



Commissioners of
IRISH LIGHTS

Navigation
and Maritime
Services

Commissioners of Irish Lights **Climate Action Roadmap to 2030**



Lighthouses of Ireland

Powered from renewable sources



Lighthouse Power Source

 Renewable Mains

 Solar

 Diesel Generator



Commissioners of
IRISH LIGHTS

Navigation
and Maritime
Services

Contents

1.	Foreword	5
2.	Introduction And Progress To Date	8
3.	Leadership And Governance For Climate Change.....	10
4.	Engaging Our People	12
5.	Achieving Our Energy Efficiency Target	14
6.	Achieving Our Reduction In Green House Gas Emissions	19
7.	Energy And Environmental Management Systems.....	25
8.	Greening Our Procurement	27
9.	Improving Our Buildings And Vehicles.....	29
10.	Reducing Resource Use	31
11.	Our Wider Climate Action Plans	33



Photo: © Dennis Horgan

01

FOREWORD

01.

Foreword

The Commissioners of Irish Lights is a 24/7 and 365 maritime safety organisation operating on an all-island basis.

Our Mission is Safety at Sea – to be a leading and innovative provider of reliable, efficient and cost-effective navigation and maritime safety services for the safety of all.

Our Vision – is to protect lives, property, trade and the environment by delivering next generation maritime services at the interface of navigation, technology, engineering and data management.

Irish Lights operates an extensive network of Aids to Navigation around the island of Ireland and we regulate over 3000 local aids to navigation, all of which serve as a Critical National Infrastructure to support the safety of the maritime sector. We respond to wrecks and new dangers, provide statutory consents to public authorities and developers for local aids to navigation and we provide advisory, data, information and commercial services. Our services not only ensure safe navigation, but they contribute to monitoring and protecting the marine environment and to supporting the sustainable development of our maritime industries.

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 2023 and we are committed to playing our part in achieving its targets and objectives in line with our operational remit.

To date, Irish Lights has exceeded the target of 33% energy efficiency against the baseline of 2009. In 2021 we had achieved energy efficiency of 45.2% and we have a well-developed plan of how we will meet if not exceed the target of 50% increased energy efficiency by 2030.

Today's ability to generate power directly from the sun, sea and wind has had a dramatic effect on our provision of AtoN and enabled substantial environmental benefits and cost reductions. Many of our lighthouses have been converted to use photovoltaic solar power and all our buoys are solar-powered. Solar energy is used to charge powerful batteries which then power the light when it is required. We are also trialling solar water heating (SWH) systems on some of our offshore lighthouses. With technological advances such as super-bright LEDs, solar panels and a reduction in the light range required for navigation, the power requirement for major lighthouses has been significantly reduced, while light intensity is maintained.

Given the remoteness of our infrastructure and use of a helicopter and/or ship for offshore operations, a high carbon footprint is unavoidable. However, technological progress has led to a reduction in this footprint and we are constantly investigating how this can be reduced further and monitoring our reductions year on year.

We welcome and endorse the Climate Action Plan 2023 and we are committed to playing our part in achieving its targets and objectives in line with our operational remit.

However, we face a considerable challenge in meeting the emissions target of a 51% reduction in greenhouse gases. All of our GHG emissions are energy related and our lighthouse vessel the Granuaile is responsible for 78% of all emissions. In order to meet the target, we will require a new more energy efficient vessel to be in service by 2028.

Irish Lights, has a leadership role to play in meeting national and international commitments to achieving climate action commitments. We will continue to deliver on this in conjunction with our partners across the Irish public sector, in the maritime sector and with our international colleagues working through IALA. Working with all of these stakeholders we will support the delivery of the UN Sustainable Development Goals to achieve a greener, healthier and safer future for all.

This Action Plan was shaped by the Board and staff of Irish Lights. It is our commitment that Climate Action has and will continue to be integral to Irish Lights policies, operations and the future development of our services.

Yvonne Shields O'Connor

Chief Executive





02

INTRODUCTION AND PROGRESS TO DATE

02.

Introduction and progress to date

Irish Lights has developed a new organisation wide Sustainability Strategy and Action Plan to enable and demonstrate our commitment to:

- Achieving high standards of sustainable practise in our operations
- Ensuring compliance with all applicable legal obligations.
- Ensuring that our activities are carried out minimising impact on the environment where reasonably practicable.
- Ensuring that pollution is prevented.

Irish Lights will encourage partnerships with stakeholders, including the community, our suppliers and employees to enhance sustainable outcomes. Sustainability will be integrated into our organisation and will include targets and initiatives in identified areas to tackle climate mitigation and adaptation.

The Government's Climate Action Plan 2023 (CAP 23) sets out the energy efficiency and energy related Green House Gas (GHG) emissions reduction targets which Public Sector Bodies in Ireland are legally obliged to meet. It also mandates Public Bodies to develop a Roadmap setting out how they will deliver these targets.

This Climate Action Roadmap has been developed by Irish Lights in response to this obligation. It outlines work undertaken by Irish Lights to date and its approach to continuing to reduce carbon emissions from its operations by reducing energy usage and shifting energy sources from fossil fuels towards renewable and carbon zero energy sources.

Work on various sustainability projects has been underway in Irish Lights for many years as outlined in the Foreword. However, this document represents the first time these efforts have been collated into a comprehensive overview which demonstrates baseline readings, achievements to date, future goals and actions to meet the CAP23 obligations. This roadmap includes an analysis of targets including any "gap to targets" that needs to be addressed. The layout of the document is in line with the SEAI climate action roadmap guidance template for small public bodies.



Photo: © Andrew Collins

03

LEADERSHIP AND GOVERNANCE FOR CLIMATE CHANGE



03.

Leadership and Governance for Climate Change

The Climate Action Mandate requires that leadership and governance structures for climate action are set up and that staff are engaged with climate action and have appropriate training.

Irish Lights' Board will approve the organisation's Climate Action Roadmap and delegates overall responsibility for its implementation to the CEO. The CEO will ensure regular reporting to the Board. The CEO will assign lead responsibility for the implementation of this Climate Action Roadmap to the Director of Coastal Operations, who is a member of the Management Team. In this context the DCO will be designated as the organisation's **Climate and Sustainability Champion** as set out in the Public Sector Climate Action Mandate with responsibility for implementing and reporting on the Mandate.

Each of the other 3 Directors will be responsible to the DCO for the implementation of actions within their departments. Each Director may delegate appropriate actions to personnel within their department.

The Support and Planning Manager will perform the role of **Energy Performance Officer**, reporting to the DCO.



04

ENGAGING OUR PEOPLE

04.

