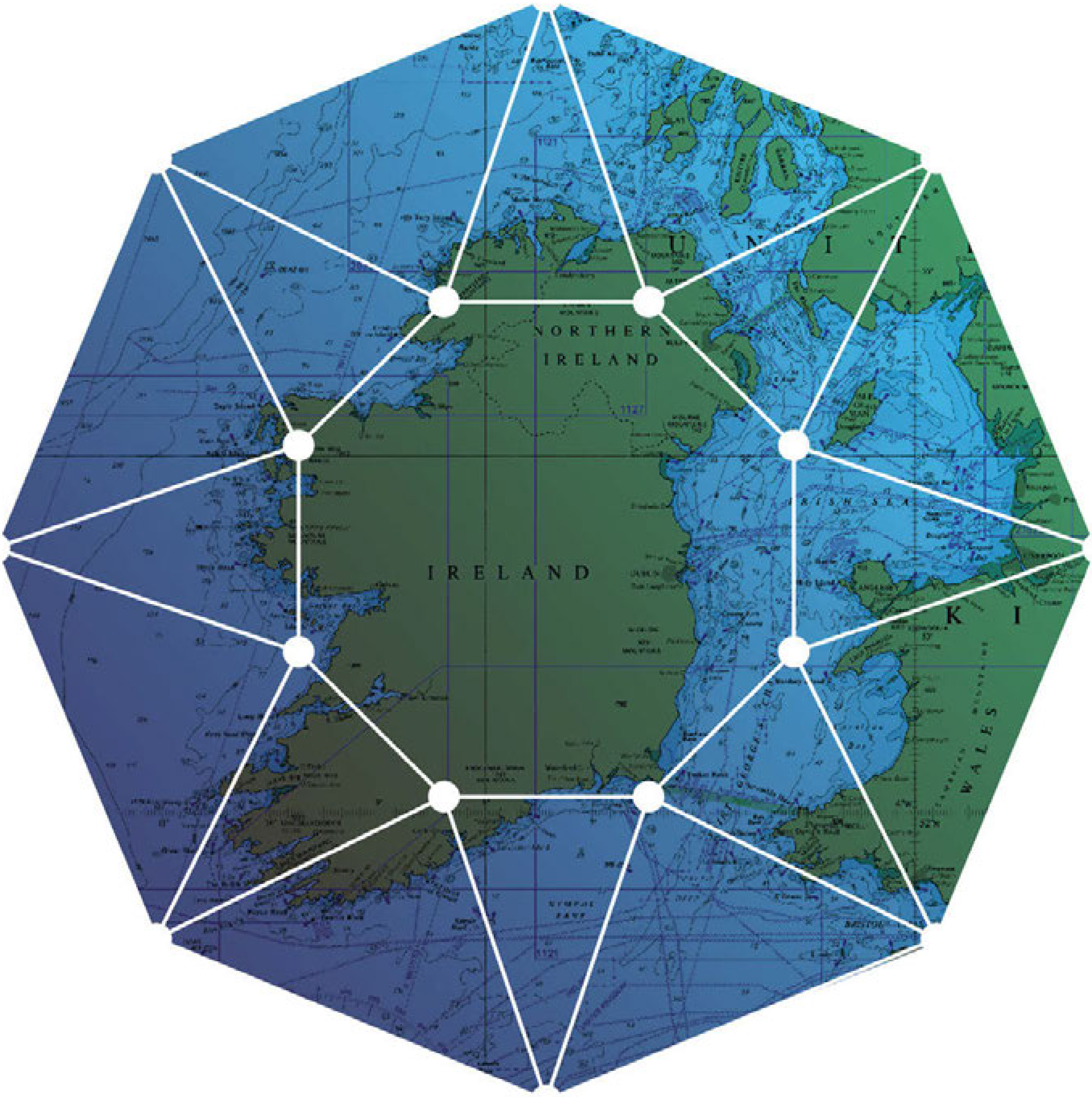
Commissioners *of* IRISH LIGHTS | *Navigation and Maritime Services*

Annual Report and Accounts

Year Ended 31 March 2023



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 2023.

Irish Lights performed well across its five strategic focus areas during the year, including the provision of marine aids to navigation (AtoN) according to the exacting standards set by International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), enhancing resilience of our AtoN through completion of capital works at four key Lighthouse sites, the launch and deployment of a new innovative Geographical Information System (GIS) portal to enhance the management of local AtoN, post Covid recovery of tourist numbers at our Great Lighthouses of Ireland sites and rollout of a major multiyear digital transformation project.

In terms of financial performance, a new challenge in 2022/23 was the significant increase in energy costs and general inflation that has arisen following the war in Ukraine. Nevertheless, Irish Lights operated within sanctioned budget and the annual funding and efficiency targets agreed with the United Kingdom (UK) Department for Transport (DfT) and the Irish Department of Transport (DoT) respectively.

Irish Lights continuously monitors changes in shipping transport patterns and other maritime users activity to ensure ongoing safe navigation. Against the backdrop of the previous two years that were marked by the changes resulting from a combination of Covid-19 and Brexit we have noted a further increase in direct traffic between Ireland and the European mainland. Tourist traffic by sea has climbed back to pre-pandemic levels and this has been accompanied by increased cruise ship traffic particularly into Belfast Port. However, overall shipping traffic and port arrivals were impacted by the lower level of consumption in the economy in response to the sharp increase in general inflation and the significant rise in interest rates.

During the year, Irish Lights engaged in extensive consultation with government departments, agencies and the offshore energy sector to prepare for the implementation of the new planning and regulatory regime associated with the implementation of the Marine Area Planning Act in Ireland. In the UK, Irish Lights continued to input to multiple maritime fora and expert groups aimed at ensuring safe navigation.

In recognition of the rapidly changing environment in which we operate and the critical safety and sustainability issues facing the maritime sector, in November 2022, Irish Lights organised an international conference in Dublin Castle. Securing leading experts from across the sector, the conference focused on the maritime opportunities and challenges associated with adopting alternative fuels, safe planning for wind farms, ports infrastructure, autonomous vessels, embracing digitalisation, and fostering education and maritime skills for future needs. In conjunction with our sister General Lighthouse Authorities (GLA), Trinity House (TH)and Northern Lighthouse Board (NLB), the GLA Strategy "2040 - Navigating the Future" was launched at the conference. The strategy considers the changing and increased complexity of marine users, including offshore renewable energy growth, the increasing demand for big data, artificial intelligence and new technology and relates these changes to future AtoN and planning. Marine AtoNs will remain strategically important to secure safe passage through our waters, but changing maritime requirements

will mean that Irish Lights will have to continue to ensure a reliable and resilient mix of aids capable of integrating emerging new technology, supporting a wide range of users and providing additional security in an increasing complex environment.

I wish to place on the record the gratitude of the Board to the entire Irish Lights team, but in particular to our Chief Executive, Yvonne Shields O'Connor, for the extraordinary effort and commitment which went into the organisation of the conference to ensure it was a resounding success.

Climate change is at the centre of our plans and during the year the Board approved our new Sustainability Strategy and Climate Action Roadmap 2023. For many years Irish Lights has been at the forefront in the adoption of solar technology and has exceeded the target of 33% energy efficiency against the baseline of 2009. We now have a well-developed plan of how we will meet, if not exceed the 50% increased energy efficiency target by 2030.

Irish Lights Vessel, Granuaile has been in operation for 23 years and a replacement project got underway during the year with the goal of delivering a new vessel by early 2029. A significant first milestone was achieved when Irish Lights submitted a Strategic Assessment Report to the Department of Transport. The report set out a detailed investment rationale, objectives for the project and explains the strategic alignment to Government policy. Replacing the Granuaile on schedule with a hybrid vessel will be a key contributor in allowing Irish Lights meet its emissions targets as well as delivering a highly capable and versatile vessel which will enable Irish Lights to continue to provide a highly effective safety service for the benefit of all mariners and the protection of the marine environment in what will be an ever more complex and operationally challenging sea space around the coasts of Ireland.

Throughout the year Irish Lights continued to work closely with our GLA partners, TH and NLB. This partnership brings many strategic synergies and practical operational benefits in the provision of an integrated safety service to the mariner. At international level, through the year Irish Lights continued to participate in IALA. Of note, the Irish and UK governments have ratified the IALA Convention, which paves the way for the establishment of IALA as an intergovernmental organisation.

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 thank the UK DfT and the Irish DoT 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
8 December 2023

Straw Island Lighthouse

2. Performance Report

Chief Executive Review

Introduction

I am pleased to report that Irish Lights has delivered in accordance with our strategy Safe Seas – Connected Coasts on our key performance objectives in 2022-23 across all five strategic focus areas in a reliable, efficient and cost-effective manner. Safety is our number one priority and huge credit is due to all our staff for a year where we had 361 accident-free days and no lost days due to accidents.

Sustainability also received a huge focus during the year with the publication of our Climate Action Roadmap 2030 and the preparation of our first comprehensive Sustainability Strategy and Actions Plans. While Irish Lights was a front runner on energy efficiency for many years, this new strategy broadens out our focus and ensures that we are playing our part contributing to the SDG (Sustainable Development Goals) agenda, Climate, Environmental, Social and Biodiversity objectives.

Our internal focus on safety and sustainability was amplified by the organisation of a major forward-looking international conference – Navigating to 2025 – A Safe and Sustainable Maritime Future. A wide range of leading experts from across the maritime sector participated in two days of debate and dialogue on the opportunities and challenges facing the maritime sector. The conference was an important opportunity for Irish Lights to engage with key stakeholders in Ireland, UK and internationally at a time when there is much change and ahead of the preparation of our new five-year strategy for 2024 -2028. We were particularly pleased to welcome Francis Zacherle, Secretary General of IALA to Ireland and we continue to work closely with colleagues in IALA to drive forward the safe, economic and efficient movement of vessels, through improvement and harmonisation of aids to navigation worldwide for the benefit of the maritime community and the protection of the environment.

