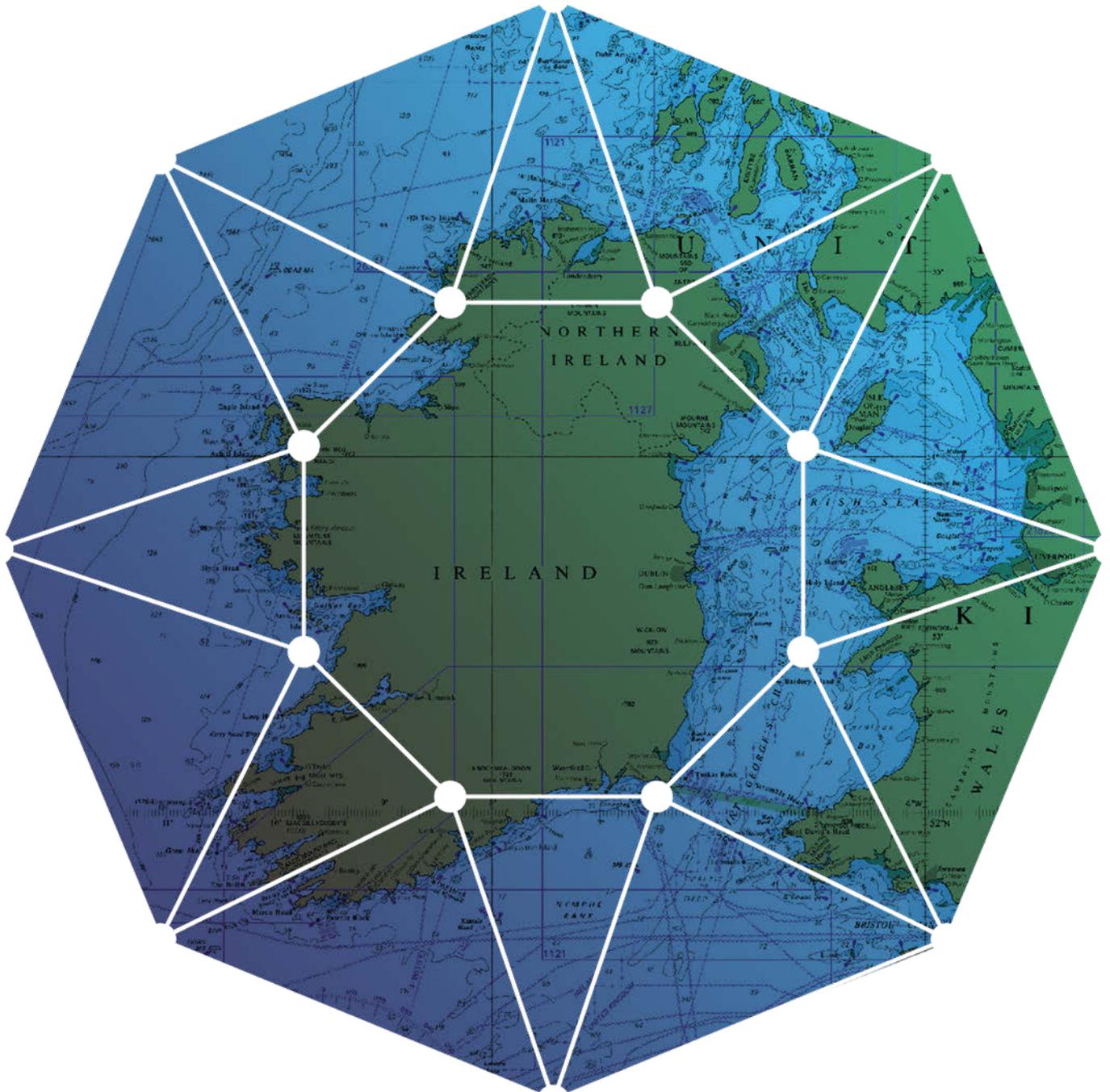


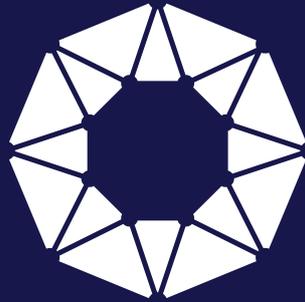


Commissioners of
IRISH LIGHTS | Navigation
and Maritime
Services

Annual Report and Accounts

Year Ended 31 March 2025





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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Haulbowline Lighthouse, Carlingford Lough

1. Chairperson's Summary

I am delighted to present the Commissioners of Irish Lights Annual Report and Accounts for the 12 months ended March 2025.



This year was the final year of our most recent five-year strategy period. An independent review of the strategy found that it had substantially achieved its objectives with Irish Lights continuing to provide:

- A network of cost efficient fixed, floating and electronic marine aids to navigation (AtoN) that meet the standards set by the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA);
- Investment in new technologies to deliver reliable, low maintenance visual and electronic systems to the standard required by users of our seas and coastal areas;
- Authoritative advice and expert services to ensure that navigation risks around the coast pertaining to new developments or potential dangers are fully reviewed and minimised;
- In collaboration with other agencies, projects that result in the sharing of data and the improvement of maritime spatial planning and maritime incident response capacity ensuring a continued focus on meeting the SOLAS (Safety of Life at Sea) Convention around the coast through the provision of risk-based inspection and audits of local AtoN;
- Support to deliver our heritage and public engagement objectives by working with local communities to develop tourism at our Great Lighthouses of Ireland sites with over 355,619 visitors in 2024.

During the year Irish Lights also engaged extensively with its stakeholders to develop a new strategy "Safe Seas – Connected Coasts" for the period 2025-2030. This new strategy is set in the context of the importance of the sea to the island of Ireland, and the challenging nature of the waters around our coast from a navigational viewpoint. It takes account of the key drivers of change that will impact on the marine sector over the coming years, including the importance of safe and secure trade and infrastructure around our coasts, the government's obligations under the SOLAS Convention, programme for Government commitments and changing maritime and environmental legislation.

Irish Lights is mandated to provide a network of essential aids to navigation to meet international standards in a reliable and cost-effective manner, to provide statutory consents to ensure that all infrastructure and hazards at sea are marked and independently inspected and audited and to remove wrecks and dangers to navigation around the coast of Ireland and Northern Ireland. In order to fulfil that mandate, Irish Lights relies on its service vessel the ILV Granuaile and on the provision of contract helicopter services. Collaboration continued with the Department of Transport during the year to progress the replacement of the ILV Granuaile by 2030.

Irish Lights is very aware of the need for Climate Action, Mitigation and Adaptation measures at various scales. We welcome and endorse the Climate Action Plan 2025, and we have published a Climate Roadmap to 2030. In 2024, we achieved energy efficiency of 45% an increase of 4% from 2023 and exceeding the target of 33%. We have a well-developed plan for how we will meet if not exceed the target of 50% increased energy efficiency by 2030. Notwithstanding this very significant progress, we continue to face a considerable challenge in meeting our emissions target of a 51% reduction in greenhouse gases, given the Granuaile is responsible for 84% of all emissions. To meet emissions targets in the longer term we will require a new more energy efficient vessel to be in service by 2030.

The work of Irish Lights is delivered in the context of a set of internationally recognised and accepted regulations, standards, recommendations and guidelines which are set by a range of international organisations including the International Maritime Organisation (IMO) and IALA. On the 22nd of August 2024, IALA changed its status to an Intergovernmental Organisation (IGO). This change in status gives further weight to the standards and recommendations of IALA, leading to greater harmonisation compliance and navigational safety. In February 2025 at the inaugural General Assembly of IALA as an IGO, Ireland was elected to the Council, represented by the CEO of Irish Lights following the signing of an MOU between the Department of Transport and Irish Lights. As a result, Ireland will play a central role in shaping global maritime navigation, digitalisation, climate adaptation, navigation risk



The Chairman and CEO of Irish Lights with Ken Spratt, Secretary General, Department of Transport at the launch of the organisation's new Strategy for 2025-2030.

assessment and harmonisation of safety standards. Irish Lights, in collaboration with the Department of Transport, will continue to work closely with international partners to ensure Aids to Navigation (AtoN) are a key priority for maritime safety, Marine Spatial Planning and the protection of the marine environment.