Engaging our people

A Green Team was established in early 2022 to input into our Sustainability Strategy and Action Plans. The team is comprised of employees from across the organisation.

The Green Team will primarily focus on employee training and engagement activities and gathering employee input and ideas linked to this Climate Action Roadmap and our new Sustainability Strategy and Action Plans.

The resources required to implement the Sustainability Actions Plans will be reviewed and agreed on a rolling annual basis and incorporated into annual budgets and operational plans.

Irish Lights sustainability objectives will be achieved by:

- Incorporating the agreed objectives, plans and budgets into departmental operational plans.
- Communicating goals and objectives adopted in the strategy and plan throughout the entire organisation.
- Engaging employees at all levels and within all parts of the organisation to contribute towards achieving the goals and objectives.
- Measuring and communicating progress towards goals and objectives on a regular basis and in a clear and simple manner.
- Recognising employee contributions towards achieving goals and objectives and targets and celebrating successes.

The Head of Human Resources (HR) will work with the Energy Performance Officer and Management Team to identify initial awareness training for all employees along with specialist training for nominated persons. HR training strategies will incorporate climate action and sustainability training including technical and behavioural focused modules where appropriate.

Directors and senior management will attend a climate action leadership training course in 2023-24.

The Green Team will support employees through a series of initiatives to engage on climate issues and focus on the reduction of energy usage and GHG emissions.



05

ACHIEVING OUR ENERGY EFFICIENCY TARGET

05.

Achieving our energy efficiency target

The target set for the Public Sector is an increased energy efficiency of **50% by 2030** from baseline of 2009.

Reducing energy consumption as low as reasonably practicable has been a priority of Irish Lights for a number of years and most of our lighthouses have been converted to use photovoltaic solar power and all our buoys are solar-powered. The power requirement for major lighthouses has been significantly reduced, while light intensity is maintained. To date, Irish Lights has exceeded the target of 33% energy efficiency against the baseline of 2009. In 2021 we had achieved energy efficiency of 45.2% and are well placed to meet the 2030 target of 50%.

Our Achievements to date

Irish Lights has achieved this in a number of ways but primarily through the following measures;

1. The installation of **energy efficient light sources** at stations has greatly reduced electricity consumption over the period 2009-21.
2. Traditionally, rock stations were powered by diesel generators. **Solarisation** and consolidation projects have resulted in lighthouse diesel energy usage decreasing from 2.03GWh to 0.34GWh (-83%).

3. 38 of our light houses are mains powered procured from **renewable sources**.
4. Fitting of energy efficient lighting and **adjustments to the Building Management System (BMS)** control in our head office building.
5. The ship, Granuaile's recorded **diesel usage has reduced** from 9.67GWh to 7.41GWh as a result of solarisation and consolidation.
6. Similarly solarisation, consolidation and the **removal of diesel engines** has resulted in less maintenance requirements and consequently **reduced use** of aviation fuel. This has reduced from 1.44GWh to 0.48Gwh (-66%)

Energy Reduction Progress

Irish Lights joined the Public Sector Energy Efficiency Initiative in 2014 and has recorded its energy usage on the SEAI supported database starting with our energy baseline year of 2009. Energy Efficiency means that the energy consumption is measured relative to an 'activity metric' which in Irish Lights case is the number of AtoN provided and maintained. This number has risen from 524 in 2009 to 555 in 2021.

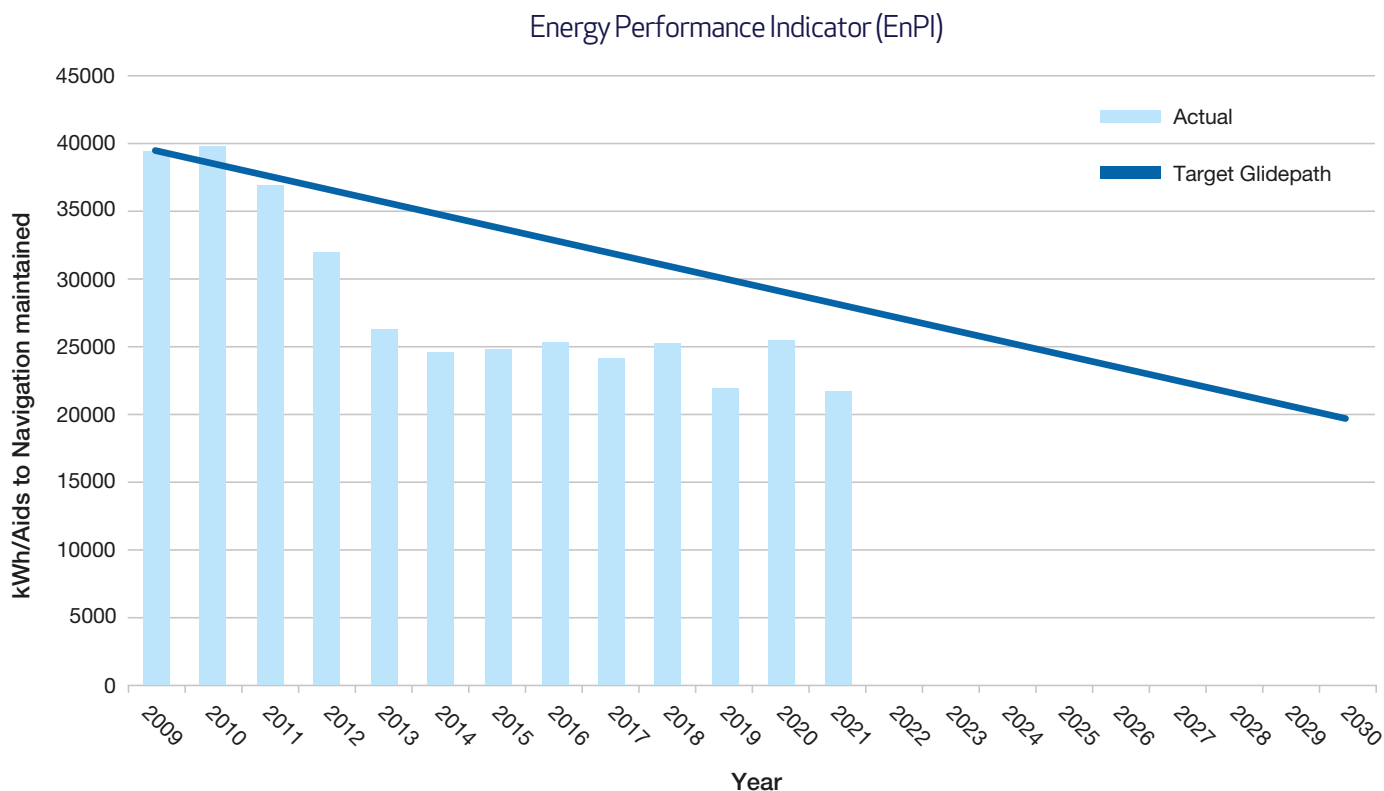
Energy Performance Indicator $\text{EnPI} = \text{TPER} / \text{Activity Metric}$

Irish Lights has achieved a reduction of **45.2%** and require **50% by 2030**.