Key headline achievements for Irish Lights during the year include:

- Exceeded the IALA aids to navigation availability standards - a core performance measure for Irish Lights.
- Achieved the Tri-GLA wreck risk response criteria, together with our sister GLAs, TH and NLB.
- Completed 2,500 inspections (95% of target), of which all local AtoN deemed to be higher risk were inspected.
- Completed 29 audits (100% against target) of Local Lighthouse Authorities across both Ireland (21) and Northern Ireland (8).
- Processed applications for 148 new AtoN, the disestablishment of 38 AtoN, and approved the amendment of 49 existing AtoN through our Statutory sanction process.
- Launched a new local AtoN management portal, based on a Geographical Information System (GIS) interface to enhance the Local Aids statutory and advisory service we provide around the coast.
- In addition to continued participation in a wide range of statutory and stakeholder fora, in 2022-23 Irish Lights participated for the first time in the National Maritime Facilitation Committee, Offshore Regulators Liaison Group, Seafood ORE Working Group and UK Centre of Seabed Mapping Management Group.
- Submitted a strategic assessment proposal to the DoT for the replacement of the Granuaile.
- Provided our services within approved budget sanction despite the global energy / supply shocks and inflation that have arisen following the war in Ukraine.
- Achieved in excess of €1.1m net commercial income, making an important contribution to the running cost of Irish Lights and offsetting the net cost to our financial stakeholders.

- Completed capital works at Fanad Head and at all three Lighthouse locations on Rathlin Island together with substantial progress on the complex capital works at Tuskar Rock Lighthouse.
- Recovery of visitor numbers and guests at our Great Lighthouses of Ireland sites to pre Covid levels.
- Successful rollout of Blended Working Strategy and related HR Policies along with ongoing focus on training and development of employees.
- Rollout of the major multiyear digital transformation project, based on the Microsoft 365 cloud platform, commenced in the year.
- Developed and launched a new long-term strategy "2040 - Navigating the Future strategy" together with our sister GLAs, NLB and TH.
- Launched Series 2 of Great Lighthouses of Ireland, TV Programme reaching 1.2million viewers in Ireland.
- Irish Lights responded to the Ukrainian migrant crisis by providing accommodation at some of its former Lighthouse Keepers dwellings.

These key achievements together with our ongoing day to day work are the result of a superb team of people right across the organisation – on the coast, on the ship, in the technical workshop, in the yard and in the office and I want to thank them for their individual and collective contribution over the course of the year.

I also want to thank the Department for Transport (DfT) and Department of Transport (DOT) and our partners in TH and NLB for all their support throughout the year.

Finally, I would like to express my thanks to the Board of Irish Lights for their leadership and unstinting support throughout the year.

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.

Business Strategies

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 and floating AtoN provided by Irish Lights are a critical 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 2018-23. This strategy will be revised in 2023 for the period 2024-2028.

The strategy is structured around five key focus areas and will see Irish Lights deliver on six ambitious outcomes covering, safety of all, international leadership, technology and innovation, collaboration and partnership, supporting the development of the wider maritime economy and safeguarding the past while positioning for the next generation of maritime services.

2.2 Operational Performance

Key Developments during the year

Progress against our strategy is reflected in our operational performance as set out below.

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.

Irish Lights continued its capital programme upgrading and consolidating its AtoN infrastructure during the year and the capital works at Fanad Head and on all three Rathlin Island Lighthouses, East, West and Rue Point are now complete. While retaining the heritage Lens new Light sources and mechanical slew bearing solutions will reduce energy consumption at all three Rathlin Lighthouses by up to 66%. The works also allowed the removal of mercury and upgrading of lightening protection at each site and installation of new AIS monitoring systems and standby emergency lights.

Significant progress was also made at the challenging Tuskar Lighthouse rock station.

A total of 20 buoys were refurbished during the year 2022/23. Of the 20 buoys, 13 were general aids to navigation and 7 were contract. Four of the contract buoys were outfall buoys provided for Uisce Eireann while 1 was provided for Dublin Port Company and 2 for the Port of Larne. Irish Lights is fitting self-contained lanterns on buoys where feasible though this is not always possible for reasons of location or navigational requirements. A self-contained lantern is a single unit which contains a marine lantern, battery and solar panels. It simplifies refurbishment and maintenance thus reducing cost. Nine of the 20 buoys were fitted with self-contained lanterns last year.

The ILV Granuaile is now in its 23rd year of operation and required replacement of end-of-life satellite communications, radar and display equipment together with upgrades to the software for the main propulsion control equipment and Multi Beam Echo Sounder. Failure and subsequent repair of one of five ship engines during the year is indicative of the challenges of operating an aging vessel. During the year work commenced on the project to replace the Granuaile. Drawing heavily on the recent ship replacement project experience and learnings in NLB and TH, Irish Lights submitted a Strategic Assessment Report (SAR) detailing a proposal for replacement of the Granuaile to the Department of Transport. In line with the public spending code, the SAR will be followed up with a preliminary business case for the Granuaile replacement with a target delivery date in early 2029.

As part of its statutory functions, with a view to ensuring navigation safety, Irish Lights assessed new shipwreck risks including sailing vessel "Jumpin Jive" that sank in the Shannon Estuary, the 11-metre fishing vessel "Silver Rose" sunk in Tory Sound and a Fishing vessel wreck off Loughshinny. Surveys were completed with a combination of Drones and the Granuaile. In all cases the navigational risk assessment conducted deemed there was no follow-on danger to navigation. The Granuaile also assisted the Irish Coast Guard monitoring a 46-foot sailing vessel that was adrift of the west coast of Ireland. The Granuaile remained on standby to deploy a wreck marking Buoy if the vessel was grounded.

The Irish Lights eNavigation roadmap aligns our operational plans with emerging technologies and helps identify the capabilities that Irish Lights will seek to build in a rolling 5-year timeframe to support advancing eNavigation developments. Initiatives underway during the year included collaboration with GRAD and the Irish Coast Guard to test sensor types including Iridium satellite communications and SigFox as options for tracking floating debris and wrecks at sea. Supporting this initiative 3D printing technology equipment housing designs required to place trackers onboard floating objects at sea have been developed for testing purposes. Throughout the year the ongoing trail continued with the, Granuaile, the Irish Navy and GRAD to conduct measurement of European Geostationary Navigation Overlay Service (EGNOS) correction signals at the Northwestern extent of the Irish 200nm Exclusive Economic Zone.

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. During the year Irish Lights introduced an enhanced inspection and audit regime for the 2022/23 reporting period. This risk-based approach to inspections increased the number of local AtoN to be inspected from 1,618 in 2021/22 to 2,640 in 2022/23, an increase of 63%. In practice Irish Lights attained 2,500 inspections (95% of target), of which all local AtoN deemed to be higher risk were inspected. In addition, Irish Lights also processed applications for 148 new AtoN, the disestablishment of 38 AtoN, and approved the amendment of 49 existing AtoN through our Statutory Sanction process.

During the period 2022/23 Irish Lights worked with the Local Lighthouse Authority (LLA) stakeholders to develop a new Local AtoN Management portal, based on a Geographical Information System (GIS) interface. Roll-out of this upgraded reporting and management tool commenced in 2022/23 and will be completed in the 2023/24 reporting period. This innovative solution enhances the situational awareness of the LLA by presenting the aid to navigation against the backdrop of the nautical chart, showing the position of adjacent hazards and including spatial measurement tools. The new portal streamlines the process of applying for Statutory Sanction approval, allowing more visibility and transparency for the LLA on the status of their applications, in addition to allowing for quicker and easier reporting of AtoN outages by the LLA.

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 29 audits across both Ireland (21) and Northern Ireland (8). Overall, the number of LLA achieving either "compliant" or a "compliant with advisory" result in this audit process increased slightly.

During 2022/23 Irish Lights collaborated 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 first group of learners commenced their training in June 2023. 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 under the remit of these authorities including ports, harbours, local authorities, and other bodies who manage aids to navigation at a local level. Through this course, Irish Lights aim 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 Marine Area Planning (MAP) Act 2022. 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 and many of those planning ahead for Phase 2. 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 as projects progress through their commissioning and operational stages, via the Statutory Sanction process for lighting and marking of offshore infrastructure.

FOCUS AREA 3 – COMMERCIAL SERVICES

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

Irish Lights uses its reserve capacity to generate income and reduce the overall net cost of providing its AtoN service. Overall net commercial income came in at €1.1m (2021/22 €1.0m) – a marginal increase on last year.

While property rental income reduced by €0.15m this was offset by increased ship charter income €0.17m as it was possible to charter the Granuaile post Covid 19.

Other sources of income from third party buoy management, monitoring and equipment hosting services and Great Lighthouses of Ireland income remained on par with the previous year.

Buoy work on Deck of ILV Granuaile

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

The Irish Lights MetOcean service now has over 22,599 followers on the social platform X (previously called Twitter). In collaboration with Met Éireann and the Marine Institute ongoing testing is taking place at four trial wave data sites using Irish Lights Buoys around the coast to provide data acquisition for coastal flood forecasting. Initial results are promising with strong data correlation between the wave sensor on the Irish Lights navigational buoy and standalone wave sensor buoy. It is hoped that this test phase will pave the way for a rollout of high-end wave sensors to additional Irish Lights Buoy locations around the coast improving earlier visibility of potential storm flood events.

National Incident Response: 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. Exercise "Blue Kingdom" was conducted in May 2022 simulating maritime mass rescue incident in Donegal Bay and exercise "Black Pool" simulating a vessel grounding in Dublin Bay. In addition, Irish Lights continues to participate in the Irish Sea (UK and Ireland) Working Group and the National Maritime Pollution Response Forum.