Irish Lights continues to work closely with our General Lighthouse Authority (GLA) partners, Trinity House (TH) and Northern Lighthouse Board (NLB). This partnership brings many strategic synergies and practical operational benefits in the provision of an integrated safety service to the mariner around the coasts of Ireland and the UK. The GLA Joint Strategic Board which seeks to co-ordinate and drive co-operation at a strategic level across the three GLA provides a valuable platform for sharing knowledge and achieving joint synergies in the way in which we work and is an effective interface between the GLAs, the Department for Transport UK (DfT) and the Department of Transport Ireland (DoT).

In terms of governance, Irish Lights continues to operate to the standards and compliance requirements set by the Irish and UK governments. During the year, the Board and the Audit and Risk Committee continued to focus heavily on risk and ensuring that major risks were identified and mitigated where possible. The Board, with the benefit of input from the Audit and Risk Committee, had oversight of four internal audits undertaken by the GIAA (Government Internal Audit Agency, UK) and worked closely with the DoT and DfT to review the Framework Agreement which governs the business and finance arrangements for Irish Lights.

In summary, it has been another very busy and productive year for Irish Lights and on behalf of the Board, I would like to express our gratitude to our colleagues in the DoT and the DfT, along with TH and NLB for their continued support for all our operations. The Board also wish to recognise the ongoing contribution of Irish Lights employees and management who have demonstrated their flexibility and professionalism in delivering an exemplary safety service to the Mariner whilst continually working to improve practices, technology and achieve climate targets. 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 26 September 2025



2. Performance Report – Chief Executive Review

I am pleased to report that in the final year of our strategy 'Safe Seas – Connected Coasts 2018-2024' Irish Lights has continued to deliver on our key performance objectives across all five strategic focus areas as outlined in this report.



We have operated within our sanctioned budget whilst maintaining a safe and reliable safe navigation service.

Safety is our number one priority, shipping, ports, offshore energy, maritime planning, fishing, aquaculture, tourism and environmental protection all require safe navigation. Irish Lights is required by statute and in accordance with the provisions of the SOLAS – Safety of Life at Sea Convention – to provide and regulate marine Aids to Navigation (AtoN) to ensure safe navigation. It does this through the provision of a reliable, technologically advanced, AtoN infrastructure, the regulation, inspection and auditing of local aids to navigation, the marking of wrecks and new dangers and the provision of associated data, monitoring, information and advisory services. I want to commend all of the team at Irish Lights for their diligence and commitment to safety as we continue on our journey to accreditation under ISO 45001.

Irish Lights recognises that effective user and stakeholder input is critical to ensuring that Irish Lights provides a satisfactory and relevant range of services. To that end comprehensive stakeholder engagement was undertaken in the development of our new strategy "Safe Seas – Connected Coasts 2025-2030" which was launched on 10th April 2025. The primary focus of the strategy is Safe Navigation and the protection of lives, infrastructure and the environment

at sea. The strategy takes account of the recently published Programme for Government priorities to support investment in commercial and port infrastructure, facilitate the achievement of offshore renewable energy targets, ensure sustainable fisheries, aquaculture and coastal tourism development and protect and manage our maritime environment, heritage and cultural assets. Safety is the common thread running through all these activities.

Almost all respondents in our stakeholder survey expressed safety concerns in relation to adverse impacts from Climate Change. These include an increasing frequency and severity of extreme weather events, sea level rise, coastal erosion, sea temperature changes, and flooding. Respondents anticipate that these effects will impact on safety at sea, coastal infrastructure, and marine ecosystems.

Key to the delivery of our services going forward will be collaboration to deliver the best marine Spatial Planning outcomes for all users. Existing shipping, fishing and leisure activities will be required to coexist with ORE development and to participate in MPS's and DMAPs. This is recognised in our new strategic plan and Irish Lights will continue to work with other regulators and with industry to support the shared use of our sea space.

Irish Lights is partially funded by stakeholders through light dues which are levied by the Departments of Transport in Ireland and the UK. In Ireland there has been no increase in Lights Dues since 2010 with vessel owners and operators sharing in the benefit of over 14 years of Irish Lights cost containment and efficiency. Since 2020, in common with other public and private entities, Irish Lights has been impacted by a sharp increase in general inflation together with additional costs associated with environmental and safety compliance. To maintain its safety service to the mariner, following consultation with the shipping sector, the Department of Transport agreed to an increase in light dues that came into effect in July 2025.

Through the year we have continued our focus on sustainability. Our SEAI scorecard for 2024 indicates that we are well on target for the energy efficiency to meet the 2030 target, however despite carbon emissions being 8% lower, which is primarily attributable to a scheduled dry dock for the Granuaile, meeting the 2030 target remains very challenging. Significant work was completed on a Climate Adaptation risk assessment which has identified high-risk sites that need to be studied for climate adaptation. A more detailed standalone study will be commissioned in the year ahead for our most vulnerable station locations to allow us to plan for ways to mitigate, manage and adapt well in advance where required. To date 25 lighthouses have been solarised and as we move into 2025/26,

we will continue to monitor sustainability and climate-related targets, actions, and performance. The audit of implementation of an Environmental Management System certified to the ISO 14001 standard is planned for 25/26 and once complete will provide assurances that our environmental policy and procedures are meeting regulatory obligations and government climate action targets along with our wider sustainability objectives and ambitions.

There has been significant Tri-GLA co-operation throughout 2024-25. As a result of this co-operation, co-ordinated fleet management, helicopter operations and out of hours monitoring continues to ensure that risk response to wreck and new dangers and critical AtoN outages are managed effectively on a 24/365 basis around the island of Ireland. An updated inter-GLA ship sharing agreement was signed in December 2024 to facilitate the provision of mutual support. Work and co-operation on vessel replacement across the GLA fleet is ongoing. The tri-GLA Cyber Security strategy was also agreed. Our shared research and

development team, GRAD, continues to engage in a range of research activities related to lights, resilient PNT (position, navigation and timing), cyber security, data and systems security, environmental and climate issues, all of which will have a direct bearing on the development of our services in the future.

Ireland's election to the IALA Council is a recognition of our long-standing commitment to international co-operation through the work of the technical committees at IALA and we are honoured to contribute our expertise to IALA's mission, particularly in areas such as the harmonisation of marine aids to navigation, digital transformation, sustainability of AtoN systems and heritage protection. Ireland's role on the IALA Council will focus on key strategic areas critical to the future of maritime navigation. These include addressing the impact of climate change on maritime operations, by ensuring that our AtoN Network is adaptable and resilient; advancing the agenda in 2027 at the World Radiocommunication Conference (WRC-27) on global maritime communications;

and facilitating collaboration with the International Hydrographic Organisation to implement the S-100 Universal Hydrographic Data Model and support for emerging digital navigation services. In October 2025 we will welcome delegates from around the world to Dun Laoghaire when we host the IALA Sustainability Conference and the Engineering Technical Working Group.

All of what we achieve is only possible thanks to the dedication, professionalism, flexibility and teamwork of our staff at Irish Lights and I want to thank them for their individual and collective contribution over the course of the year. I also want to thank the DoT and DfT and our partners in Trinity House and NLB for all their support throughout the year. Finally, I would like to express my thanks and appreciation to the Board of Irish Lights for their leadership and unstinting support.

Yvonne Shields O'Connor
Chief Executive



As part of the solarisation of the Kish lighthouse, the Granuaile provided project support throughout. The main role of the Granuaile was to bring the bulk equipment and tools to complete the project which involved loading the equipment in port, transporting it out to location, and then using the Liebherr crane to lift the equipment onto the upper balcony of the lighthouse. This included landing the solar panels, batteries and all associated cables and parts.

2.1 Strategy of the Organisation

Our Mission – Safe Navigation at Sea

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

Our Vision – Next Generation Maritime Services

Irish Lights will be a dynamic, forward facing maritime organisation, conscious of our long history and poised to deliver future safe, smart and sustainable maritime services – at the interface of navigation, technology, data and engineering.

We will do this by:

- Contributing to the safe development of the maritime economy and climate resilience.
- Continuously upskilling our people and teams to deliver new capabilities in the maritime space.
- Protecting our heritage and legacy

Our Values

All we do is rooted in our values of:

- Professionalism
- Respect
- Trust
- Quality
- Innovation
- Collaboration

Performance against Strategy

Safe navigation is our business, and the development and delivery of our services is aligned to our strategy “Safe Seas – Connected Coasts”. The year end March 2025 was the last year where we measured our performance against the strategic objectives set in our 2018-24 strategy. An independent review of the implementation of this strategy confirmed its objectives and anticipated impacts were substantially delivered.