Our target is a 50% energy efficiency improvement in 2030 relative to our energy efficiency baseline year, 2009.

	Total Final Energy Consumption (TFC)	Energy Efficiency(EnPI)	% Energy Reduction
2009 Baseline	16,306,714.0 kWh	39,321 kWh/AtoN	0
2021 Actual	9,986,882.0 kWh	21,571 kWh/AtoN	45.2
2030 Target	9,476,833.1 kWh	19,660 kWh/AtoN	50
Reduction required to meet target	510,049 kWh		

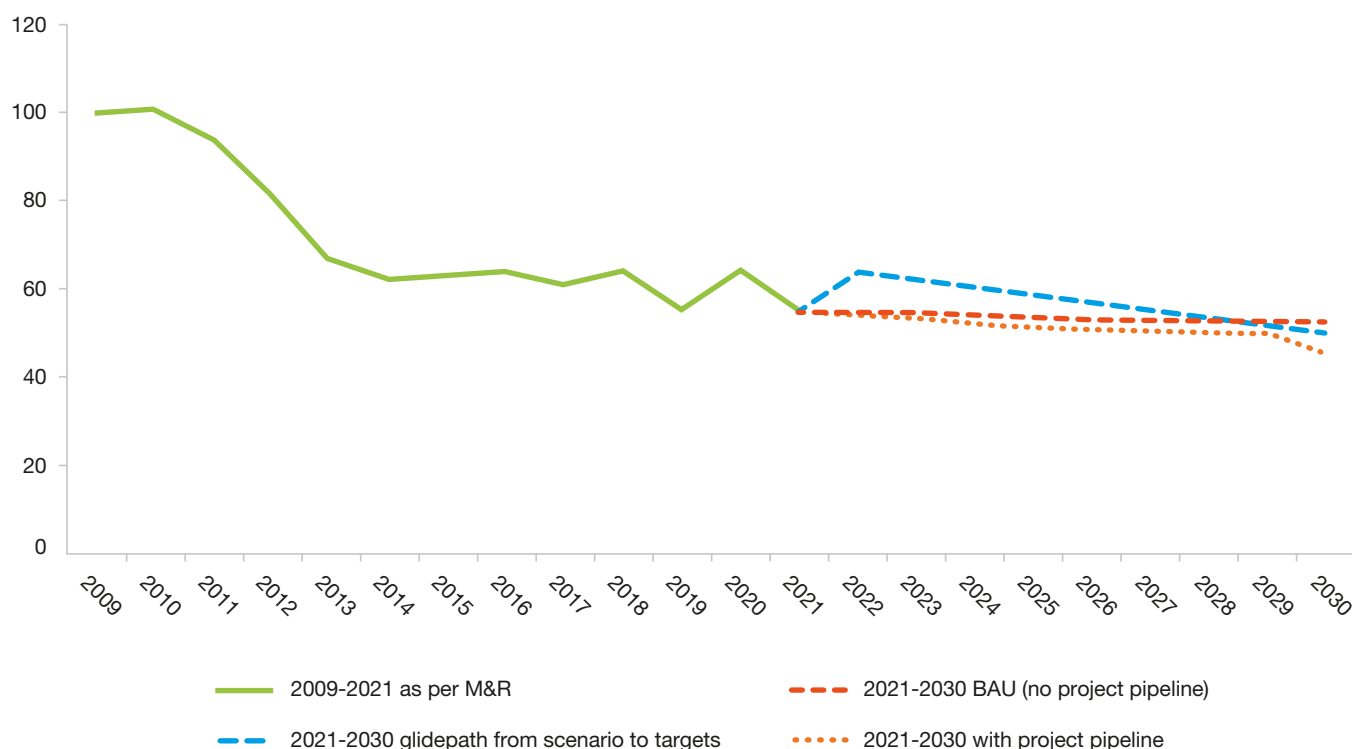
The graph below shows Irish Lights Energy Performance Indicator (EnPI) against the required glidepath to get to 50% by 2030.



The table below outlines our project pipeline where we plan to exceed 50% efficiency and continue on the ambitious trajectory that we have been on. This project pipeline includes a reduction in energy consumption for the replacement ship which should be in place before 2030. We anticipate the reduction in energy consumption could be anywhere between 10-15% and this will allow us to significantly exceed the targets set under the Climate Action Plan to 2030.

Project	Saving Realised Year	Energy Savings (kWh)	Comment
Replacement of fluorescent lights with LED equivalents in our Admin Building in Dun Laoghaire	2023	33,140	Installed in 2022 but energy saving not yet accounted for in data.
Reduce natural gas usage in our Dun Laoghaire Facility by 15%	2023	58,000	Public sector has been set a target this winter to reduce heating energy usage by 15% relative to 2019.
Tuskar Rock Lighthouse Solarisation	2024	100,000	Reduced diesel delivery due to solarisation estimated at 90% reduction. Works will complete in 2023, saving realised in 2024 .
Plant Room Pumps Replacement	2024	23,000	Will be installed in 2023 and savings realised in 2024
Solar Array Installation on roof of Dun Laoghaire Engineering Workshop	2024	32,500	Energy reduction estimate from business case preparation. Installed in 2023 but savings realised in 2024 data.
Replacement of Chillers in our Server Room	2025	20,000	Energy reduction is estimated to be in the region of 20,000 kWh. Works planned for 2024 and savings realised in 2025.
Kish Tower Lighthouse Solarisation	2025	150,000	Reduced diesel delivery due to solarisation estimated at 90% reduction. Works planned for 2024 and savings realised in 2025.
Fastnet Rock Lighthouse Solarisation	2027	30,000	Reduced diesel delivery due to solarisation estimated at 90% reduction. Planned for 2025/2026 but saving realised 2027.
Reduce electricity consumption at coastal stations by 10%	2028	54,000	2009 consumption was 1,034,876 kWh. 2021 was 542,750 kWh. Aim to reduce another 54,000 kWh. This will be achieved through the fitting of energy efficient light sources.
Reduce Granuaile fuel consumption by 10%	2029	665,400	Conservative estimate of the reduction in energy consumption subject to replacement of existing Granuaile in 2028/29.
TOTAL	2030	1,166,040 kWh	510,049 kWh required to meet target.