HUET Helicopter safety training

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 is a collaborative tourism initiative developed by Irish Lights in recognition of the need to protect its unique maritime built heritage and enable the development of sustainable tourism to benefit all stakeholders and the coastal communities involved throughout the island of Ireland. Comprising 16 lighthouse sites, offering a mix of visitor attraction experience at 11 sites, boats tours of 4 sites and accommodation available at 9 sites, all marketed under the brand of the Great Lighthouses of Ireland.

Against a post Covid 19 background, 2022 was a good year for the brand partners, with 129,257 ticketed tours and 4,340 overnight guests.

The estimated average occupancy across the accommodation sites was circa 74% which demonstrates the level of interest in lighthouses as unique and bespoke overnight destinations. 2022 also saw the partnership grow and broaden the customer offering with the addition of Killybegs Sea Safari delivering boat tours to Rotten Island and St. Johns Point Lighthouses in Donegal.

Collaboration with tourism agencies is an important element of Great Lighthouses of Ireland brand partnership. Research into the potential to activate Lighthouse tourism development was conducted in 2022 by Failte Ireland which identified areas of potential development within the lighthouse portfolio. This research provided a review of the opportunity for lighthouse and coastal active tourism and identified critical success factors, benchmarked against International Best in class and a top line feasibility study analysis, all of which is informing our future strategy planning for GLI.

The Irish Lights archive project continued to focus on the top historically most important collections within the archive. With the high level of public interest in Irish Lights Heritage a key focus during the year was sharing the catalogued and digitised content of the archive through outreach and collaboration.

Fastnet Lighthouse

Strategy Enablers/ other reporting metrics

Organisational Development

The organisational structure, previously revised, to support the close out on our current strategy and consolidate and build towards our new strategy for 2024 – 2028 has been fully implemented. Although we were in a high-level recruitment phase during 22/23, against a background of a competitive and challenging employment market, we have attracted highly experienced and motivated employees to complement our existing skills and competencies.

Promoting a positive culture of learning and innovation, there was ongoing investment in the personal development of our employees during 22/23 with 81 employees participating in 187 training courses. A primary focus of the training was to support the implementation of the Microsoft 365 project.

A blended working strategy was implemented, following a detailed and robust employee consultation, to ensure a successful return to the office for all our employees. We also revised and/or developed a significant number of people policies focused on improving the diversity and wellbeing of our employees to embed the work undertaken on our culture and values in 2021/22.

Health and Safety Review

Irish Lights has a proactive and risk assessment-based approach to safety management covering both our sea and shore-based Safety Management Systems. 2022/23 was another busy year on the health and safety front with the concentrated focus and effort over the past number of years in relation to accident prevention continuing to deliver positive results. There were four accidents on duty during 2022/23 which is the same number as in the previous year; however, no days were lost because of these accidents. This represents our best year ever and a reduction of 120 days lost over the previous year. On an equally positive note, eight of the months in 2022/23 were Zero Harm months. Irish Lights has set a very high bar of having no accidents and, while we didn't quite achieve it, 361 days were accident free. Safety training continues to play an important role in how we manage health and safety and, during 2022/23, training covered 230 people over 354 days.

Information and Communications Technology

Cyber security remained a key focus throughout 2022/23 reflecting the trend of an ever changing and increasing threat landscape. Emphasis is continually placed on cyber related education and awareness training for all employees irrespective of their work location. Various other cyber security projects commenced or were completed including an external penetration test of our network infrastructure and an audit of cyber security controls and governance arrangements.

The new integrated Monitoring and Traffic Analysis solution was rolled out within Irish Lights and also to the Trinity House Operations & Planning Centre who provide out of hours monitoring services. The system provides an insight into the operational status of the various aids to navigation and their various technical components (lights, batteries, generators, communications links). Use of the Work Management System continued to expand to include functionality pertaining to Local Authority audits and processing of corrective action reports.

Significant progress was made in a key project to replace the underlying monitoring infrastructure at coastal locations to enable enhanced monitoring functionality, equipment status reporting and integration with the new monitoring solution. A new remote terminal unit was identified, configured and tested in a test environment prior to commencement of rollout. A deployment plan has been developed and the first six locations were successfully upgraded and migrated to the new monitoring solution during 2022/23.

Rollout of the major multiyear digital transformation project (based on the Microsoft 365 cloud platform) continued throughout 2022/23. The project will improve information delivery, increase opportunities for collaboration in a more effective way and improve and automate processes and workflows to deliver greater efficiencies and/or smarter ways of working. The email system was migrated to the cloud from an on-premises solution. Significant work was undertaken to develop a new information architecture which will underpin the new document management solution and the Microsoft Teams environment to enhance business as usual and project collaboration and delivery. Scoping and design of a new intranet solution was also completed as part of the project with rollout in 2023/24.

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 2022/23 as set out in the table below.

Area	Target Coverage	Actual Coverage 2022/23
6 Hour	95.00%	97.51%
12 Hour	90.00%	90.89%
24 Hour	85.00%	99.23%

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 their new technical strategy "2040 - Navigating the Future strategy". While recognising that the operating environment and navigation context in 2040 is likely to be very different to today, the strategy is clear that continued economic prosperity for both the UK and Ireland will continue to depend, to a significant degree, upon trade by sea.

The strategy 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 strategy 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

The 'Navigating to 2050 – a Safe and Sustainable Maritime Future' conference hosted by Irish Lights in conjunction with the Department of Transport was successful in highlighting the paramount importance of safety and sustainability in the maritime sector, both in Ireland and on an international scale. The event was attended by nearly 300 participants, with the majority attending in person, and featured 34 speakers and panellists from various regions around the world including Europe, Asia and North America, representing diverse expertise in both public and private sectors of the marine industry.

The conference facilitated valuable discussions on critical maritime safety and sustainability issues, such as securing supply chains, adopting alternative fuels in shipping, planning for wind farms safely, ports infrastructure, autonomous vessels, embracing digitalisation, and fostering education and skills for future needs. This convergence of leading experts created an environment for constructive engagement on these key matters.

The Irish maritime sector, including government bodies, agencies, industries, and academia, participated actively showcasing a strong sense of alignment and synergy over the two-day event. Former Minister of State at the Department of Transport, Hildegarde Naughton TD, formally opened the conference and praised its focus on addressing challenges and opportunities that lie ahead for the maritime sector and the broader economy.

Irish Lights continued to participate actively in a wide range of statutory and advisory maritime committees in Ireland and the UK throughout the year. In addition, Irish Lights hosted its annual Local AtoN Users and Providers Meeting in February 2023. The meetings were well attended with participants from the UK and Ireland including state agencies, ports, harbours, fishing and leisure representative bodies, utility companies, local authorities and safety bodies.

Throughout the year, Irish Lights supported many local and community initiatives and public events. The annual Great Lighthouses of Ireland Forum took place in Co. Clare in October 2022, attended by key stakeholder from the north and south.

Series two of Great Lighthouses of Ireland was broadcast on RTÉ One from 8th May – 29th May 2022, reaching a total audience of 1.2 million viewers.

Minister Hildegarde Naughton at 'Navigating to 2050' Irish Lights Conference

2.3 Sustainability Reporting

The Irish Government's Programme for Government on Sustainability and their commitments including the Climate Action Plan 2023 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 terms of climate mitigation Irish Lights is currently consolidating its coastal infrastructure to provide a low-maintenance, low-energy, Aids to Navigation service throughout Ireland and Northern Ireland. As part of this consolidation process (of 65 lighthouses) 1000 watts high energy lights are being replaced with 90-watt LED lights and diesel generators are being replaced by battery banks charged by solar panels. Additionally, the coastline contains 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.

The Climate Action and Low Carbon Development (Amendment) Act 2021 establishes a legally binding framework with clear targets and commitments set in law, to ensure the necessary structures and processes are embedded on a statutory basis we achieve our national, EU and international climate goals and obligations in the near and long term.

Irish Lights seeks to develop its environmental management policies in a manner fully consistent with Government's Climate Action Plan 2023, related initiatives and public opinion.

Currently, the national targets are:

(i) to achieve an energy reduction of 50% in 2030 relative to our baseline year of 2009

(ii) to achieve a greenhouse gas emissions reduction of 51% by 2030 relative to our average emissions of 2016-18.

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.

Irish Lights Sustainability Programme

In 2022-23, Irish Lights engaged an external consultancy to complete an environmental compliance audit of our activities to ensure that our operations are up to date with the most recent environmental legislative requirements and guidance. This review sets a baseline and identifies where improvements are required in relation to the environmental themes of emissions, waste management, use of materials, water discharge, noise and biodiversity. The outputs of this audit have fed into the development of our Sustainability Strategy.

Photo: Andrew Collins

Irish Lights has compiled a Sustainability Strategy & Action Plan Working Document serving as an overarching framework to coordinate the efforts which are already under way and new projects to be implemented in terms of climate action and environmental protection. As part of this strategy, an overarching Sustainability Policy Statement, Vision, Goals and Objectives were adopted by the Board.