Following extensive trend analysis, forward planning and stakeholder consultation Irish Lights launched its new strategy “Safe Seas – Connected Coasts 2025-2030” in April 2025. This 2025–2030 strategy is strongly focussed on safe navigation through the provision and regulation of Aids to Navigation in line with the obligations of the SOLAS Convention for the Safety of Life at Sea and to the international standards set by IALA.

The strategy acknowledges the importance of AtoN infrastructure to safe, efficient, and environmentally responsible trade encompassing over 90% of goods brought to/from the island of Ireland and recognises:

- The immense contribution of our employees, past and present, to the success of Irish Lights, our achievements to date, and our ambitions for the future.
- The central importance of addressing the drivers of strategic change set out in section 2 of the strategy including climate action measures which will be at the forefront of our work programmes including measures to deliver our Climate Action Roadmap.
- The increasing demands on the sea space around the island of Ireland and the need for collaboration across sectors and jurisdictions to deliver the best Marine Spatial Planning

outcomes for all users recognising that existing shipping, fishing and leisure activities will be required to share our sea space and coexist with ORE developments, MPAs and DMAPs.

- The need for key asset replacement and contract renewal including the replacement of the Granuaile by 2030 and the renewal of the Irish Lights helicopter contract by 2027

The new strategy is structured around five key focus areas which build upon and expand upon the 2018-2024 strategy and are:

- **Focus Area 1:** Ensure Safe Navigation for All
- **Focus Area 2:** Demonstrate Leadership, Collaboration and Alignment at National and International Level
- **Focus Area 3:** Commit to Sustainable Operations, Climate Action, Protection of the Environment and Biodiversity
- **Focus Area 4:** serve Coastal Communities, Safeguarding and Sharing our Maritime Heritage
- **Focus Area 5:** Deliver Excellence and Stay True to our Values

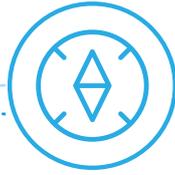
2.2 Operational Performance

Key Developments during the year

Progress against the final year of implementation of our strategy “**Safe Seas – Connected Coasts 2018-2024**” is reflected in operational performance as set out on pages 9-13.



Galley Head Lighthouse, West Cork



Focus Area 1 – Provision Of General Aids To Navigation

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

General AtoN are provided, operated and maintained directly by Irish Lights. The AtoN performance detailed in Appendix A shows that on a three-year rolling average availability of all General AtoN, in all categories exceeds the required IALA Standard. This is a core operational target for Irish Lights. Interrogation of the root cause of General AtoN outages together with documented corrective and preventive action is seeing a measurable decrease in outages across our fixed asset estate. Further investment in pre-outage trend analysis is planned with greater interrogation of monitoring data and more extensive use of monitoring systems to further reduce outages.

Irish Lights continues to invest in upgrading its coastal infrastructure to keep pace with technological developments aimed at delivering cost efficiencies, improving reliability and reducing environmental impact. In the last year we solarised the Kish Bank Lighthouse. As part of this project, two large solar arrays were installed on the upper balconies of the lighthouse and these are charged by new batteries which are housed within the lighthouse. The existing high-energy light has been replaced with 'a new' low-energy LED light which is night-time only. The project will see 'a 150,000 kilo what hour saving' in energy, resulting in 'a reduction in diesel use' of 16 thousand Litres a year. This will deliver significant cost savings and a reduced environmental impact. During the year, work continued on the modernising of Dunmore East Lighthouse along with design and procurement for the Baily lighthouse re-equip and upgrades to Green Island and Vidal Bank in Carlingford.

With respect to AtoN management and related re-investment, the focus over the last 20 years has been on site consolidation and solarisation and this is now largely complete. Maintenance and operational plans have been reviewed with a view to increasing capacity for remote interventions, timely risk-based assessments with equipment replacement programmed to extend or upgrades of existing AtoN assets targeted to improve reliability and resilience. Going forward, the approach will be based on a risk assessment of the requirements for investment in programmes of work, which will take account of climate and environmental obligations including adaptations where necessary and additional capacity where identified. This approach was vindicated during Storm Eowyn when the wind speed at Mace Head which is in between two of our west coast stations Slyne and Eeragh measured 184 Kilometres per hr, the highest in the country. We had power outages at 25 of our 40 main stations. However, in all cases, the redundancy and resilience, built into the system kicked in and we had no direct outages as a result of the storm. In addition to our Aids to Navigation we are also focusing on identifying a programme of maintenance for strategically important infrastructural assets including boat landings, helipads and access routes which are enablers to providing reliable aids to navigation and will need increased investment to address the impacts of climate change.

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

A total of 22 buoys were refurbished in Dun Laoghaire during the year 2024/25, 21 statutory and one contract buoy.

Four of these buoys located off Cork, Sligo and Derry (2) were fitted with MetOcean equipment which combined with AIS transmits wind and sea conditions to the mariner.

In total, 21 clean buoys were deployed at sea replacing existing ones, some of which were carryovers from the previous year. The Granuaile completed 73% of all statutory planned AtoN maintenance and inspections. This was due mainly to lost time arising from an extended dry dock to carry out repairs required after 25-year special survey. As part of its statutory functions, with a view to ensuring navigation safety, eight (8) new wrecks and dangers were assessed, none of them required further action as they were not deemed to be a danger to navigation. There were 5 in Northern Ireland and 3 in Ireland. The Granuaile also recovered a drifting lateral mark buoy off Rosslare.



Focus Area 2 – Local Aids & Other Navigation Services

Deliver an efficient and proactive local AtoN service to third parties

In line with international best practice Irish Lights has developed a quality management system for marine aids to navigation service delivery in line with SOLAS criteria of assessing the volume of traffic and the degree of risk. The process is refined and evaluated each year based on reassessment and audit results. In practice Irish Lights attained 2,536 inspections (102% of target). In addition, Irish Lights also provided statutory consent under the Merchant Shipping Acts for 49 new AtoN, approved the disestablishment of 9 AtoN, and the amendment of 6 existing AtoN.

Irish Lights Local AtoN Management Portal has been in operation since April 2023. The uptake by ports, harbours, Local Authorities (LLA) and other bodies who manage aids to navigation at a local level has been excellent with 92% of LLAs actively using the online portal. The portal enables efficient communication to each LLA with automatic, customised reminders of un-resolved outages and quarterly report submissions.

The Merchant Shipping Acts also require each LLA to provide access to records and information concerning the local lighthouses, buoys, and beacons under their management to Irish Lights. This takes the form of a standard audit conducted by Irish Lights on a bi-annual basis (50% of the LLA are audited each year). During this reporting period, Irish Lights achieved 100% of this target, completing 26 audits across both Ireland (20) and Northern Ireland (6). The plan is to be adjusted in the coming years to ensure 50% of all LLA in each jurisdiction are audited annually. Overall, the number

of LLA achieving either “compliant” or a “compliant with advisory” result in this audit process increased slightly.

During 2024/25 Irish Lights continued to collaborate with Bord Iascaigh Mhara (BIM), Ireland’s seafood development agency to adapt our unique LLA Training Course for delivery through BIM’s cutting-edge Learning Management System. Since the course began 18 personnel representing 16 different LLA have completed it by the end of this year, the course was adjusted to recognise prior learning/experience of qualified mariners for several course modules. The course which represents a multi-year project for Irish Lights aims to enhance the safe and efficient operation of local aids to navigation services. Through this course, Irish Lights aims to empower and equip authorities with the necessary knowledge to effectively manage local aids to navigation, thereby ensuring the well-being of mariners and the protection of our coastal environments.

During the year Irish Lights engaged in extensive consultation with various government departments and state agencies. 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, Irish Sea Forum, Maritime FAL Committee, the Maritime Regulation Liaison Group (Chaired by MARA) including the Marine Salvage Sub Group and consultation with the Department of Transport,

Department of Environment, Climate and Communications and Department of Housing, Local Government and Heritage. Irish Lights also participated in the UK Safety of Navigation Committee, the MCA Marine Code Steering Group, and various meetings with the UK Hydrographic Office. Ongoing liaison took place with the Irish Coast Guard, Irish Navy, Marine Institute, BIM, GSI, OPR, SEAI, and the Irish Chamber of Shipping—to share expertise and strengthen maritime safety.