These projects have been entered into our **Gap To Target** spreadsheet resulting in the graph displayed below which shows that we are well placed to achieve these goals.



By far the greatest planned reduction is the 10% or 665,400KWh attributed to the ILV Granuaile by 2029. The ship conducts operations continuously around the island of Ireland in order to fulfil the legal obligation of the State under the UN Safety of Life at Sea (SOLAS) convention regarding the provision of marine aids to navigation. Therefore, the ship is required to visit 141 buoys around coast on an eight-year cycle. Every buoy is visited and visually inspected annually, then selected buoys are lifted on deck every two years, in order to conduct maintenance to ensure safety for all mariners. In addition, the ship conducts checks of shore-based lighthouses and beacons in addition to supporting inspections of local aids to navigation. This planned work represents the minimum energy requirement to maintain maritime safety around the coast, and in turn prevent major pollution events due to ship collisions or groundings. Some energy savings are possible in this area by reducing the number of engines in use within safety constraints and through the investigation of new technologies such as Variable Speed Drives to match energy production to demand.

The ship is also used for unplanned work resulting from defects and outages arising in aids to navigation around the coast. These defects arise due to equipment damage or malfunctions, typically resulting from physical wave impact damage or water ingress in the harsh maritime environment. Reducing the number of such unplanned outages at the design and manufacturing stage represents a key mechanism in reducing energy use by the ship.

The areas with potential for energy reduction on the ship are shown in Green on the chart (right).

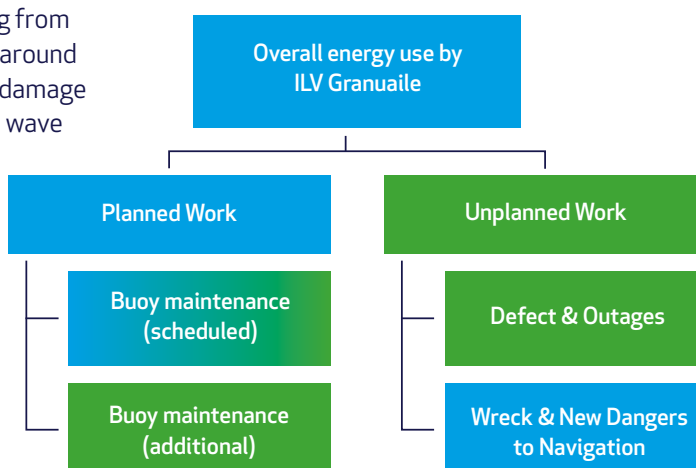




Photo: © Commissioners of Irish Lights

06

ACHIEVING OUR REDUCTION IN GREEN HOUSE GAS EMISSIONS

06. Achieving our reduction in green house gas emissions

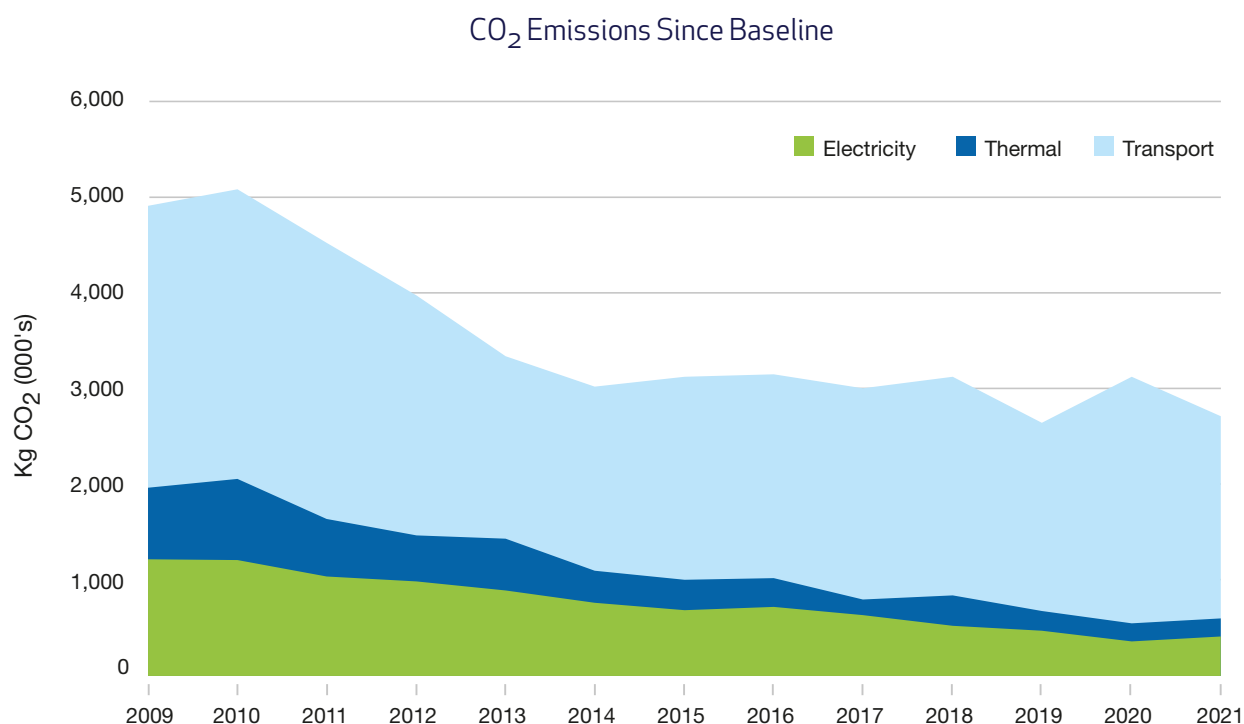
Reduce Green House Gas Emissions by 51% in 2030, from a baseline of Irish Lights emissions average of 2016-18.

