irish Lights:

Type of Station	2023/24	2022/23
RACONs on Lighthouses	14	14
RACONs on Buoys	10	10
AIS on Buoys	65	65
AIS at Lighthouses	50	52
AIS Base Stations at other bases	6	7
Met/ Hydro on Buoys	9	9
Met/ Hydro on Lighthouses	2	2

AtoN availability statistics

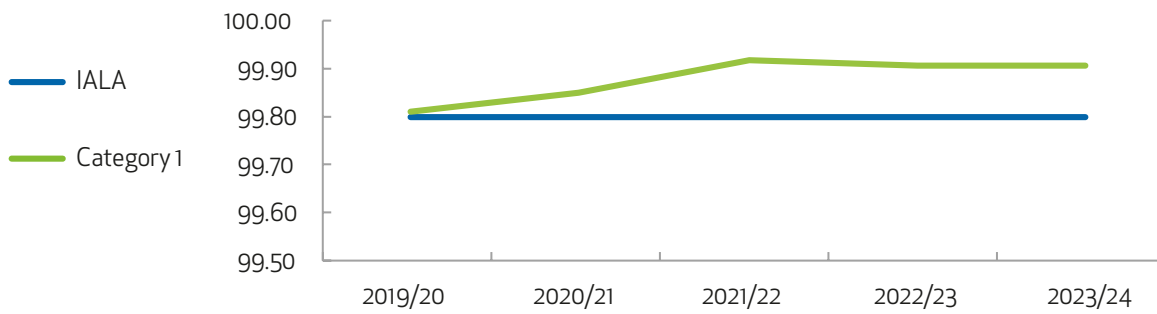
Irish Lights core activity is fulfilling the statutory responsibility to provide safe passage for the mariner. AtoN availability statistics are a measure of Irish Lights performance in maintaining AtoN and associated equipment. The GLAs report their availability statistics based on three year rolling averages and compare these figures with standards issued by IALA.

The AtoN reliability statistics for Irish Lights are presented in the following tables and graphs under the agreed three categories. Irish Lights has exceeded the recommended IALA minimum levels of availability for all categories of AtoN.

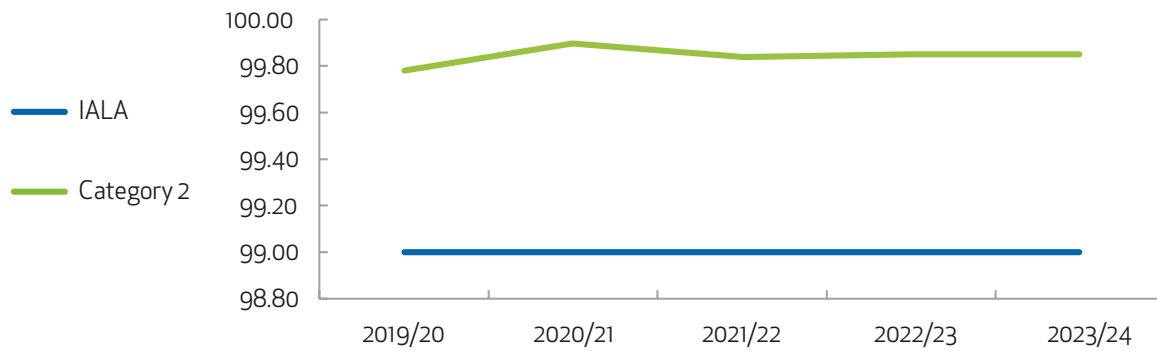
AtoN Availability Compared To IALA Minima – 3 Year Rolling Averages

Category	IALA	2019/20		2020/21		2021/22		2022/23		2023/24	
	Minimum	Actual	Diff	Actual	Diff	Actual	Diff	Actual	Diff	Actual	Diff
1	99.8%	99.81	0.01	99.85	0.05	99.92	0.12	99.91	0.11	99.91	0.11
2	99.0%	99.78	0.78	99.90	0.90	99.84	0.84	99.85	0.85	99.85	0.85
3	97.0%	99.76	2.76	99.88	2.88	99.88	2.88	99.63	2.63	99.54	2.54