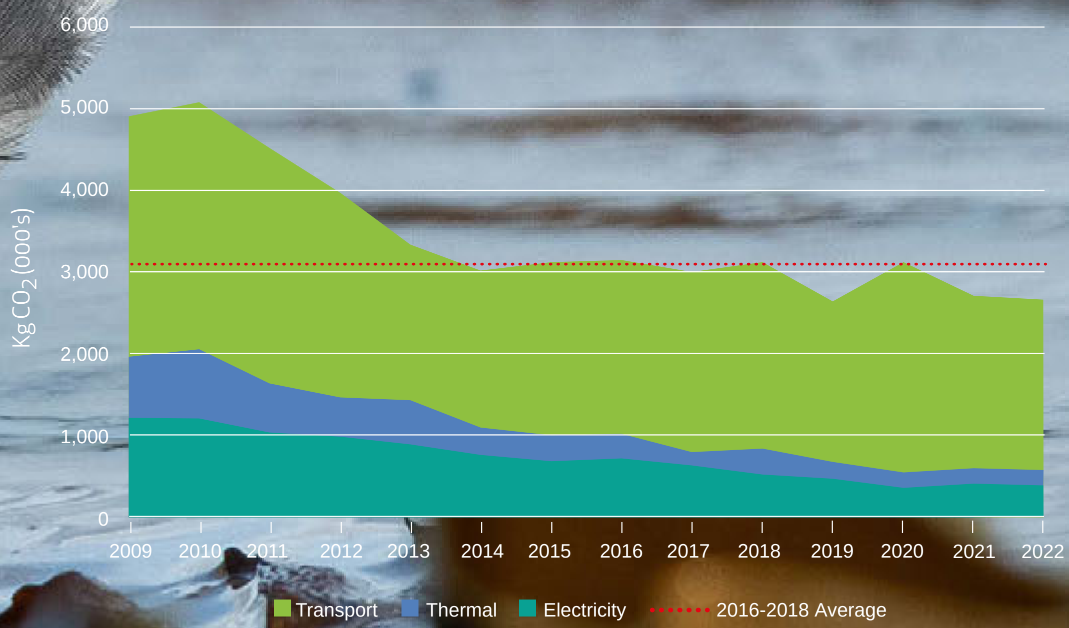
Our Vision – *Irish Lights will be an organisation that values the benefits of long-term sustainability. We are committed to proactively working with stakeholders to reduce our impact on the environment, to manage climate risks and to capture the new and innovative opportunities that sustainability can bring.*

In March 2023, Irish Lights submitted its 'Climate Action Roadmap to 2030' to the Department of Transport. This Roadmap was developed in response to our obligation under the Government's Climate Action Plan 2023. 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.

Irish Lights Energy & CO2 Emissions Reporting

Irish Lights has been recording its energy usage through the Sustainable Energy Authority of Ireland (SEAI) Monitoring & Reporting Database since 2014 with data entered back to our baseline year of 2009. As may be seen in the tables and graph below, our energy consumption has reduced by 45.9%. The bulk of our energy usage (73.8%) is attributable to transport of which approximately 90% is accounted for by the diesel usage of ILV Granuaile.

CO_2 Emissions Since Baseline



GROSS EMISSIONS

Scope 1 Direct Emissions (sources owned or controlled)		2022	2021	2020	2019	2018	Baseline 2009
Transport	Tonnes CO2	2,093	2,109	2,580	1,964	2,278	2,946
Thermal	Tonnes CO2	193	190	184	209	320	747
Scope 2 Indirect Emissions (energy supplied by another party)							
Electricity	Tonnes CO2	371	411	363	470	525	1,219

RELATED ENERGY CONSUMPTION

Scope 1 Direct Emissions (sources owned or controlled)		2022	2021	2020	2019	2018	Baseline 2009
Transport	MWh	8,747	8,815	10,775	8,212	9,520	12,325
Thermal	MWh	943	906	873	981	1,424	3,197
Scope 2 Indirect Emissions (energy supplied by another party)							
Electricity	MWh	2,153	2,251	2,236	2,664	2,701	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 costs associated with Commercial activity

FINANCIAL INDICATORS

Energy expenditure	2022/23 €'000	2021/22 €'000	2020/21 €'000	2019/20 €'000	2018/19 €'000	Baseline 2009/10 €'000
Electricity - Head Office	227	104	102	109	106	137
Electricity - Coastal Stations	173	111	82	97	88	108
Gas - Head Office	30	32	30	23	23	39
Oil/ Coal - Coastal Stations	34	31	17	28	41	93
Ship Marine Gas Oil	650	368	279	330	387	348

While underlying usage is down on the previous year the figures in the table above for 2022/23 reflects the sharp increase in energy costs following the war in Ukraine.

Specific Actions that have been or are currently being under taken

Mitigating Climate Change: Working towards Net Zero by 2050: A 45.36kWp PV solar array has been installed on the roof of our engineering workshop building in Dun Laoghaire capable of producing an estimated 38,000kWh of electricity per annum. This production of green electricity will reduce our CO2 emissions annually by approximately 20T.

Minimising Waste and Promoting Resource Efficiency: We have engaged with our main waste management contractor to identify how we can improve on our recycle rate. Improvements will be achieved through increasing employee awareness, the improvement of waste segregation and reassessment of materials used with a view to end-of-life recycling.

Reducing our Water Use: The feasibility of rain water harvesting from the workshop roof is to be investigated. This water may be used for power washing in the buoy refurbishment process.

Reducing Environmental Impacts from ICT and Digital: A project has commenced to replace the air conditioning system in the primary data centre with a new more energy efficient system.

Bull Rock Lighthouse

2.4 Financial Performance Overview

Financial Results

Highlights

The financial summary for the year to 31 March 2023, contained in these Accounts and Notes, shows an overall net accounting deficit on the SoCNI of €1.5m (2021/22 – deficit of €0.9m). 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 2.5% since last year, mainly as a result of the implementation of national pay agreements. Other expenditure costs have increased by 17%. These significant increases have been driven by inflation, particularly in relation to energy costs which escalated during the year because of the war in Ukraine.

During the year, a number of significant Capital Projects were completed and capitalised, including Rathlin East, Rathlin West and Fanad Head.

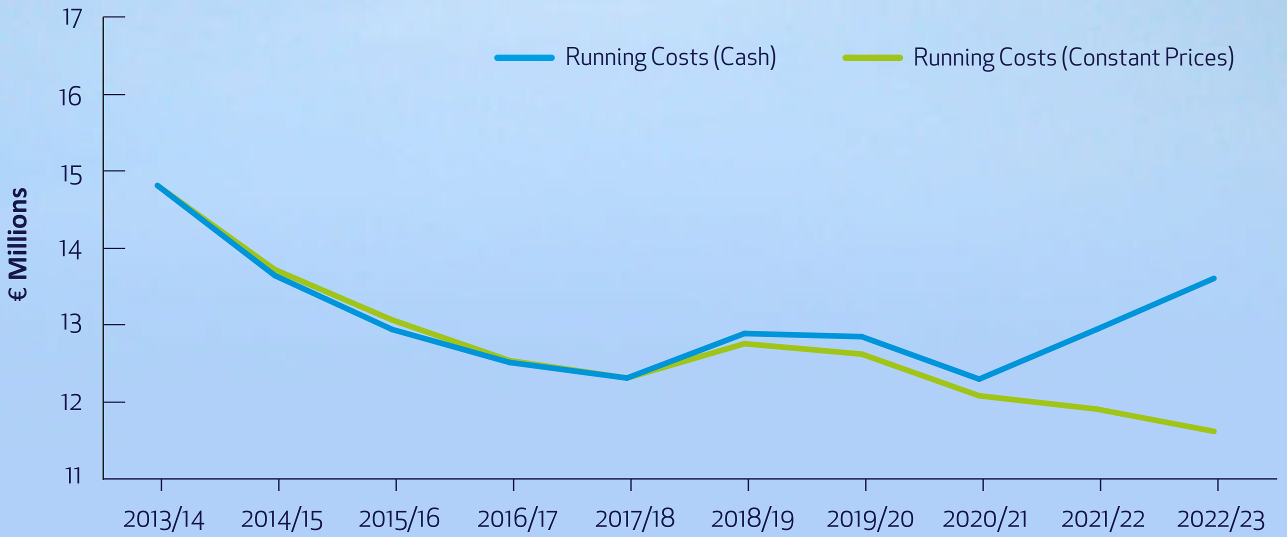
Irish Lights net costs were within the UK DfT financial sanction limits for the year.

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 RoI consumer price index).

For consistency purposes these costs include the marginal costs relating to commercial activities and exclude employer pension contributions which commenced in 2014/15. The results are set out in the following table and graph show an increase in actual running costs of 5.1%, but with a decrease of 2.4% in constant price terms for 2022/23 as compared to 2021/22. Over the ten years to March 2023 Irish Lights running costs have decreased by 12.0% in cash terms and by 19.2% when adjusted for inflation.

Running Costs in Cash and Constant Prices (Gross)



	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	**2022/23**
Running Costs (€'000)	14,857	13,690	12,991	12,564	12,362	12,939	12,898	12,348	12,992	**13,653**
Variance (%)		-7.9%	-5.1%	-3.3%	-1.6%	4.7%	-0.3%	-4.3%	5.2%	**5.1%**
Running Costs (Constant Prices €'000)	14,857	13,767	13,114	12,588	12,362	12,807	12,672	12,132	11,960	**11,671**
Variance (%)		-7.3%	-4.7%	-4.0%	-1.8%	3.6%	-1.1%	-4.3%	-1.4%	**-2.4%**
RoI Consumer Price Index	100.0	99.4	99.1	99.8	100.0	101.0	101.8	101.8	108.6	**117.0**

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

Irish Coastguard flying over Blackrock, Co. Sligo

Source of Finance

Irish Lights is financed from advances made by the UK DfT from the General Lighthouse Fund (GLF). The GLF advances, based on the annual cash requirements of Irish Lights, finance Irish Lights net expenditure and are credited to the SoCNI.

The sources of finance include light dues paid in Ireland, a contribution from the GLF to cover operations in Northern Ireland, commercial income and an Irish Government contribution. For the financial year 2022/23 the Irish Government contribution was €6.0m (2021/22 - €5.7m).

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 (22/23) at 60 cent per tonne in Ireland and 41.0 pence per tonne in the UK.