Irish Lights continued to provide extensive safety of navigation advice to all the Phase 1 Offshore Renewable Energy (ORE) projects. All 6 phase 1 ORE projects that Irish Lights had been engaged with, applied to An Board Pleanála (now An Coimisiún Pleanála) with their application during the year. Once the planning stage is completed, Irish Lights will continue to support ORE as projects progress through their commissioning, operational, and decommissioning stages, via the Statutory Consent process for lighting and marking of offshore infrastructure.



Focus Area 3 – Commercial Services

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

In addition to providing a reliable and essential public safety service Irish Lights leverages its assets and competencies to deliver added value and commercial services utilising its limited reserve capacity. This includes the marketing and delivery of a range of services to commercial customers and other state bodies such as vessel chartering, buoy services and alternative use for surplus properties from tourism to hosting 3rd party equipment for telecommunications and environmental monitoring.

All income generated is an important contributor to reducing our net operational cost. Irish Lights delivered a strong commercial performance in 2024/25 delivering €1.89m of income compared with €1.23m in 2023/24. This was down to a significant once-off ship charter contract, in addition to our reoccurring income from buoys, which when combined delivered a strong result.



Great Lighthouses of Ireland welcomed 354,000 visitors in 2024. Now celebrating its 10th year, the partnership is recognised internationally as a model of success, with other countries looking to Ireland for best practice. Blackhead Lighthouse, Co. Antrim.



Focus Area 4 – Value Added Services

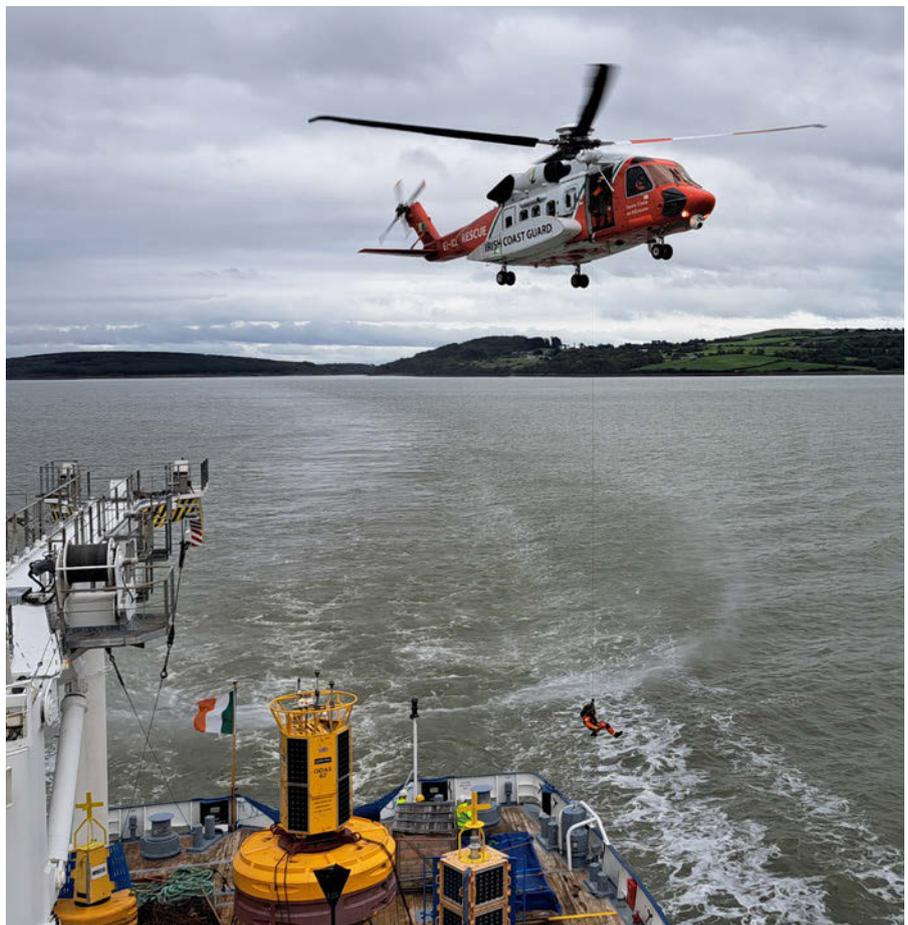
Irish Lights Met and Coastal Data Services / Navigation Advice / Risk Assessment/ Marking of Zones / Support for Modelling in Ports and Harbours / Surveying and Charting

Irish Lights is working with Met Éireann to deploy over 19 wave sensors and meteorological equipment on strategically selected buoys. The data collected by these buoys will be used by forecasters and a team of hydrometeorologists at Met Éireann's new flood forecasting centre who will be responsible for analysing hydrological, oceanographical and meteorological information. Met Éireann will use the data collected from Irish Lights buoys to support flood forecasting models and provide near real-time data for flood forecasts, guidance and briefings to the National Directorate of Fire and Emergency Management, the Local Authorities and Emergency Responders.

In 2024, Irish Lights Met Ocean data from the four buoys used in the initial wave project pilot study were incorporated into the EU Copernicus Marine data service data store, making Irish Lights buoy data available to weather experts worldwide. Irish Lights completed a project to upgrade, enhance and publish Irish Lights datasets (Aids to Navigation and MetOcean) in multiple formats on the OPENDATA portal (opendata.gov.ie) in July 2024. The Aids to Navigation data set contains information pertaining to our buoys and beacons around the coast of Ireland and the MetOcean data set contains data including, wind parameters, wave height and water temperature from our network of MetOcean buoys. The project involved the development of an application programming interface (API) to facilitate self-service access to live data. The published datasets are available to stakeholders and end users and easily accessible online, free of charge for reuse and redistribution.

In the context of the National Search and Rescue Plan, Irish Lights continued to participate in exercises with other State Agencies to strengthen Ireland's capability to respond to a major maritime ship casualty. Irish Lights was a desktop participant in 2 x tabletop Irish Coast Guard exercises in 2024. Exercise Soteria in May 2024 simulating a multi-agency response to a marine incident off the East coast and Exercise Fresnal in November 2024 simulating a multi-agency response

to a major maritime incident within Ireland's EEZ. Irish Lights continues to participate in the National Search and Rescue Plan implementation structures including the Aviation Forum and the annual Stakeholder Workshop. In addition, Irish Lights continued to participate in the Irish Sea (Ireland, UK and IOM) Working Group and the Department of Transport's National Maritime Pollution Response Forum.



Irish Lights collaborates with the Coast Guard during joint exercises to enhance coordination, response capabilities, and maritime safety.



Focus Area 5 – Tourism Heritage and Community Engagement

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

Great Lighthouses of Ireland (GLI) is a strategic all island tourism initiative launched by Irish Lights in 2015 in recognition of the need to protect its Aids to Navigation and Lighthouse heritage. It enables the revitalisation of surplus capacity at lighthouses and related structures through collaborative efforts. This is a partnership between public, private and community partners, underpinned by a commitment to work as a collective, share skills and resources and deliver great visitor experiences at and around our lighthouses and coastal communities. Much has been achieved in the last 10 years through working together with many national and international agencies, organisations, businesses, and communities to position the brand and experiences as a valued tourism, heritage, and cultural asset for the island of Ireland. It is a good example of a public, private and community partnership that is recognised as a valued tourism asset which positively impacts coastal communities.

The Great Lighthouses of Ireland Strategic Plan 2025-2030 was launched in October 2024 with a vision that by 2035 “Great Lighthouses of Ireland is celebrated both nationally and internationally as a leading all-island brand and partnership, providing sustainable and innovative coastal tourism experiences, recognised for its commitment to protecting and sharing it’s rich natural and built lighthouse heritage and delivering economic, social, and environmental benefits to coastal communities”

To deliver and achieve this vision five areas of strategic priority have been identified as set out below:

1. Brand Partnership Growth and Development
2. Protecting and Sharing Irish Lights History & Heritage for Future Generations
3. Sustainable Experiences & Regenerative Development
4. Interpretation & Storytelling
5. Marketing & Communications

All of the above priorities are underpinned by key activities that will ensure the successful implementation of the strategy. Working with stakeholders is critical to the development of new opportunities and the implementation of this strategic plan and with that in mind MOU’s were signed with:

- Údarás na Gaeltachta to focus on lighthouses located in the Gaeltacht regions of Ireland, and
- Fáilte Ireland to enhance the unique lighthouse tourism offering and foster more active visitor engagement

2025 is a significant year for the brand partnership as it celebrates its 10th anniversary. To mark this milestone, an international conference on Lighthouse Tourism and Maritime Heritage is being held in Dublin in October that will serve as a catalyst for innovative collaboration and opportunity enhancement across coastal and marine tourism for the island of Ireland, looking at international best practice in maritime tourism development, heritage engagement and sustainable destination planning.