Our Achievements to date

In Irish Lights, green house gas emissions from 2009 and 2021 have reduced from approx. 4.9T to 2.7T which has been significant achievement. However, we face a considerable challenge in meeting the reduction in emissions target of a 51% by 2030 for two reasons;

1. the baseline was set at the 2016-2018 average when we had already achieved significant reductions in emissions and
2. the majority of the reductions relate to transport emissions (the ship, ILV Granuaile)

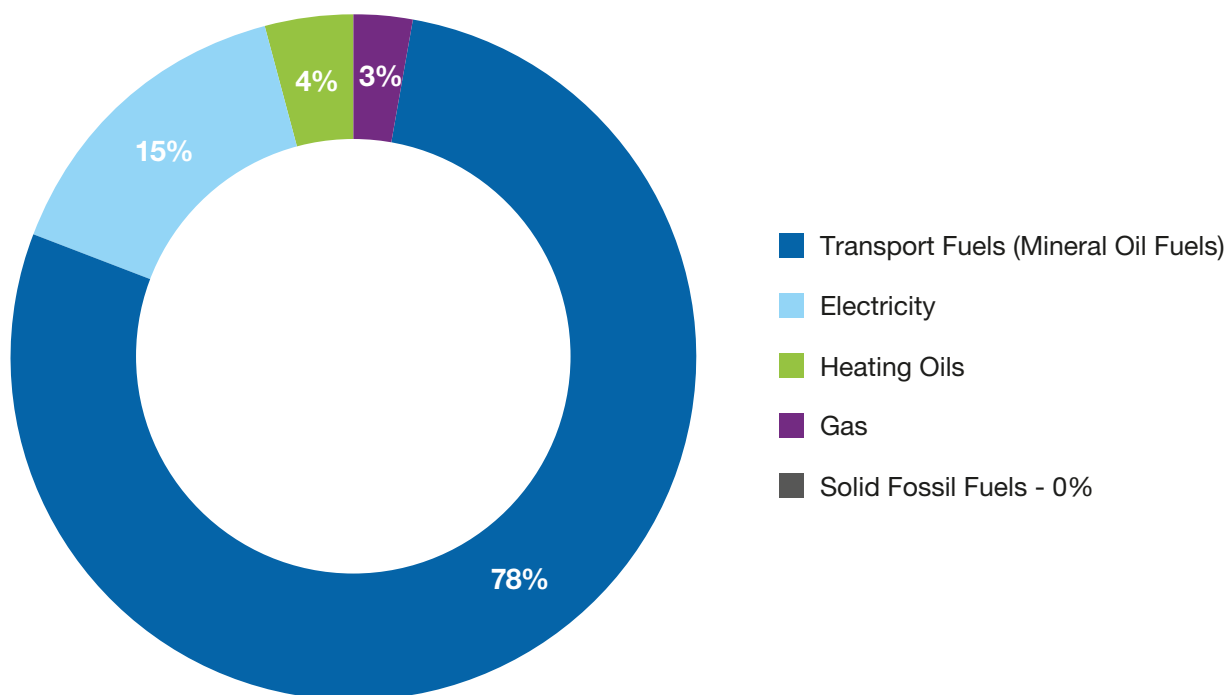
The graph below shows the reduction in CO₂ emissions by Irish Lights by emissions category across the period 2009 – 2021. The graph shows the large reductions in energy related emissions across all categories of transport, thermal and electricity.



The SEAI-generated chart below, based on data submitted by Irish Lights, shows a breakdown of the sources of emissions in 2021 and the following should be noted;

- In 2021, 39% of electricity in the Republic of Ireland was generated from renewable sources. Although Irish Lights now procures electricity generated from renewable sources only, SEAI presumes that 61% of the electricity usage results in emissions. This figure is being adjusted downwards annually on the SEAI database.
- For the purposes of SEAI recording, diesel delivered to lighthouses is deemed to be thermal and therefore appears under 'Heating Oils'
- Transport covers Granuaile, road transport in leased vehicles and aviation fuel
- Solid Fossil Fuels is the small quantity of coal still supplied to some headland stations