Irish Lights Dues in 22/23 came in at €7.3m (2021/22 €7.6m) for the year, a reduction of 3.9% on the previous year. The overall reduction reflected the decrease in shipping and trade volume as consumers tightened expenditure following the sharp increase in inflation in the year. The main categories experiencing a decrease was general cargo, dry bulk and container traffic. However, this was partially offset by an increase in passenger vessels light dues as cruise activity ramped back up to pre covid level.

Light Dues income in Northern Ireland was £1.5m in the year (£1.3m 2021/22) with the increase primarily due to cruise ship traffic increase. Overall, UK Light Dues were up 13% on the previous year. Circa half of this increase is due to the increase in the UK light dues rate from 38.5p to 41.0p per net tonne in 22/23.

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
8 December 2023

Visit of Minister Eamon Ryan to ILV Granuaile and launch of Irish Lights' Climate Action Roadmap

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. Irish Lights has also reviewed the Irish Code of Practice for the Governance of State Bodies (August 2016 and updates) and 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.
- The Audit and Risk Committee which operates in line with the HM Treasury Audit and risk assurance committee handbook.
- A 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 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.

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

The Executive Management Team attends Board meetings.

Irish Lights considers all Commissioners to be non-executive, independent Directors. 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 2022-23. The Board has appointed a Chief Executive and Management Team to run the day to day activities of the organisation.

The Board met on seven occasions during the year. Certain matters were considered at all 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.

The Board reviewed the annual reports on health and safety, superintendence of local aids to navigation and lighthouse authorities, property plan, Great Lighthouse of Ireland and archive project plans together with periodic updates to key organisational policies and top risks. The Board approved the 2021-22 Annual Report and Accounts, the 2022 Charities Regulatory Compliance Record and the 2023-28 Corporate plan.

In addition to monitoring progress against the current strategy, looking forward, the Board reviewed the development of the Tri-GLA 2040 navigating the future strategy, the GRAD plan on Tri-GLA navigation, the Ship replacement project, a new Irish Lights sustainability plan along with a climate action roadmap and new memorandums of understanding with the regulator of Utilities and the UK Hydrographic Office.

Membership of the Board during 2022/23 was as follows:

Co-opted Commissioners
Mark Barr (Chairman & Office Bearer)
Adam Grennan (Vice Chairman & Officer Bearer)
David Delamer
Donal O'Mahony
Andrew Jones
Dan Maher
Kieran Crowley
Olive Hill
Sally Montgomery

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
Attendance at scheduled meetings of the Board and its committees in the financial year ended 31 March 2023

Board Membership and Committee Structures
Attendance at scheduled meetings of the Board and its committees in the financial year ended 31 March 2023

Name	Board #	Audit & Risk Committee	Remuneration Committee	Nominations Committee	Corporate Management Committee
Commissioners:					
Mark Barr (Chairman)	7/7 (C)	-	0/0 (C)	2/2 (C)	-
Adam Grennan (V Chair)	5/7	1/1	-	2/2	-
Kieran Crowley	7/7	1/1 (C)	0/0	2/2	-
David Delamer	5/7	-	0/0	2/2	1/1
Donal O'Mahony	5/7	2/3	-	-	1/1(C)*
Dan Maher	7/7	3/3	-	-	-
Olive Hill	7/7	3/3	-	-	1/1
Andrew Jones	7/7	2/2	0/0	-	-
Sally Montgomery	6/7	-	-	2/2	1/1
Councillor Dermot Lacy	5/7	-	-	-	-
Councillor Danny Byrne	5/7	-	-	-	-
Councillor Donna Cooney	6/7	-	-	-	-
Yvonne Shields O'Connor	6/7	-	-	2/2	-

* Note (C) denotes Chairman of Committee

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 €5,266 (2021/22 €2,937). 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 reports 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 three occasions in the year ended 31 March 2023. The main activities for the year included the review of the 2021/22 Annual Report and Accounts 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; reviewed the new Irish Lights risk assurance map and reviewed the annual management assurance return to the UK DfT. 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 did not meet in 2022-23.

c) Nominations Committee

The Nominations Committee is responsible for the appointment of elected members of the Board of Irish Lights. Following a skills audit of the expertise and experience of existing non-executive Directors, in January 2023 the Board commenced the process of recruiting 4 new members. The Nominations Committee met twice in 2022-23 and the selection process concluded in April 2023.

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. Nine Board members across two teams completed two detailed working inspections of Lighthouse stations and other AtoN infrastructure on the South East and West Coasts of Ireland in July and August 2022.

AtoN User Committee meeting 2023

e) The Corporate Management Committee

The Corporate Management Committee met on 30th September 2022 and considered the Corporate Plan covering the period 2023 to 2028 with a focus on year five business targets within the five year strategy 'Strategy Safe Seas – Connected Coasts'. The budget to achieve targets for 2022-23 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 2022. Key issues discussed included, 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 for the period April 2022 – March 2023. 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

External Auditors[1]
Comptroller and Auditor General
National Audit Office
157 Buckingham Palace Road
Victoria, London, SW1W 9SP

Internal Auditors
Government Internal Audit Agency (GIAA)
Zone 2/16, Great Minster House,
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 (FReM) 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 FReM 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.

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 2023 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.
- 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.
- During the year the Audit and Risk Committee examined a new Irish Lights risk assurance map detailing the three lines of Defences across all aspects of Irish Lights operations.

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. During the year the Irish Light Board reviewed the development of the Tri-GLA 2040 navigating the future strategy.

Changes to Risk Profile

The significant key changes to the risk profile of Irish Lights during the year ended 31 March 2023 were:

- *Continued Tri-GLA Procurement Post Brexit.* Irish Lights has benefited financially from procurement collaboration with TH and NLB. Changing procurement regulation post Brexit in the UK has increased the risk that Tri-GLA procurement may not be able to continue when the current frameworks come to an end. During the year Irish Lights worked closely with the two Government Departments and the other GLAs to seek a solution to facilitate continued Tri-GLA procurement while satisfying regulatory requirement across both jurisdictions.
- *Inflation and cost increases:* Due to the outbreak of war in the Ukraine energy prices rose dramatically during the year and had a significant impact on fuel costs for the Granuaile and energy costs for onshore activities. While energy costs eased later in the year there was notable knock-on increase in general inflation across the economy during the year which in turn fed through to increased payroll and operating costs.

- *Cyber Security*. Irish Lights continues to focus on the every 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 2023.

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 2022 and 31 March 2023. Four audits were undertaken during the year and covered Buoy Production Quality Management, GDPR, Cyber Security, Financial Controls. The report considered Irish Lights framework of internal control to be fundamentally adequate and effective, with some opportunities for improvement.

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.

General Data Protection Regulation (GDPR)
There were no reportable data breaches during the year.

Significant Internal Control Issues
There have been no significant internal control or governance problems in the year ended 31 March 2023.

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 2021), the Framework Document for the GLA's (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:	2022/23 Total €'000	Permanently Employed Staff €'000	Others €'000	2021/22 Total €'000
Wages and Salaries	7,430	6,686	744	7,246
Social Security Costs	528	514	14	517
	7,958	7,200	758	7,763
Redundancy Costs	-	-	-	110
Less Capitalised Costs[1]	(502)	(502)	-	(231)
	7,456	6,698	758	7,642
Employer Pension Contribution Costs	1,757	1,757	-	1,772
Third Party Pension Costs	-	-	-	-
	1,757	1,757	-	1,772
Total	**9,213**	**8,455**	**758**	**9,414**

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

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 2022/23, 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 €596,800[2] (2021/22 €636,904[1]).

[1] Includes the salary of the employee that left in October 2021 and the employee that joined in October 2021.

[2] Includes the salary of the employee that left in May 2022 and the employee that joined in January 2023.

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	63,322
Ratio	5.4	3.2	2.6

Year - 31 March 2022	25th Percentile Pay Ratio	Median Pay Ratio	75th Percentile Pay Ratio
Band of Highest paid Executive Total Remuneration (€000's)	**150-155**	**150-155**	**150-155**
Employee Remuneration €	28,395	47,475	59,085
Ratio	5.3	3.2	2.6

Percentage change in remuneration from the previous year:

Highest paid director: +5.8% (2021/22 +0.50%)

Employees of the entity as a whole: +5.9% (2021/22 +0.31%)

The above % movements reflect the implementation of the national pay agreement awards during 2021/22 and 2022/23.

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

Benefit Band	Number of Employees 2022/23	Number of Employees 2021/22
€60,000 - €69,999	20	15
€70,000 - €79,999	6	5
€80,000 - €89,999	1	4
€90,000 - €99,999	5	6
€100,000 - €109,999	3	2
€110,000 - €119,999	-	1
€120,000 - €129,999	2	2
€130,000 - €139,999	1	2
€140,000 - €149,999	1	-
€150,000 - €159,999	1	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.

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 (2 employees in 2021/22).

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% (2021/22: 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% (2021/22: 4.6% to 8.05%) of pensionable earnings.

	2022/23 €'000	2021/22 €'000
Employer contributions cost	1,757	1,772

Staff Report

Average number of persons employed

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

	2022/23 Total	Permanently Employed staff	Others	2021/22 Total
Directly employed	112	100	12	120
Staff engaged on capital projects	8	8	-	4
Total	**120**	**108**	**12**	**124**

Diversity Information

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

	2022/23 Male	2022/23 Female	2022/23 Total	2021/22 Male	2021/22 Female	2021/22 Total
Board Members	9	3	**12**	9	3	**12**
Chief Executive & Directors	3	2	**5**	3	2	**5**
Managers	8	4	**12**	8	4	**12**
Employees	117	14	**131**	118	20	**138**

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 on the basis of 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 2022/23 the percentage number of work days lost due to sickness was 2.79% (2021/22 was 4.46%). Total days lost due to sickness amounted to 713 days (2021/22: 1,205 days). The average number of days lost per employee was 6.79 (2021/22: 10.76). Of the total amount of work days lost 50% were due to long term absences (i.e. 20 days and above).