The Irish Lights archive continued to focus on the cataloguing of the collection to international standards; and organising events such as Fastnet 120 anniversary, and the Dublin Festival of History.

Strategy Enablers/other reporting metrics

Organisational Development

In 2024-25 Irish Lights enhanced the existing organisational skills base with environmental, quality assurance and electronic expertise within our agreed headcount. There was a small turnover of staff during the year, so opportunities were limited and areas with skills shortages had to be prioritised. Temporary resources were recruited to bridge the gaps and this approach to resourcing has been critical to support the management of maintenance backlogs.

We have invested in all our employees' personal development by providing training in mandatory and competency programmes to ensure the successful delivery of our operational goals for 2024/25. During the period 77 participants attended 65 courses to ensure they were compliant with legal and safety requirements and trained to undertake their roles. In addition, external training, customised for Irish Lights, was delivered in the areas of Data Protection, Project Management, Climate Change and Information Asset Ownership for the relevant employees.

All employees completed the online HR Compliance refresher training in the Code of Conduct, GDPR and Speaking Up policies.

We have kept up to date on our regulatory and legislative employment obligations and developed new policies to ensure compliance with Statutory Sick Leave, Unpaid leave for Medical Care Acts and the Code of Practice for Longer Working.

Health and Safety Review

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

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

To reinforce this new approach, we have continued to update the health and safety management system to meet the requirements of ISO 45001 under an overarching integrated management system. Going forward, the auditing of our Safety Management System (SMS) against the requirements of ISO 45001 will provide assurances that our SMS and safety related policies, procedures, risk assessments are meeting our statutory safety requirements, this is a very important strategic objective for the year ahead.

The HSEQ Manager is instrumental in setting and maintaining the standards for health, safety, environmental sustainability, and quality standards. This includes developing and maintaining an integrated management system including drafting related policy, strategies and procedures to meet the latest regulations and best practice. This approach is being adopted by many organisations including the other General Lighthouse Authorities.

A programme of safety training for the Civil Coast Team was completed in December 2024 which included Working at Heights and Rescue, Respiratory Protective Equipment and Face Fit

Testing, and Chemical Spill response. A number of combined training courses including Helicopter Underwater Escape Training, Compressed Air Emergency Breathing and Personal Survival Techniques were also undertaken throughout the year. There was also first aid training and safety representative training undertaken during the year.

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

Irish Lights had eleven accidents on duty compared to eight in 2023/24 and a total of 154 days were lost as a result. An increased effort to minimise accidents and improve reporting of hazards and near misses has been put in place this year.

Information and Communications Technology

Cyber and information security remained a key focus throughout 2024/25 reflecting the constantly changing and evolving threat landscape. Emphasis continued to be placed on cyber awareness training for all employees irrespective of their work location to safeguard against data and systems compromise. Various cyber security projects were completed including an annual external penetration test of our network infrastructure, deployment of multifactor authentication, and enhancements to our cyber security controls and governance. An internal audit on Cyber Security was conducted by the Government Internal Audit Agency focusing on our Cyber Security Framework (covering Governance, Risk Management and Controls) and measures undertaken to enhance these, resulting in a "substantial" assurance opinion.

The monitoring system and infrastructure to remotely monitor, manage and measure the performance of our aids to navigation (buoys and beacons) has been updated and enhanced through system upgrades and

the integration of new remote terminal units at our coastal sites. The solution provides management, engineers, and technicians with invaluable real time information on the performance of the aids to navigation, energy sources and communications around the coast. The data and information gathered enables timely decision making in terms of efficient maintenance, planning and helps ensure Irish Lights meet the high availability IALA standards for the various categories of aids to navigation.

A new data strategy was launched and is an integral element of the new five-year strategy with an overall vision to have an "Authoritative Single Source of Truth" for key Irish Lights data sets. The year one action plan for 2025-26 sets out key actions with the development of a Data Asset Register as a key milestone. The primary purpose of the Data Strategy is to examine how data is currently used across the organisation and to identify opportunities where it can be shared and used more effectively and efficiently in terms of business operations, planning and strategic decision making.

Tri-GLA Co-operation

Across the three General Lighthouse Authorities 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. Irish Lights has direct responsibility for four such risk-response zones which require a response to wreck or new dangers to navigation within 24 hours. These are located adjacent to Larne/Belfast, Dublin and approaches, Rosslare and approaches, and Cork. Other risk response zones in UK waters are designated as 6-hour and 12-hour response based on the volume of traffic and the degree of risk. Irish Lights also contributes to these areas as required. The coverage of the 24-hour risk response zones around the island of

Ireland in 2024/25 was 96.86%, which exceeds the required coverage of 85%.

There is ongoing collaboration via the Tri-GLA Sustainability Group and with GRAD on specific sustainability objectives to support the implementation of the GLA Marine Navigation Plan (GMNP) which was updated in 2024.

GRAD and the wider GLAs are supporting IALA to develop the S-200 standards. A Task Group has been established under Inter GLA Committee 5 (Requirements & Operations). This Task Group is chaired by GRAD and supported by personnel from Irish Lights and the other GLA, with an initial focus on implementing S-201 across the three GLA. S-100 and S-200 Standards are part of a universal hydrographic data model developed by the International Hydrographic Organisation (IHO), in collaboration with the International Organisation for Marine Aids to Navigation (IALA) and the World Meteorological Organisation (WMO) to support digital marine information exchange. S-100 will enable digital maritime services which are standardised,



In February 2025, Irish Lights and the Department of Transport represented Ireland in Singapore at the 1st General Assembly of the newly established IALA inter-governmental organisation. Pictured are the President and Secretary General of IALA and delegates from the Department of Transport and Irish Lights.

secure, and interoperable, paving the way for autonomous shipping, real-time navigation, and global maritime safety.

Trinity House have continued to provide the essential “Out of Hours” coastal monitoring service from their base in Harwich. This Tri-GLA relationship ensures that operational responses to aids to navigation outages are supported efficiently and cost effectively outside of normal business hours on a 24/7/365 basis.

Significant collaboration and information sharing has taken place throughout the year to support planning and design work for the replacement of the TH vessels Patricia and Galatia and Irish Lights vessel Granuaile with a number of tri-GLA workshops taking place. During the period the DoT and DfT approved the updating of the Inter-GLA Ship Sharing MoU which

provides a mechanism for the GLAs to provide reciprocal and mutual vessel support and cover arrangements during the following while ships are in drydock, during annual regulatory survey and self-maintenance periods, during periods when ships are outside the declared response areas and while ships are commercial charter.

Stakeholder Engagement

In the past year, a major part of Stakeholder Engagement was focused on the development of our new strategy; *Safe Seas - Connected Coasts 2025-2030*. A detailed survey was issued to Stakeholders in July 2024 with the feedback gathered informing the strategic deliverables. In conjunction with this Irish Lights completed a five-year review of Aids to Navigation which include a series of regional workshops around the coast North and South to gather input.

Irish Lights has also remained deeply engaged in a wide range of statutory and advisory maritime committees across both Ireland and the UK (see Section 2.2, Focus Area 2).

In June 2024 Irish Lights hosted a stakeholder event to commemorate 120 Years of Fastnet Lighthouse which was opened by Catherine Martin, in her role as Minister for Tourism, Culture, Arts, Gaeltacht, Sport and Media.

The annual Great Lighthouses of Ireland conference took place in Valentia Island in October, with stakeholders from tourism partners and agencies in attendance. The conference took place over two days and included the formal launch of the Great Lighthouses of Ireland Strategy 2025-2030 and signing of MOU’s with Údarás na Gaeltachta and with Fáilte Ireland.



Crane hook secured to buoy mooring chain for recovery and inspection. Chain cut with gas torch for replacement; worn links over 10% diameter removed. Lifting strops and tugger winch ropes steady the buoy during lifting operations.