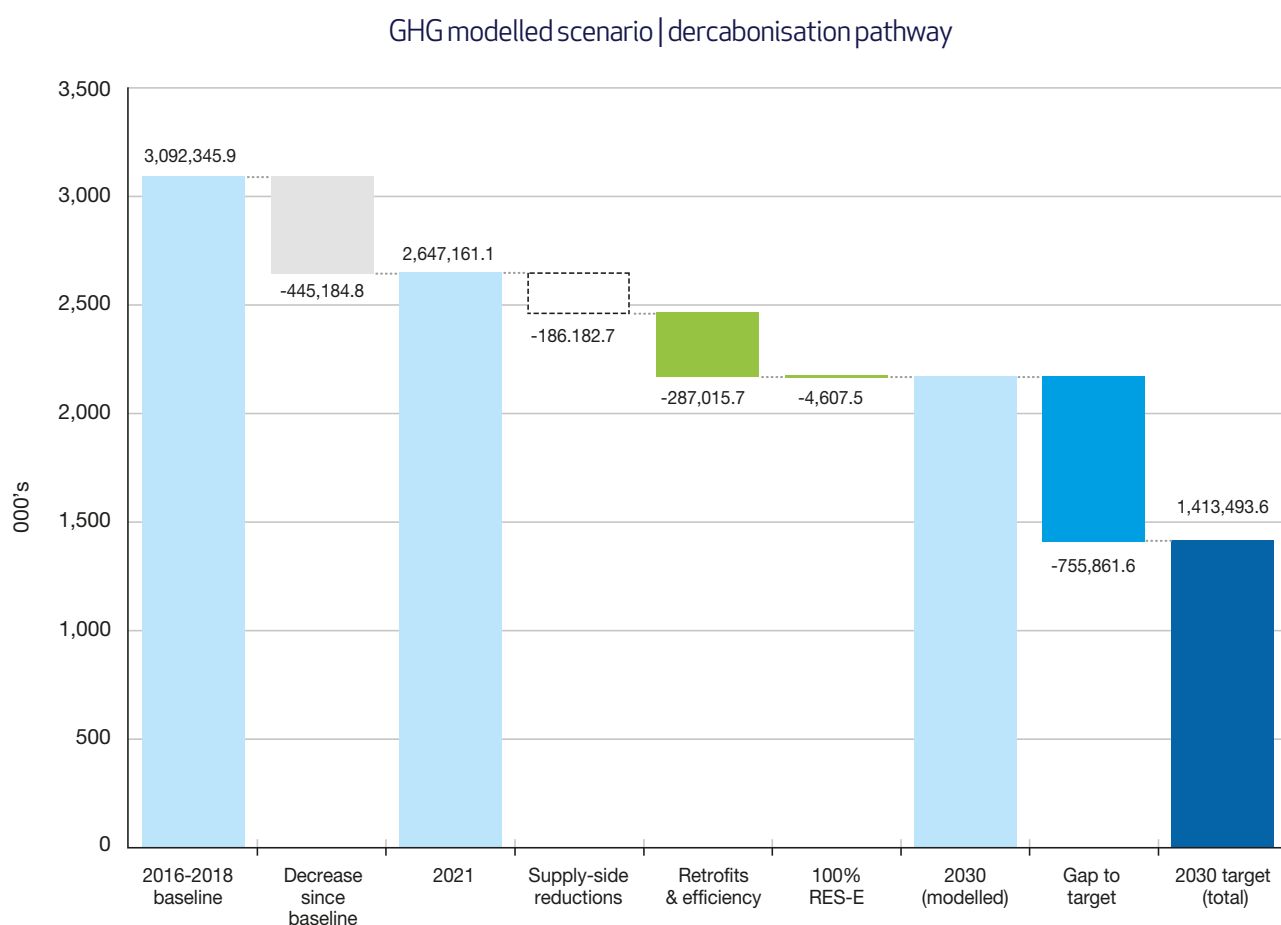
Energy Related CO₂ Emissions 2021



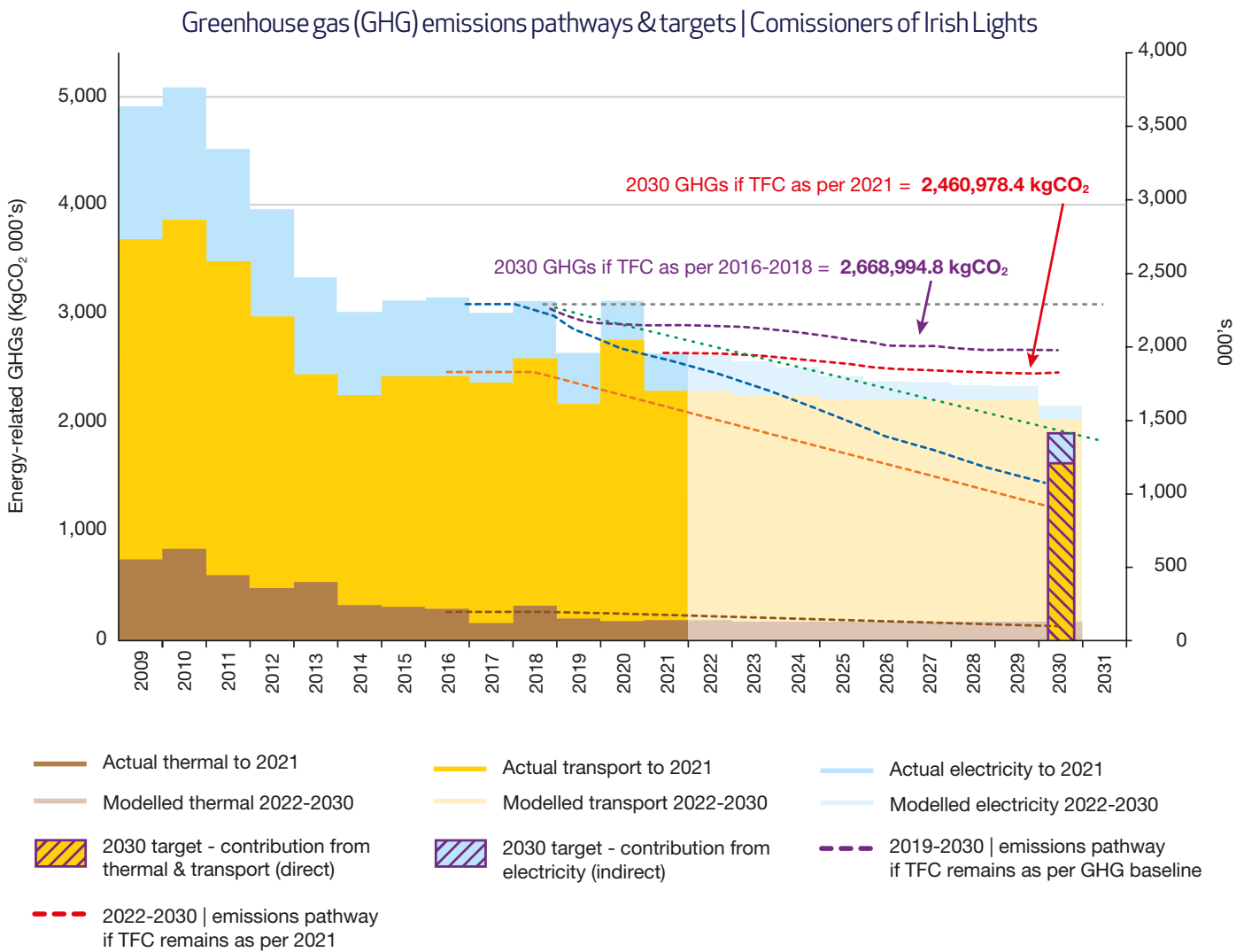
The **further reduction of Green House Gas Emissions** by 51% in 2030 from a baseline of Irish Lights emissions average of 2016-18 (which was 3,092,346.3kgCO₂ to a target of 1,413,493.6 kgCO₂) will be a significant challenge. Irish Lights operates a multi-functional buoy tender vessel called the (ILV) Granuaile. The Granuaile is diesel powered and is responsible for approximately **78%** of all of our emissions.

	Thermal Emissions (kgCO ₂) (direct)	Transport Emissions (kgCO ₂) (direct)	Electricity Emissions (kgCO ₂) (indirect)	Total Emissions (kgCO ₂)
Baseline 2016-18 Average	261,885.2	2,205,295.7	2,467,181.0	3,092,345.9
2030 Target	128,323.8	1,080,594.9	1,208,918.7	1,413,493.6

The graph below displays our progress to date and our gap to target including challenges ahead to meet the 2030 targets.



The following SEAI generated graph shows again the gap to 2030 target of GHG emissions broken into the modelled emission reduction per category of thermal, transport and electricity. It outlines the GHG pathways if we remained at both 2019 baseline figures or continued at 2021 and what the gap is in each category to achieve the target.



GHG Emissions Reduction Plan to address gap to target

1. Electricity

Irish Lights uses electricity only from renewable sources, however the SEAI database allows just 39% of the electricity used to be considered renewable based on the 39% of electricity in the Republic of Ireland on the grid being from renewable sources. This figure is being adjusted annually on the SEAI database as we move towards a greener electricity supply nationally. Irish lights will benefit year on year from improved data which will assist in our gap to target figures.

2. Projects

A small reduction in emissions will come from our projects listed on page 16 including the solarisation of Tuskar, Kish and the Fastnet light houses.

3. The Ship

The Granuaile is responsible for 78% of all emissions. The ILV Granuaile was designed in 1999 and built in 2000. The vessel is now 23 years old and in comparison, to other vessels of its age and size, it was built to be more environmentally friendly by design.

The vessel is fitted with five medium speed diesel engines, of which four are required for routine operations and the remaining engine is cycled through ongoing maintenance.