Expenditure on Consultancy

During the year €131K (2021/22 €73K) 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 (Supplementary Calls) to cover any claims which cannot be met from funds available. The Standard Club has closed the years up to and including 2020/21 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 2021/22, 2022/23 and 2023/24. 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.

Yvonne Shields O'Connor
Chief Executive and Accounting Officer
8 December 2023

Visit of Minister Jack Chambers to Irish Lights HQ and ILV Granuaile and announcement of the ratification of IALA convention by Ireland

ILV Granuaile in Dun Laoghaire at night

Commissioners of IRISH LIGHTS | Navigation and Maritime Services

FINANCIAL STATEMENTS

YEAR ENDED 31 MARCH 2023

Statement of Comprehensive Net Income for year ended 31 March 2023

	Notes	2022/23 €'000	2021/22 €'000
Income			
Advances from General Lighthouse Fund		16,428	15,466
Other Income	2	1,376	1,154
		17,804	**16,620**
Expenditure			
Staff Costs	3	7,456	7,642
Pension Costs	3	1,757	1,772
Depreciation (Owned)	7	2,105	2,033
Depreciation (Leased)	8	242	408
Amortisation	9	110	60
Loss/(Reversal of Loss) on Revaluation of Property, Plant & Equipment	6	1,808	667
Other Expenditures	4	5,888	4,828
		19,366	**17,410**
Net Income / (Expenditure)		**(1,562)**	**(790)**
Interest	5	(34)	(50)
Revaluation of Investment Properties Gain / (Loss)	10	58	(16)
Net (Deficit)/Income after interest		**(1,538)**	**(856)**
Statement of Other Comprehensive Net Income			
Asset Revaluations Gain / (Loss)	6	1,005	2,785
Total Comprehensive Income / (Expenditure)		**(533)**	**1,929**

All results derive from continuing operations
The accounting policies and notes on pages 36 to 55 form part of these accounts

Statement of Financial Position as at 31 March 2023

	Notes	2022/23 €'000	2021/22 €'000
Non-current assets:			
Property, plant and equipment (Owned)	7	45,669	46,933
Property, plant and equipment (Leased)	8	2,624	3,182
Intangible Assets	9	134	233
Investment Assets	10	1,948	1,890
Heritage Assets	12	339	339
Total non-current assets		**50,714**	**52,577**
Current Assets:			
Assets classified as held for sale	11	563	296
Inventories	13	686	590
Trade and other receivables	14	882	630
Cash and cash equivalents	15	544	555
Total current assets		**2,675**	**2,071**
Total assets		**53,389**	**54,648**
Current Liabilities:			
Trade and other payables	16	(3,437)	(3,691)
Provisions: Current Element	20	(351)	(393)
Total current liabilities		(3,788)	(4,084)
Non-current assets plus/less net current assets/liabilities		**49,601**	**50,564**
Non-current liabilities:			
Provisions	20	(179)	(188)
Other payables	16	(2,945)	(3,366)
Total non-current liabilities		**(3,124)**	**(3,554)**
Assets less liabilities		**46,477**	**47,010**
Reserves:			
Accumulated Reserve		19,745	20,674
Revaluation Reserve		26,732	26,336
Total		**46,477**	**47,010**

Yvonne Shields O'Connor
Chief Executive and Accounting Officer
8 December 2023

Statement of Cash Flows for the year ended 31 March 2023

	Notes	2022/23 €'000	2021/22 €'000
Cash flows from operating activities:			
Net Surplus/ (Deficit) after interest		(1,538)	(856)
(Profit) /Loss on disposal of property, plant			
and equipment and intangible assets		167	16
Depreciation (Owned)	7	2,105	2,033
Depreciation (Leased)	8	441	419
Amortisation	9	110	60
Asset Revaluation:			
- (Reversal of Loss)/ Loss on Revaluation of Property, plant and equipment	6	1,808	667
- (Upward)/ Downward valuation on Assets held of behalf of a Third Party	6	(137)	-
- (Upward)/ Downward valuation on Investment Assets	6	(58)	16
(Increase)/Decrease in trade and other receivables		(254)	28
(Increase)/Decrease in inventories		(96)	15
Increase/(Decrease) in trade payables		(136)	205
Use of provisions		(51)	(60)
Net cash inflow /(outflow) from operating activities		**2,361**	**2,543**
Cash flow from investing activities:			
Purchase of property, plant and equipment	7	(1,941)	(1,977)
Purchase of intangible assets	9	(11)	(109)
Purchase of investment assets		-	-
Proceeds from disposal of non-financial assets		-	1
Net cash outflow from investing activities		**(1,952)**	**(2,085)**
Cash flows from financing activities			
Capital element of payments in respect of finance leases		(420)	(403)
Net cash flow from financing activities		(420)	(403)
Net cash flow from all activities		**(11)**	**55**
Net Increase/(Decrease) in cash and cash equivalents in the period	15	**(11)**	**55**
Cash and cash equivalents at the beginning of the period	15	555	500
Cash and cash equivalents at the end of the period	15	544	555

Statement of Changes in Reserves for the year ended 31 March 2023

	Accumulated Reserve €'000	Revaluation Reserve €'000	Total Reserve €'000
Balance at 1 April 2021	**21,036**	**24,045**	**45,081**
Transfers between reserves	493	(493)	-
Retained (Deficit)/ Surplus (SoCNI)	(856)	0	(856)
Asset Revaluations		2,785	2,785
Release of Reserve on Asset Disposal	1	(1)	-
Balance at 31 March 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**

Capital work team landed safely on Tuskar Rock

Notes to the Accounts for the Year Ended 31 March 2023

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 2022/23 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 2023 shows net assets of €46,477K (31 March 2022 €47,010K).

The UK DfT has approved the sanction of the cash required to meet Irish Lights costs as set out in its Corporate Plan for 2022/23 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.

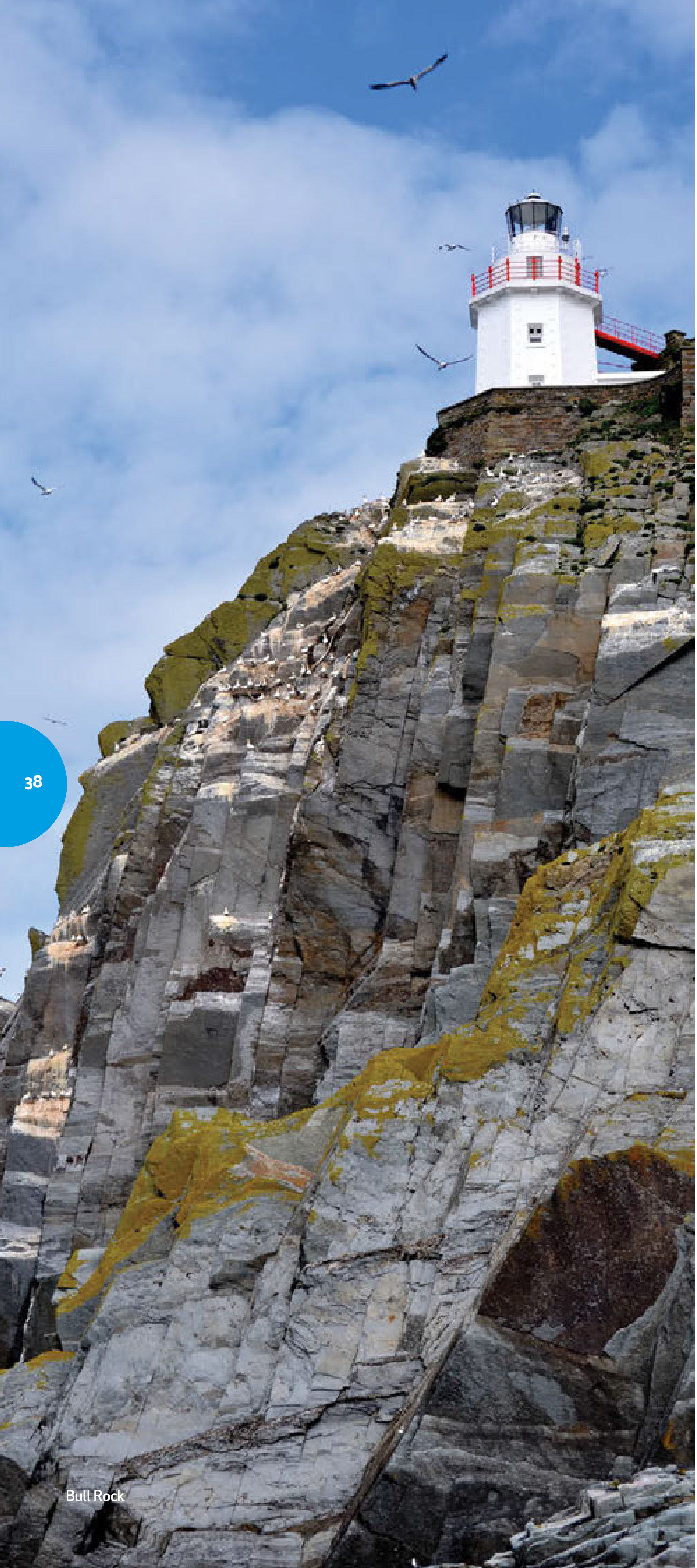
The assets are expressed at their current value at regular valuation or through the application of Modified Historic Cost Accounting.

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 Charted 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.


Bull Rock

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
DGPS Equipment	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 values 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/£0.8791).

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.

Board Inspection Trip with Minister Hildegarde Naughton

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.