International Women's Day – Celebrating Women in the Marine and Maritime Sectors

A milestone event dedicated to celebrating and supporting women in the marine and maritime sectors took place on International Women's Day. Hosted by the Commissioners of Irish Lights and the Maritime Area Regulatory Authority (MARA), in collaboration with leading maritime and marine organisations, the event brought together key industry leaders, experts, and advocates.

In November 2024, Irish Lights co-hosted an event celebrating the RNLI's 200th anniversary, alongside the RNLI Chief Executive and the British Ambassador to Ireland. The event was attended by over 150 guests from both political and private sectors.

In February 2025, Irish Lights and the Department of Transport represented Ireland in Singapore at the 1st General Assembly of the newly established IALA inter-governmental organisation. Ireland was elected to the Council of IALA and will be represented by the Chief Executive of the Commissioners of Irish Lights, Yvonne Shields O'Connor. Ireland's role on the IALA Council will focus on key strategic areas critical to the future of maritime navigation. These include addressing the impact of climate change on maritime operations, by ensuring that our AtoN

Network is adaptable and resilient; advancing the agenda in 2027 at the World Radiocommunication Conference (WRC-27) on global maritime communications; and facilitating collaboration with the International Hydrographic Organisation to implement the S-100 Universal Hydrographic Data Model and support emerging digital navigation services.

In conjunction with MARA, in March 2025 Irish Lights hosted an International Women in Marine event which was attended by over 120 women working in the marine sector in Ireland. Throughout the year, Irish Lights participated in a range of events across Ireland, the UK, and internationally, reinforcing partnerships and collaboration with key government stakeholders and agencies at both national and global levels.

These engagements reflect the organisations ongoing commitment to open, effective communication with all stakeholders, ensuring Irish Lights continues to deliver outstanding service and support to the maritime community and wider sectors.

2.3 Sustainability Reporting

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

For over twenty years we have been improving our energy efficiency and reducing greenhouse gas emissions with a programme of station consolidation to provide a low-maintenance, low-energy, Aids to Navigation service. Solarisation of our remaining diesel-powered offshore stations has continued. This year Kish Bank (Dublin Bay) has been solarised which leaves only Fastnet dependant on diesel generator power.

Our coastlines contain important infrastructure, vibrant communities, habitats, significant cultural and heritage assets. Projected rises in mean sea level could increase the rate of erosion at a number of vulnerable sites. As Irish Lights is responsible for the management of a significant portfolio of coastal offshore sites including many built and natural heritage structures, we realise the importance of planning for climate adaptation. By 2040, climate change is projected to have a significant impact in Irish waters, which will present new challenges for our coastal and at-sea operations. Irish Lights recognises that climate change will impact all our operations, and we have commenced a climate adaption study to identify, plan and make provision for mitigation measures.

Irish Lights has put systems and procedures in place to ensure compliance with the Birds and Habitats Directives and associated post Brexit Regulations in Northern Ireland. These Directives are the cornerstones of EU biodiversity policy and set out obligations for Irish Lights for both our own internal activities and where we



Engineering Teams from Trinity House, Northern Lighthouse Board and Irish Lights undertaking a site visit a Rathlin East Lighthouse to review the recently completed Consolidation Project.

act as Consenting Authority for Statutory Sanctions. Having completed the initial Appropriate Assessment Screening for our activities, in 2022, this year we have carried out ecological surveys and prepared the required assessments on the 13 sites identified as requiring further detailed study (Stage 2 Appropriate Assessment including preparation of Natura Impact Statement). This work is ongoing and once completed the mitigations measures will be implemented at all relevant sites to facilitate Irish Lights' ongoing operations at each of these sites.

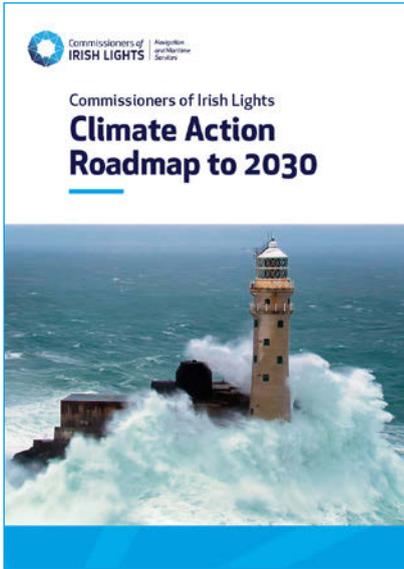
Our Sustainability Plan is aligned to the UN Sustainable Development Goals to achieve a greener, healthier and safer future for all. Through our Great Lighthouses of Ireland initiative, we have been making a significant contribution to supporting sustainable maritime communities and via our outreach activities we provide a platform to talk to and connect with the public with the objective of creating awareness within

the community about core marine safety services and value-added services that Irish Lights provides.

In terms of our staff, we are investing in a range of health and safety, environmental awareness and wellbeing programmes. All of these activities help to increase the understanding and support for the critical work of Irish Lights whilst also creating strong social connections with the organisation.

Climate Action

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



In line with the Climate Action Plan, Irish Lights submits an annual Climate Action Roadmap to the Dept. of Transport with the latest version submitted in September 2024. The Climate Action Roadmap sets out the strategic vision, leadership, investment, planning and reporting required to deliver a 50% increase in energy efficiency by 2030 and a 51% reduction in greenhouse gas emissions by 2030.

In relation to our operations in the United Kingdom, Irish Lights takes cognisance of the UK Government’s ‘Greening Government Commitments 2021-25’. While some of the specific targets of these Commitments vary from those noted above, the two jurisdictions share common themes and Irish Lights works closely with Trinity House and NLB via the inter-GLA sustainability group to ensure consistency in our approach to sustainability and climate action.

The updated Climate Roadmap demonstrates that we have had a strong performance in relation to meeting some of the key commitments in the gap to target projects including our solarising of the Tuskar and Kish Bank lighthouses, energy efficiencies completed including pump replacement project and data centre chiller. The roadmap is also updated annually with the results from our SEAL scorecard for our energy performance based on the monitoring and reporting data submitted at the previous year’s end. The results indicate that despite the reductions made linked to solarising the rock stations and energy efficiency projects, relatively small increases associated with ship operations, can result in a significant impact on greenhouse

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

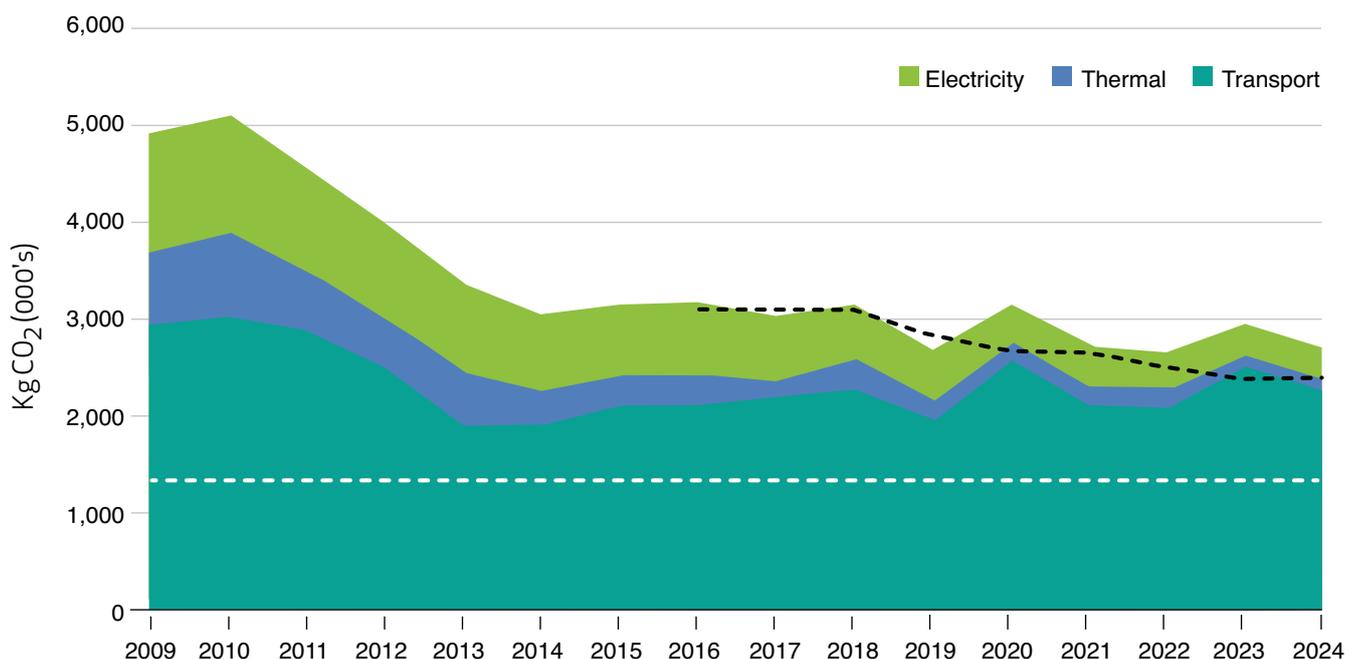
Our Roadmap is available on our website at the following location. [Irish-Lights-Climate-Action-Roadmap-FINAL.pdf](#) (irishlights.ie)

Certification to ISO 14001

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

Achieving certification to ISO 14001 is an important and we are on target for stage 1 of the 2 stages of certification to ISO 14001 in September 2025.