The ILV Granuaile operates a **Ship Energy Efficiency Management Plan (SEEMP)** which is an established tool to improve the energy efficiency of a ship in a cost-effective manner. The plan contains measures to further reduce residual GHG emissions through reduced speed passage making and investigating new technologies such as Variable Speed Drives and Amine-based post-combustion carbon capture (PCC).

A replacement for the current ILV Granuaile is planned before 2030 due to natural aging of the vessel and equipment. The new vessel will be constructed to meet the IMO requirements for Energy Efficiency Design Index (EEDI). The design will also specify Tier III engines which use emission control technologies. It is also planned that these engines will be dual-fuel such that they will be capable of being run on fuels which produce less GHG emissions when these fuels become readily available.

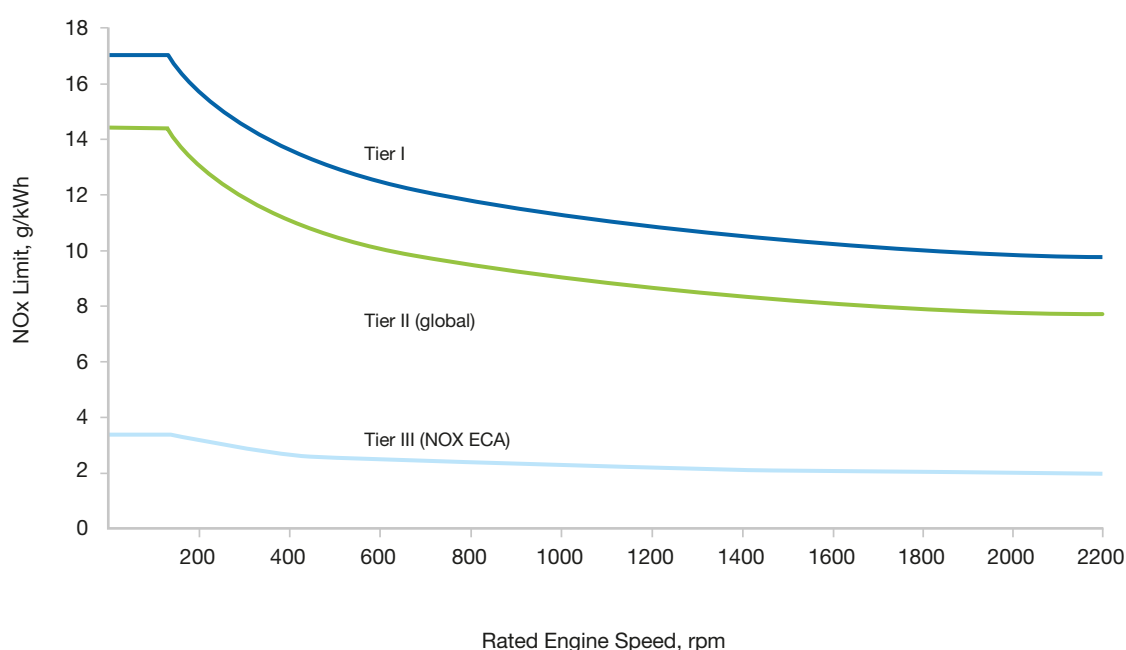




Photo: © Commissioners of Irish Lights

07

ENERGY AND ENVIRONMENTAL MANAGEMENT SYSTEMS

07. Energy and Environmental Management Systems

Governance and Environmental Management is central to the delivery of this Climate Action Plan.

Irish Lights will ensure that responsibility is delegated across all departments of the organisation and outcomes including targets are closely monitored, reported and audited. Our Sustainability Strategy makes clear that Senior Management are responsible to the Chief Executive and the Board for determining and delivering objectives and meeting targets. They will also have a role to ensure that climate action, including opportunities for engagement, mitigation and adaptation is integrated across other strategies and processes that can support implementation.

As outlined in Section 3, the Director for Coastal Operations (DCO) will be responsible for the implementation, monitoring and reporting on the Mandate. Each of the other 3 Directors will be responsible to the DCO for the implementation of actions within their departments. The DCO will be supported by the Energy Performance Officer.

Our ongoing monitoring and reporting will continue to be important in guiding decision-making. We also recognise that initiatives within Irish Lights will evolve and strengthen as we learn from research and technical advances, as climate policy requirements change and when we have developed capacity to go beyond targets. We will review, report on and, if necessary, revise this Climate Action Roadmap on an annual basis.

As part of the reporting Irish Lights has included a section on Sustainability in its Annual Report & Accounts which includes data in relation to GHG emissions and energy efficiency. Meeting targets along with associated savings and capital expenditure will be closely monitored.

Irish Lights is part of the SEAI Monitoring and Reporting system which assists in understanding energy consumption, helps to target areas for improvement, identifies opportunities, and monitors and benchmarks performance. Irish lights reports the following data through the M & R system:

- Annual energy consumption for all energy types
- Annual value in terms of activity metric
- Energy saving projects implemented and planned.
- Summary of the approach adopted for reviewing the organisation's energy management programme.

Our Energy Performance Officer (EPO) has attended the 3-day SEAI provided EnergyMAP course which is geared towards small and medium public sector bodies and gives a good understanding of the rationale behind the monitoring, reporting and the collection of data.

Data collection and Building Management is a key part of the management of energy use and our HVAC systems in our HQ Facility in Dun Laoghaire are controlled by a Building Management System (BMS). This system has been enhanced by the fitting of subsidiary meters on utilities to improve analysis of energy and resource consumption. 'Smart Meters' have been installed at many of our coastal sites as part of the nationwide roll-out. Irish lights has actively pursued ESB Networks to expedite the installation of meters to facilitate our monitoring and analysis of electricity consumption.



Photo: © Great Lighthouses of Ireland

08

GREENING OUR PROCUREMENT

08. Greening our procurement

Irish Lights is committed to environmental, economic and socially sustainable procurement.

Green procurement is part of the process of ensuring that these goals are achieved and of ensuring that Irish Lights' social, environmental and economic goals are promoted within the marketplace and to ensure that providers that foster and innovate to achieve these goals are rewarded for doing so.

Irish Lights' Green procurement policies are a framework for improving the organisations performance in three business areas, environmental, social and financial.

The Green Public Procurement (GPP) process requires the inclusion of clear and verifiable environmental criteria for products and services in the public procurement process.