Embedded derivatives
Some hybrid contracts contain both a derivative and a non-derivative component. In such cases, the derivative component is termed an embedded derivative. Where the economic characteristics and risks of the embedded derivatives are not closely related to those of the host contract, and the host contract itself is not carried at fair value through profit or loss, the embedded derivative is split out and reported at fair value with gains and losses being recognised in the Income and Expenditure Account. As at 31 March 2022, Irish Lights had no contracts that contained embedded derivatives.

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 2023 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 22 days (2021/22 23 days).

Little Samphire Island, Co Kerry

2. Other Operating Income

	2022/23 €'000	2021/22 €'000
Property Rentals	618	715
Buoy Rentals	329	277
Tender Hire	363	141
Sundry Receipts	66	21
Grant Income	-	-
Total	**1,376**	**1,154**

3. Staff Costs

	2022/23 €'000	2021/22 €'000
Staff costs comprise:		
Wages and Salaries	7,430	7,246
Social Security Costs	528	517
	7,958	**7,763**
Redundancy Costs	–	110
Less Capitalised Costs	(502)	(231)
	7,456	**7,642**
Employer Pension Contribution Costs	1,757	1,772
	1,775	**1,772**
Total	**9,213**	**9,414**

The Chief Executive's remuneration including taxable benefits was €150,750 (2020/21 €150,000). No bonus has been paid.

4. Other Expenditure

	2022/23 €'000	2021/22 €'000
Running Costs	5,575	4,766
Variable lease costs	146	46
Profit /Loss on disposal of non-financial assets	167	16
Total	**5,888**	**4,828**

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 2022/23 is €35.6K/ GBP£30.8K (2021/22: €26.5K/ GBP£22.6K).

5. Interest Payable

	2022/23 €'000	2021/22 €'000
Interest payable	34	50
Total	**34**	**50**

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 current 2022/23 year. During 2022/23 these valuations were professionally updated to 31 March 2023 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 RoI	Susan Dunlea MIPAV (CV) TRV MMCEPI	Tailte Eireann
Lighthouse AtoN Plant RoI	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
Plant & Machinery	Mr Robert McKay MSCSI MRICS	McKay Asset Valuers & Auctioneers
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 Charted 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:

	2022/23 €'000	2021/22 €'000
Profit/(Loss) on Property, plant and equipment valuations (via Statement Net Income)	(1,808)	(667)
Profit/(Loss) on Property, plant and equipment valuations (via Revaluation Reserves)	1,005	2,785
(Downward)/ Upward valuation on Investment Assets (Note 10)	58	(16)
	(745)	**2,103**

Revaluation Movements 2022/23	PPE Note 7 €'000	Intangible Assets Note 9 €'000	Investment Assets Note 10 €'000	Held for Resale Note 11 €'000	Heritage Assets Note 12 €'000	2022/23 Total €'000
Revaluation Movement - Cost	(2,270)	-	58	175	-	(2,037)
Revaluation Movement - Accumulated Depreciation	1,429	-	-	-		1,429
Gain in value of asset held on behalf of third party	-	-	-	-	(137)	(137)
						(745)

Inisheer Lighthouse, Aran Islands

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 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.

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 2021**	**4,135**	**28,232**	**31**	**2,934**	**3,463**	**9,702**	**257**	**176**	**48,930**
Additions	-	-	-	1,061	138	152	-	626	1,977
Disposals	-	-	-	(203)	-	(161)	(34)	-	(398)
Impairments	-	-	-	-	-	-	-	-	-
Transfers	-	-	-	-	-	67	-	(67)	-
Reclassifications	-	-	-	-	-	-	-	-	-
Revaluations	6	1,837	(2)	(2,017)	174	296	-	-	294
Balance at 31 March 2022	**4,141**	**30,069**	**29**	**1,775**	**3,775**	**10,056**	**223**	**735**	**50,803**
Depreciation €'000 **Balance at 1 April 2021**	**-**	**6**	**-**	**-**	**214**	**3,349**	**132**	**-**	**3,701**
Charged in year	-	591	16	545	169	669	43	-	2,033
Disposals	-	-	-	(203)	-	(144)	(34)	-	(381)
Reclassifications	-	-	-	-	-	-	-	-	-
Revaluations	-	(591)	(16)	(342)	(111)	(423)	-	-	(1,483)
Balance at 31 March 2022	**-**	**6**	**-**	**-**	**272**	**3,451**	**141**	**-**	**3,870**
Net Book Value 1 April 2021	**4,135**	**28,226**	**31**	**2,934**	**3,249**	**6,353**	**125**	**176**	**45,229**
Net Book Value 31 March 2022	**4,141**	**30,063**	**29**	**1,775**	**3,503**	**6,605**	**82**	**735**	**46,933**

The Net Book Value of all assets is entirely in respect of owned assets. The above figures include land to the value of €410K (31 March 2021 - €410K) held on behalf of the Irish Government.

8. Right of Use Assets

Cost €'000	Land	Plant & Equipment	Total
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 deprecation in the SoCNI is less €205K in respect of helicopter deprecation charged to capital under Property, Plant & Equipment (PPE)

Right of Use Assets – prior year

Cost €'000	Land	Plant & Equipment	Total
Balance at 1 April 2021	**1,765**	**2,568**	**4,333**
Lease Reassessment	-	73	73
Balance at 31 March 2022	**1,765**	**2,641**	**4,406**
Depreciation €'000			
Balance at 1 April 2021	**58**	**747**	**805**
Charged in year*	29	390	419
Balance at 31 March 2022	**87**	**1,137**	**1,224**
Net Book Value at 1 April 2021	1,707	1,821	3,528
Net Book Value at 31 March 2022	**1,678**	**1,504**	**3,182**

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 deprecation in the SoCNI is less €11K in respect of helicopter deprecation charged to capital under PPE

9. Intangible Assets– current year

Cost €'000	Assets in Construction	Computer Software	Total
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**

Intangible Assets – prior year

Cost €'000	Assets in Construction	Computer Software	Total
Balance at 1 April 2021	**32**	**514**	**546**
Additions	(12)	121	109
Disposals	-	-	-
Transfers	(20)	20	-
Balance at 31 March 2022	**-**	**655**	**655**
Amortisation €'000			
Balance at 1 April 2021	-	**362**	**362**
Charged in year	-	60	60
Disposals	-	-	-
Balance at 31 March 2022	**-**	**422**	**422**
Net Book Value at 1 April 2021	32	152	184
Net Book Value at 31 March 2022	**-**	**233**	**233**

10. Investment Assets

	2022/23 €'000	2021/22 €'000
Opening Balance	**1,890**	**1,906**
Additions	-	-
Reclassifications	-	-
Revaluations	58	(16)
Total	**1,948**	**1,890**

11. Assets Held for Resale

	2022/23 €'000	2021/22 €'000
Opening Balance	**296**	**293**
Disposals	-	-
Reclassifications	92	-
Revaluations	175	3
Total	**563**	**296**

At 31 March 2023 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

	2022/23 €'000	2021/22 €'000
Opening Balance	**339**	**-**
Initial Recognition	-	339
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

	2022/23 €'000	2021/22 €'000
Inventories of consumable stores and fuel	686	590
Total	**686**	**590**

14. Trade receivables and other current assets

	2022/23 €'000	2021/22 €'000
Amount falling due within one year:		
Trade Receivables	124	95
VAT Recoverable	115	74
Other receivables	249	179
Prepayments and accrued income	394	282
	882	**630**

15. Cash and cash equivalents

	2022/23 €'000	2021/22 €'000
Balance at 1 April 2022	**555**	**500**
Net Change in cash and cash equivalents	(11)	55
Balance at 31 March 2023	**544**	**555**

The above figure includes cash to the value of €102K (31 March 2022 - €95K) held on behalf of the Irish Government.

The following balances at 31 March 2023 were held at:

	2022/23 €'000	2021/22 €'000
Commercial banks and cash in hand	544	555
Balance at 31 March 2023	**544**	**555**

16. Trade payables and other current liabilities

	2022/23 €'000	2021/22 €'000
Amounts falling due within one year:		
Other taxes and social security	286	284
Trade payables	525	633
Other payables	330	388
Inter GLA payables	183	79
Accruals and Deferred Income	1,663	1,881
Lease Liabilities	450	426
Total	**3,437**	**3,691**

16. Trade payables and other current liabilities (continued)

	2022/23 €'000	2021/22 €'000
Amounts falling due after more than one year:		
Other payables, accruals and deferred income	44	44
Value of asset held on behalf of the Irish Government	648	505
Lease Liabilities	2,253	2,817
Total	**2,945**	**3,366**

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.