CO₂ Emissions Since Baseline 2009



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

GROSS EMISSIONS**Baseline**

Scope 1 Direct Emissions (sources owned or controlled)		2024	2023	2022	2021	2020	2009
Transport	Tonnes CO2	2,273	2,531	2,092	2,109	2,579	2,946
Thermal	Tonnes CO2	107	104	192	190	184	747
Electricity	Tonnes CO2	289	338	371	424	375	1,219

ENERGY CONSUMPTION**Baseline**

Scope 1 Direct Emissions (sources owned or controlled)		2024	2023	2022	2021	2020	2009
Transport	MWh	9,510	10,581	8,747	8,815	10,775	12,325
Thermal	MWh	596	564	943	906	873	3,197
Electricity	MWh	1,989	1,905	2,153	2,318	2,315	5,081

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

FINANCIAL INDICATORS**Baseline**

Energy expenditure ¹	2024/25 €'000	2023/24 €'000	2022/23 €'000	2021/22 €'000	2020/21 €'000	2009/10 €'000
Electricity – Head Office	148	205	227 ²	104	102	137
Electricity – Coastal Stations	124	115	173	111	82	108
Gas – Head Office	47	53	30	32	30	39
Oil/ Coal – Coastal Stations	8	42	34	31	17	93
Ship Marine Gas Oil	387 ³	544	650	368	279	348

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

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

³ Part of the reason for the reduction in ship fuel costs in 2024/25 is because the ship was tied up for an extended period during the 2024 Special Drydock.

2.4 Financial Performance Overview

Financial Results

Highlights

The financial summary for the year to 31 March 2025, contained in these accounts and notes, shows an overall net accounting deficit on the Statement of Comprehensive Net Income (SoCNI) of €1.7m (2023/24 – deficit of €2.3m). The SoCNI includes significant “non-cash” adjustments relating to asset valuation gains/losses and asset depreciation which are a significant contributory factor in there being generally an annual deficit on the SoCNI.

Staff Costs (before capitalisation of labour) have increased by 6.6% over last year, because of the implementation of national pay agreements and the filling of vacant posts. Other expenditure running costs have increased by 12.1%, primarily as a result of inflation and increased operational activity around

Financial Performance – Actual Spend Against Sanction for 2024/25	Sanction €'M	Actual €'M
Gross Running (incl. ER Pension) Costs	€18.40	€18.54
Net Commercial surplus	(€1.53)	(€1.89)
Capital Costs	€1.88	€1.75
Projects Costs	€0.23	€0.01
Total Funding V Sanction Last Year	€18.98	€18.41

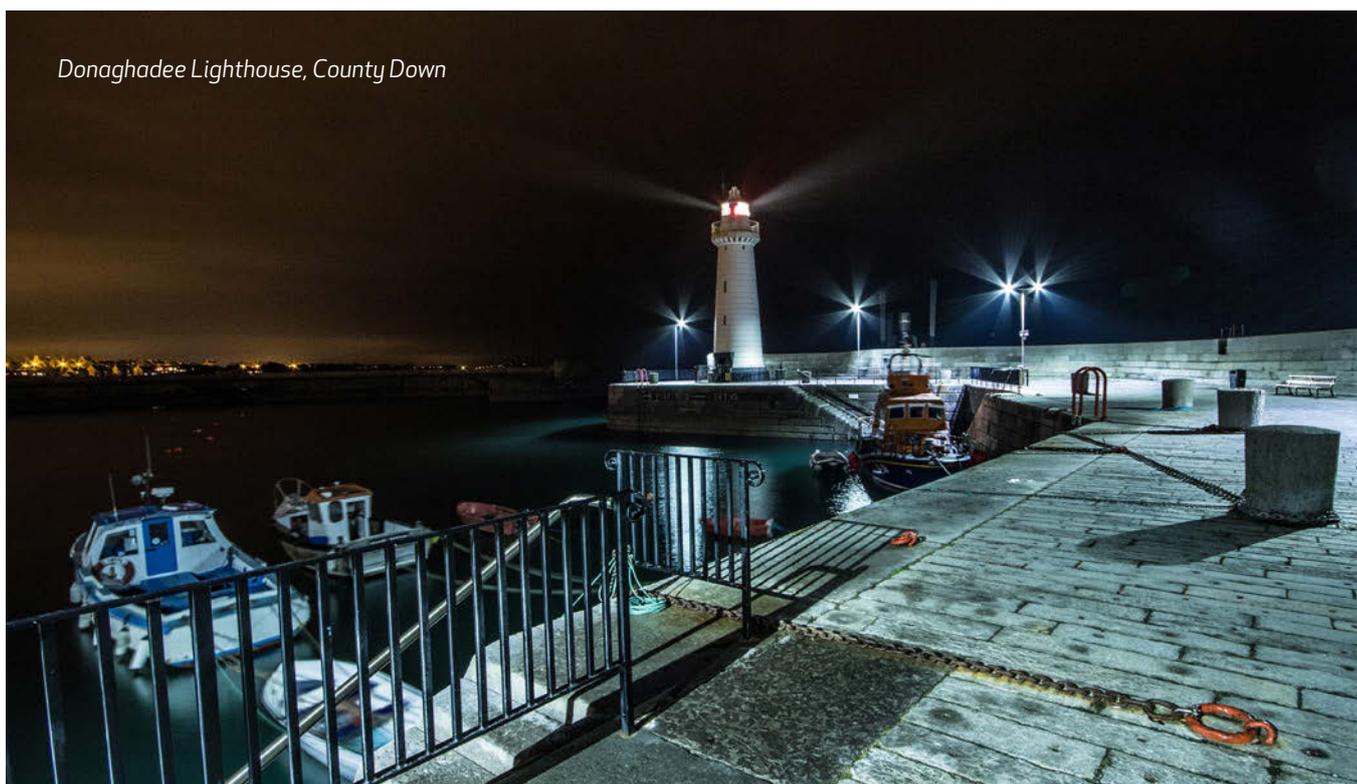
the coast during the year. There were also significant unforeseen maintenance costs of approximately €400k for the ILV Granuaile, which account for 5.8% of the overall 12.1% increase in operational costs.

The solarisation of the Kish in 2025 along with the completion of the Data Centre chiller project in late 2024 were significant achievements that will see a further

reduction in carbon emissions to be realised in the years ahead in addition to financial savings in energy costs.