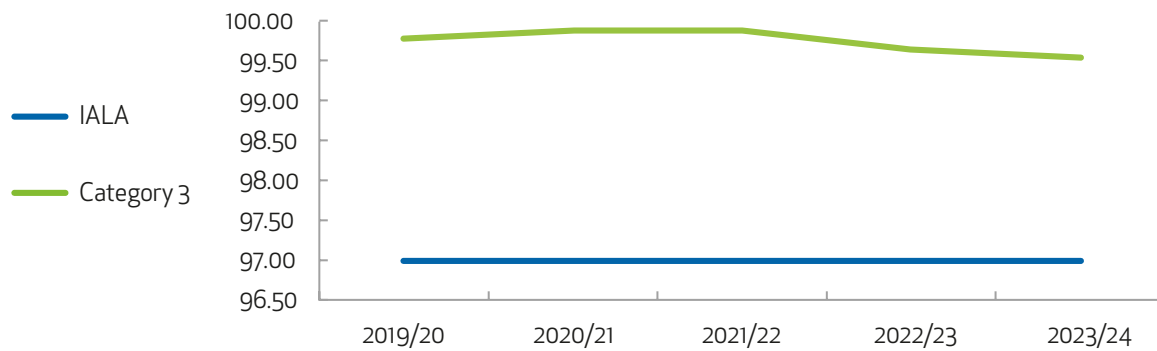
Category 1



Category 2



Category 3



Appendix B – Statutory Background and Charitable Status

Statutory Background

Irish Lights is the General Lighthouse Authority for the island of Ireland and its adjacent seas and islands. Irish Lights, together with the Northern Lighthouse Board (Scotland & Isle of Man) and Trinity House (England & Wales) operates an integrated AtoN service throughout the coastal waters of Ireland and the United Kingdom. AtoN are provided to recognised standards set by the International Association of Marine Aids to Navigation and Lighthouse Authorities.

Irish Lights was established in that name by the Dublin Port Act 1867 but derives its origin and constitution from an Act of the Irish Parliament of 1786 for developing the Port of Dublin. Irish Lights has vested in it under Section 634 of the Merchant Shipping Act 1894 the responsibility for superintendence and management of all lighthouses and other AtoN in respect of Ireland and the adjacent seas and islands.

The Merchant Shipping Act 1995 Section 195 (1) empowers the Commissioners of Irish Lights with the same function for Northern Ireland and adjacent seas and islands.

Irish Lights also has authority for the marking and removal of wrecks for Ireland under the Merchant Shipping (Salvage and Wreck) Act 1993 Part IV. For Northern Ireland this authority is vested under the Merchant Shipping Act 1995 Section 253 (1).

The Revenue Commissioners, Customs and Excise Division are authorised by Irish Lights under Section 648 of the Merchant Shipping Act 1894 to collect light dues in Ireland. Continuous monitoring of vessel arrivals is undertaken to ensure compliance with light dues collection rules and payments. The Institute of Chartered Shipbrokers have this responsibility for Northern Ireland under Section 205 of the Merchant Shipping Act 1995.

The Merchant Shipping and Maritime Security Act 1997 gives the Commissioners of Irish Lights the powers to enter into contracts to exploit spare capacity within the UK and under the Merchant Shipping (CIL) Act 1997 which gives similar powers in respect of Ireland.

Charitable Status

Irish Lights has a charitable exemption from the Revenue Commissioners (CHY No. 1979) and is registered with the Charities Regulatory Authority (Registered Charity No. 20002794).



ILV Granuaile at the Belfast Maritime Festival

Appendix C – List of Acronyms and Abbreviations

AIS	Automatic Identification System	IALA	International Association of Marine Aids to Navigation & Lighthouse Authorities	PCSPS	Principal Civil Service Pension Scheme
AtoN	Aid to Navigation	IAS	International Accounting Standards	PPA	Partnership Pension Account
BIM	Bord Iascaigh Mhara	IGO	Intergovernmental Organisation	PPE	Property, Plant & Equipment
CER	Critical Entities Resilience	IFRS	International Financial Reporting Standards	PRSA	Personal Retirement Savings Account
CETV	Cash Equivalent Transfer Values	IHO	International Hydrographic Organisation	RICS	Royal Institute of Chartered Surveyors
DfT	Department for Transport	IMO	International Maritime Organisation	RoI	Republic of Ireland
DOC	Document of Compliance	ITU	International Telecommunications Union	RoU	Right of Use
DoT	Department of Irish Transport	JSB	Joint Strategic Board	SEAI	Sustainable Energy Authority of Ireland
DRC	Depreciated Replacement Cost	LLA	Local Light Authority	SMC	Safety Management Certificate
EU	European Union	MAP	Maritime Area Planning	SOLAS	International Convention for Safety of Life at Sea
FReM	Government Financial Reporting Manual	MEA	Modern Equivalent Asset	SoCNI	Statement of Comprehensive Net Income
GDPR	General Data Protection Regulation	MNOFP	Merchant Navy Officers Pension Fund	SoFP	Statement of Financial position
GIAA	Government Internal Audit Agency	MSO	Marine Survey Office	TH	Trinity House
GLA	General Lighthouse Authority	NAO	National Audit Office	UK	United Kingdom
GLF	General Lighthouse Fund	NDPB	Non Departmental Public Body		
GLI	Great Lighthouses of Ireland	NLB	Northern Lighthouse Board		
GNSS	Global Navigation Satellite System	ORED II	Offshore Renewable energy Development Plan II		
GRAD	GLA Research and Development	ORE	Offshore Renewable Energy		



Commissioners of
IRISH LIGHTS | *Navigation
and Maritime
Services*

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