	2022/23 €'000	2021/22 €'000
Movements in Lease Liabilities		
Opening Balance	**3,243**	**3,573**
Interest	43	50
Repayments	(463)	(453)
Lease Reassessment	(120)	73
	2,703	**3,243**
Lease liabilities as at 31 March 2023		
Current	450	426
Non-current	2,253	2,817
	2,703	**3,243**
Amounts falling due:		
Not later than one year	450	426
Later than one year and not later than five years	808	1,180
Later than five years	1,445	1,637
	2,703	**3,243**

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

17. Commitments under Leases (continued)

	2022/23 €'000	2021/22 €'000
Amounts recognised in expenditure:		
Depreciation expense	441	419
Less Capitalised Depreciation Costs	(205)	(11)
Interest expense	34	50
Variable lease costs	146	46
Rental on leases of low-value assets	-	-
Rental of leases expiring within 12 months	-	-
	416	**504**
Cash flows		
Interest	34	50
Repayment of lease liability	420	403
	454	**453**
Income from subleasing right of use assets	-	-
Note: As at 31 March Irish Lights had no Finance Leases		
Lessor income from operating leases:		
Lease income	707	759
Income relating to variable lease payments that do not depend on an index or a rate	45	12
	752	**771**
Maturity analysis of operating lease payments receivable		
Amounts due:		
Within 1 year	604	541
Between 1 and 2 years	531	482
Between 2 and 3 years	413	428
Between 3 and 4 years	356	342
Between 4 and 5 years	335	293
After 5 years	1,968	1,918
	4,207	**4,004**

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

	2022/23 €'000	2021/22 €'000
Contracted capital commitments at 31 March not otherwise included in these financial statements		
Property, plant and equipment	14	271
Total	**14**	**271**

19. Other Commitments

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

20. Provisions for Liabilities and Charges

	Remedial Works/ Responsible Withdrawal €'000	Other Provisions €'000	Total €'000
Provisions at 1 April 2022	**367**	**214**	**581**
Provided in year	64	22	86
Provisions not required and written back	(68)	-	(68)
Provisions utilised in the year	(58)	(11)	(69)
Provisions at 31 March 2023	**305**	**225**	**530**

Analysis of expected timing of discounted flows

	Remedial Works/ Responsible Withdrawal €'000	Other Provisions €'000	Total €'000
Not later than one year	305	46	351
Later than one year and not later than five years	-	25	25
Later than five years	-	154	154
Provisions at 31 March 2023	**305**	**225**	**530**

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 the deficit contributions which were due for payment on 30 June 2013 in respect of the 2012 valuation. A further actuarial valuation was carried out as at 31 March 2015, 31 March 2018 and 31 March 2021 which resulted in no further calls for deficit contributions. Any further liability will be restricted to additional contributions sought if contributions cannot be recovered from other employers (e.g. liquidated companies). Additional liability may arise as a result of new actuarial valuations in the future. The next valuation is due as at 31 March 2024.

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 2022/23:

- Irish Lights provided the services of the *Granuaile* to TH for a period of 6.5 days.
- -rish Lights provided the services of the *Granuaile* to NLB for a period of 6.4 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 €177,803.

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 2022/23 Irish Lights has received advances of €16,428K (2021/22 €14,466K) 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 2023 the balances outstanding with the GLAs were as follows:

	Balance due from Irish Lights	
	2022/23 €000's	**2021/22 €000's**
GLA		
Trinity House	-	9
Northern Lighthouse Board	183	70

	Balance due to Irish Lights	
	2022/23 €000's	**2021/22 €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 8 December 2023.

Appendix A – Aids to Navigation Performance Metrics

Resources

AtoN Inventory

The total inventory of AtoN as at 31 March 2023 is as follows:

Type of Station	2022/23 Total	2022/23 Deployed	2021/22 Total	2021/22 Deployed
Lighthouses (Automated)	64	64	67	65
Lighted Beacons	6	6	6	6
Unlighted Beacons	14	14	14	14
Solar Lighted Buoys	178	140	179	140
Hauling Off/Mooring Buoys	4	1	6	1

Other AtoN provided by Irish Lights:

Type of Station	2022/23	2021/22
RACONs on Lighthouses	14	14
RACONs on Buoys	10	10
AIS on Buoys	65	65
AIS at Lighthouses	52	52
AIS Base Stations at other bases	7	7
Met/ Hydro on Buoys	9	9
Met/ Hydro on Lighthouses	2	2

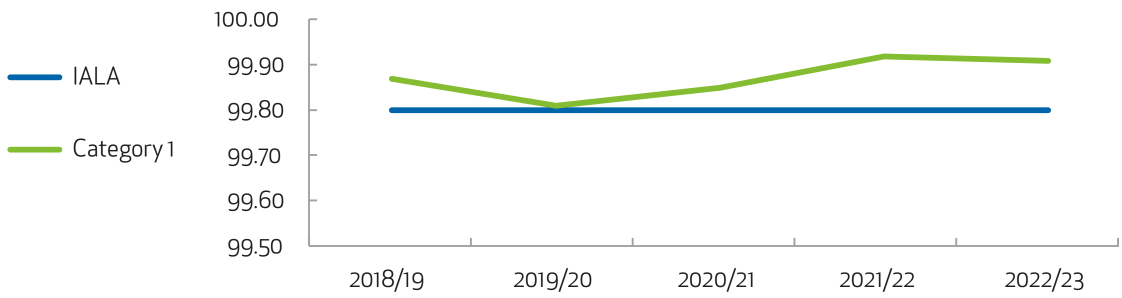
AtoN availability statistics
Irish Lights core activity is fulfilling the statutory responsibility to provide safe passage for the mariner. AtoN availability statistics are a measure of Irish Lights performance in maintaining AtoN and associated equipment. The GLAs report their availability statistics 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.

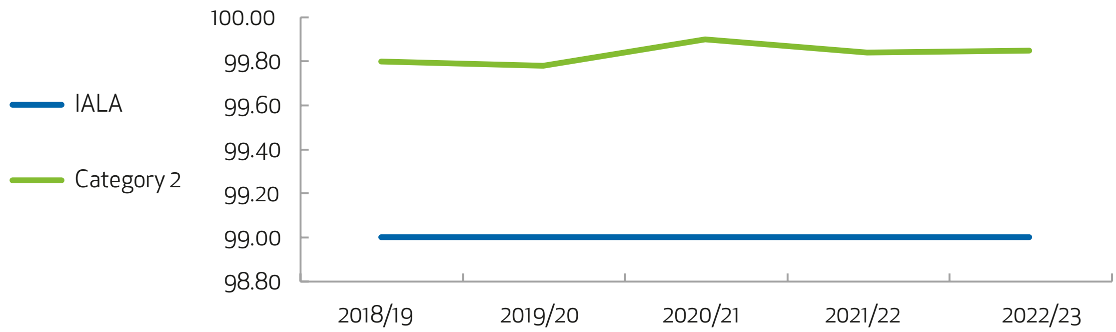
AtoN Availability Compared To IALA Minima - 3 Year Rolling Averages

Category	IALA	2018/19		2019/20		2020/21		2021/22		2022/23	
	Minimum	Actual	Diff	Actual	Diff	Actual	Diff	Actual	Diff	Actual	Diff
1	99.8%	99.87	0.07	99.81	0.01	99.85	0.05	99.92	0.12	99.91	0.11
2	99.0%	99.80	0.80	99.78	0.78	99.90	0.90	99.84	0.84	99.85	0.85
3	97.0%	99.78	2.78	99.76	2.76	99.88	2.88	99.88	2.88	99.63	2.63

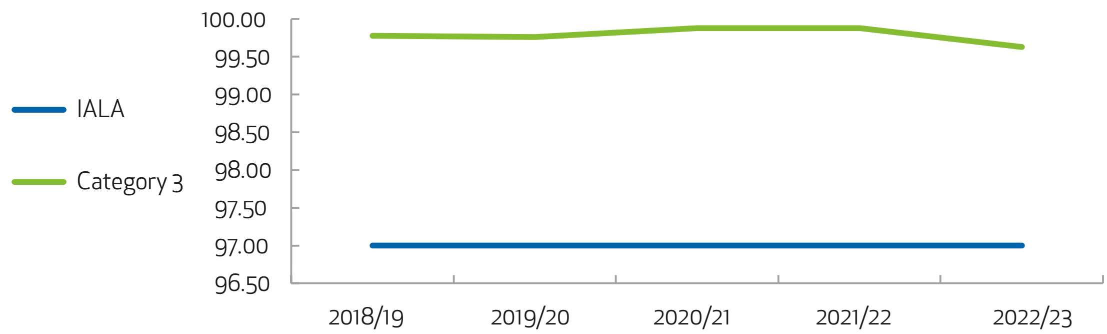
Category 1



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).

Cromwell Point Lighthouse, Valentia, Co. Kerry

Appendix C – List of Acronyms and Abbreviations

AIS	Automatic Identification System
AtoN	Aid to Navigation
CER	Critical Entities Resilience
CETV	Cash Equivalent Transfer Values
DfT	Department for Transport
DGPS	Differential Global Positioning System
DHC	Depreciated Historic Cost
DoT	Department of Irish Transport
DRC	Depreciated Replacement Cost
EGNOS	European Geostationary Navigation Overlay Service
EU	European Union
FReM	Government Financial Reporting Manual
GDPR	General Data Protection Regulation
GIAA	Government Internal Audit Agency
GIS	Geographical Information System
GLA	General Lighthouse Authority
GLF	General Lighthouse Fund
GNSS	Global Navigation Satellite System
GRAD	GLA Research and Development
IAA	Irish Aviation Authority
IALA	International Association of Marine Aids to Navigation & Lighthouse Authorities
IAS	International Accounting Standards
IFRS	International Financial Reporting Standards
JSB	Joint Strategic Board
LED	Light Emitting Diode
LAtoN	Local Aids to Navigation
LLA	Local Light Authority
MAR	Management Assurance Return
MEA	Modern Equivalent Asset
MNOPF	Merchant Navy Officers Pension Fund
NAO	National Audit Office
NDPB	Non Departmental Public Body
NLB	Northern Lighthouse Board
NMPF	National Marine Planning Framework
OREDP II	Offshore Renewable energy Development Plan II
PCSPS	Principal Civil Service Pension Scheme
PPA	Partnership Pension Account
PPE	Property, Plant & Equipment
PRSA	Personal Retirement Savings Account
RICS	Royal Institute of Chartered Surveyors
RoI	Republic of Ireland
RoU	Right of Use
RTE	Radio Telefis Eireann
SAR	Search and Rescue
SEAI	Sustainable Energy Authority of Ireland
SOLAS	International Convention for Safety of Life at Sea
SoCNI	Statement of Comprehensive Net Income
SoFP	Statement of Financial position
TH	Trinity House
UCD	University College Dublin
UK	United Kingdom

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