Irish Lights will endeavour to:

- Only purchase goods and services that reflect best practice specifications or standards for environmental and economic or social sustainability.
- Evaluate the life-cycle costing (LCC) of products when procuring (energy efficient products may have a greater capital cost that is offset over time through reduced running cost).
- Avoid products that are harmful to the environment, specify goods, products and materials that cause the minimum harm to the environment including the impact of their manufacture, distribution, use & disposal.
- Consider circular economy principles when assessing requirements and developing specifications (redesign, reduce, reuse, repair, renovate, recycle and recover).
- Aim to promote environmental and social sustainability within all Irish Lights contract and tendering documentation and promote awareness within the organisation. Evaluate current products and practices in innovative ways. Invite ideas from across all levels and departments within the organisation and remain open to new ways of greening our products, practices, and habits.
- Continually review types of goods and services purchased and produce contract specifications and tenders that have the intention of decreasing the environmental impact and increasing positive impacts on society, economy and the producers while ensuring value for money.
- Make key suppliers aware of Irish Lights sustainability and Green procurement policies and communicate Irish Lights goals to the potential supply market throughout our market engagements.
- Where possible work with and inform key suppliers to improve their overall environmental and social performance and through our procurement exercises encourage suppliers to reduce the environmental impact of their products and processes and develop more environmentally and socially beneficial alternatives where possible.
- Continue to ensure that Irish Lights obtain best value for money.



Photo: © Commissioners of Irish Lights

09

IMPROVING OUR BUILDINGS AND VEHICLES

09.

Improving our buildings and vehicles

9.1 Dun Laoghaire Facility

Our Head Quarter Building in Dún Laoghaire displays both Building Energy Rating (BER) and Display Energy Certificate (DEC) Certificates. The DEC is to be revised annually whereas the BER will be revised when we carry out improvements to our energy system.

In 2023, we plan to have a 45.36kWp solar array installed on the roof of our Engineering Workshop building. This will provide approx. 5% of our Facility's electricity requirements.

In 2019 Irish Lights installed an electric car charger point at the Irish Lights head office in Dun Laoghaire. The charge point has a dual output, each capable of 22kW for 3 phase charging. It was installed in the Irish Lights carpark and is available to our employees and tenants.

Heating & Cooling System

Heating in our Dun Laoghaire Head Quarters is provided by two natural gas boilers. Cooling is provided initially by the extraction of seawater from Dun Laoghaire Harbour but in the event that this is insufficient extra cooling is provided from an electrically powered chilled water system. When the gas boilers require replacement we will consider renewable technology including heat pumps.

9.2 Coastal Sites

Most of our coastal sites now exist solely for the provision of AtoNs and are uninhabited but have been developed as part of tourism and heritage initiatives. Irish Lights has worked with local communities to develop the lighthouses into visitor centres, lighthouse tours and visitor accommodation.

Great Lighthouses of Ireland **visitor attraction** partners include;

- Hook Head – Co. Wexford
- Youghal – Co. Cork
- Ballycotton Island – Co. Cork

- Fastnet Rock – Cape Clear Ferries
- Valentia Island – Co. Kerry
- Loop Head – Co. Clare
- Blacksod- Co. Mayo
- Fanad Head – Co. Donegal
- Rathlin Island – Northern Ireland
- The Great Light – Northern Ireland

We will work at ways to improve energy efficiency at all our sites including Lighthouses.

9.3 Vehicles

The Irish Lights fleet currently comprises the following vehicles:

- 90T Grove Mobile crane (Diesel)
- Merlo Teleporter (Diesel)
- Jungheinrich Fork Balance Truck (Electric)
- Linde Stores Reach Truck (Electric)
- Jungheinrich Pallet Truck (Electric)
- Kia Sportage (Hybrid)
- Citroen Dispatch Van (Diesel)

Irish Lights will continue to examine the use of zero emissions vehicles where operationally feasible and practical going forward. The business case will examine such areas such as capacity, consumption, emissions along with practicalities given the geographical nature of our assets.

9.4 Bicycles

A bicycle shelter for the use of employees and visitors was erected during the redevelopment of the Irish Lights site in Dun Laoghaire in 2006-08. In 2021, a second bicycle shelter was erected in a more prominent position at the front of our car park providing a more accessible, protected and secure location.

Changing, showering and clothes drying facilities are available in our Facility for all employees.



Photo: © Commissioners of Irish Lights

10

REDUCING RESOURCE USE

10.

Reducing Resource Use

10.1 Paper

In 2012, Irish Lights reviewed all paper-based processes and digitized where appropriate.

In 2023-24, Irish Lights will carry out a new review of the remaining paper-based processes. Technological and systems improvements in the past 10 years may now provide further opportunities to reduce paper usage.

10.2 Water

We have fitted subsidiary water meters in the building to identify water usage.

We are investigating the feasibility of gathering rainwater from the flat roof of our Engineering Workshop building in Dun Laoghaire to provide water for our buoy washing operation.

10.3 Wood

We use relatively small quantities of wood. All wood which we use is sourced from forests which are maintained sustainably. All wood is either Forest Stewardship Council (FSC) or Programme for the Endorsement of Forest Certification (PEFC) certified.

10.4 Waste

We are engaging with our waste management company to increase the segregation of our waste streams in order to improve our recycle rate. We will carry out awareness campaigns and set targets to significantly reduce all our waste streams.

10.5 Project Design

Irish Lights future design philosophy will consider whole life costs and ensure any materials used can be recycled or sustainably disposed of at end of life.



Photo: © Great Lighthouses of Ireland

11

OUR WIDER CLIMATE ACTION PLANS

11.

Our wider climate action plans

Irish Lights has developed a new Sustainability Strategy and Action Plan to enable and demonstrate its commitment to meeting the objectives of the Government's Climate Action Plan.

In addition to the climate actions outlined in this climate action roadmap, the plan also outlines our wider sustainability actions plans to include the following;

- Identifying and controlling discharges & emissions to water and air.
- Effective noise management and control including noise mitigation where practicable.
- Enhancing and protecting biodiversity in and around our assets/properties.
- Contributing to Sustainable Maritime Communities by working in partnerships with others to protect and sustainably develop the heritage of Irish Lights.
- Promoting health, wellbeing, diversity, and inclusion.



Commissioners of
IRISH LIGHTS | *Navigation
and Maritime
Services*

Commissioners of Irish Lights
Harbour Road
Dun Laoghaire
Co. Dublin
Ireland

P +353 1 271 5400
F +353 1 271 5566

E info@irishlights.ie
W irishlights.ie



**GREAT
LIGHTHOUSES
OF IRELAND**

**Explore the
Great Lighthouses
of Ireland**

www.greatlighthouses.com

 twitter.com/gtlighthouses

 facebook.com/greatlighthousesofireland



EMERGENCY NUMBER

If you notice any aid to navigation is not functioning correctly please contact our 24 hour emergency number **01 280 1996**