A key performance outcome for Irish Lights is managing within the agreed DfT/DoT financial cash sanction limits for the year. Set out above is a summary of the actual spend against sanction for 2024/25

Donaghadee Lighthouse, County Down

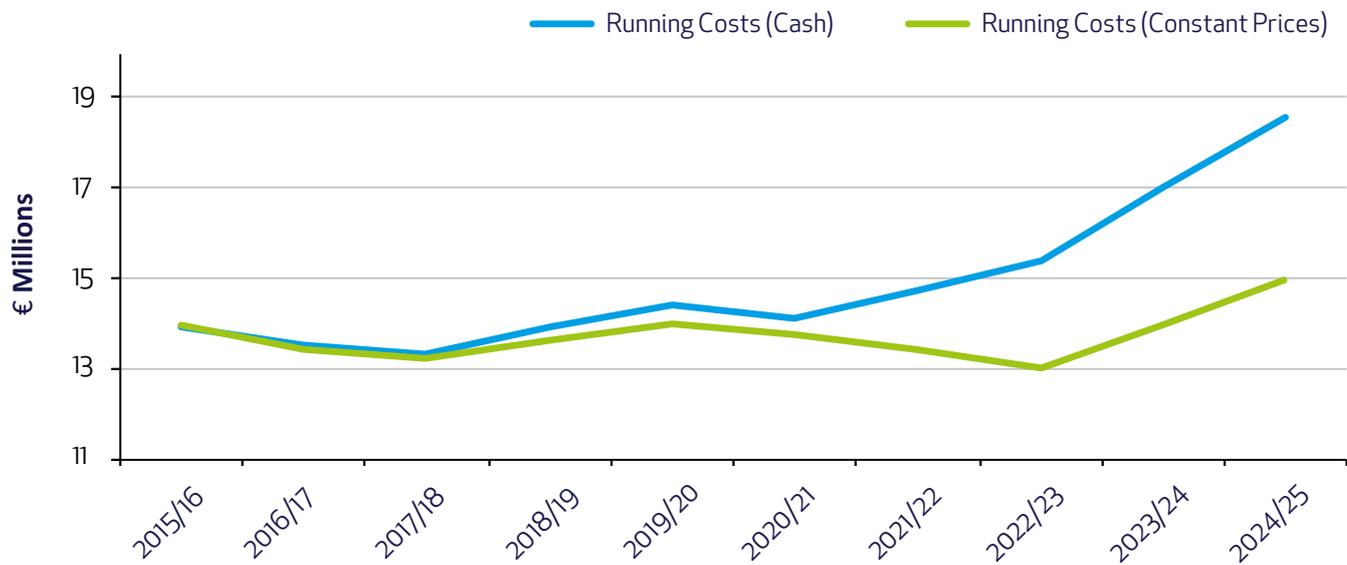


Cost Effectiveness

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 the consumer price index in Ireland).

The results are set out in the following table and the graph shows an increase in actual running costs of 9.0%, and an increase of 6.9% in constant price terms for 2024/25 as compared to 2023/24. Over the ten years to March 2024 Irish Lights running costs have increased by 6.4% when adjusted for inflation.

Running Costs in Cash and Constant Prices (Gross)



	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Running Costs (€'000)	14,094	13,565	13,393	13,918	14,450	14,146	14,764	15,410	17,017	18,552
Variance (%)		-3.8%	-1.3%	3.9%	3.8%	-2.1%	4.4%	4.4%	10.4%	9.0%
Running Costs (Constant Prices €'000)	14,094	13,472	13,275	13,648	14,061	13,778	13,461	13,061	14,024	14,996
Variance (%)		-4.4%	-1.5%	2.8%	3.0%	-2.0%	-2.3%	-3.0%	7.4%	6.9%
Rol Consumer Price Index	100.0	100.7	100.9	102.0	102.8	102.7	109.7	118.0	121.3	123.7

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

Source of Finance

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

Light Dues collected in the UK and Ireland are received into the General Lighthouse Fund (GLF) along with the Irish Government contribution for Irish Lights. For the financial year 2024/25 the Irish Government contribution was €8.1m (2023/24 - €6.8m).

Irish Lights in turn is financed on a weekly basis from advances made by the UK DfT from the General Lighthouse Fund (GLF). For the purposes of these accounts the GLF advances are credited to the Statement of Comprehensive Net Income (SoCNI).

Light Dues

The UK and Ireland operate a common light dues charging zone. This means that light dues certificates issued in one zone are recognised in the other jurisdiction. Charges were capped at 40,000 tonnes in 2024/25, with a maximum of nine certificates in any one year. The rate is set by the respective Ministers and was 60 cent per tonne in Ireland and 45 pence per tonne in the UK during 2024/25. The Minister for Transport in Ireland agreed to a 30% increase in Light Dues from 1 July 2025, the first increase in over 14 years.

The tonnage cap was also increased to 50,000 tonnes in the UK on 1 April 2025 and to 50,000 tonnes in Ireland on 1 July 2025.

Lights dues income in Ireland in 2024/25 was €7.5m (2023/24 €7.5m).

Light dues income in Northern Ireland was €1.7m in the year (€1.5m 2023/24).

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
26 September 2025



3. Accountability Report

3.1 Corporate Governance Report

Irish Lights is committed to maintaining the highest standards of corporate governance and is required to operate in accordance with the DfT Framework Document for the General Lighthouse Authorities.

Irish Lights also takes account of the Irish Code of Practice for the Governance of State Bodies (August 2016 as amended), where it does not conflict with arrangements as agreed by the DfT and DoT in the Framework Document. In line with the requirements of the Code to 'comply or explain' Irish Lights submitted a updated compliance report to DoT in February 2025. Irish Lights also takes account of the UK Code on Corporate Governance in Central Government Departments (April 2017 and updates) and arrangements are in place to ensure that governance structures and internal controls encompass the main principles of all these codes and where relevant specific guidelines are adapted for implementation. The cornerstones and highlights of Irish Lights Governance include.

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

All Irish Lights Commissioners are non-executive, independent Directors. Irish Lights hold Commissioners to the highest standards of probity and a Register of Interests that includes details of relevant company directorships or other significant interests held by Board members is maintained and updated annually. The Board Chairperson 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 2024-25. The Board has appointed a Chief Executive and Management Team to run the day-to-day activities of the organisation.

The full Board met on ten occasions during the year to the inclusion of seven normal Board Meetings, two workshops covering cyber security, a review of the Irish Lights 5-year strategy Safe Seas – Connected Coasts 2018-2024 and planning for the new strategy, the Vessel replacement project, dry dock tender, a review of commercial activity and stakeholder engagement. In addition, one meeting was dedicated to governance matters. Certain matters were considered at all Board

meetings including the Chief Executive's operational report, finance report, AtoN performance reports, capital projects, requests for statutory sanctions and where applicable reports from Board sub-committees and the Tri-GLA JSB.

The Board reviewed the annual reports on health and safety, superintendence of local aids to navigation and lighthouse authorities, climate action roadmap progress together with property plans and the GLI strategic plan and regular updates to key organisational policies and top organisational risks. The Board approved the 2023-24 Annual Report and Accounts, the 2024 Charities Regulatory Compliance Record, the 2025-30 Corporate plan, annual delegated authorities, election of office bearers, relevant HR policies, the Corporate Governance Manual.

Membership of the Board during 2024/25 was as follows:

Co-opted Commissioners

Mark Barr (Chairman & Office Bearer)
Sinead Casey
Frank Daly
David Delamer
Adam Grennan (Vice Chairman & Officer Bearer)
Olive Hill
Andrew Jones
Paula Kelleher
Dan Maher
Tom McMahon
Sally Montgomery

3 Ex-officio Commissioners (Representatives of Dublin City Council)

Councillor Dermot Lacey (resigned and replaced by Fiona Connelly July 1st, 2024)
Councillor Fiona Connelly
Councillor Danny Byrne
Councillor Donna Cooney

Executive Board Members

Yvonne Shields O'Connor (Chief Executive)

Board Membership and Committee Structures

Name	Board Meetings	Board Workshops	Audit & Risk Committee	Remuneration Committee	Nominations Committee	Corporate Management Committee
Commissioners:						
Mark Barr (Chairman)	8/8 (C)	2/2	-	1/1 (C)	-	1/1
Councillor Danny Byrne	5/8	1/2	-	-	-	-
Sinead Casey	8/8	2/2	2/3	-	-	1/1
Councillor Donna Cooney	5/8	2/2	-	-	-	-
Frank Daly	8/8	2/2	3/3 (C)	1/1	-	-
David Delamer	8/8	1/2	-	1/1	-	1/1
Adam Grennan (V Chair)	8/8	2/2	2/3	1/1	-	-
Olive Hill	6/8	2/2	-	-	-	1/1 (C)
Andrew Jones	8/8	2/2	-	1/1	-	-
Paula Kelleher	8/8	2/2	1/1	-	-	1/1
Councillor Dermot Lacy	1/1	1/1	-	-	-	-
Councillor Fiona Connelly	6/7	1/1	-	-	-	-
Dan Maher	8/8	2/2	2/3	-	-	-
Tom McMahon	8/8	2/2	-	-	-	-
Sally Montgomery	7/8	1/2	-	-	-	1/1
Yvonne Shields O'Connor	8/8	2/2	3/3	1/1	-	-
Kieran Crowley			3/3			

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

Note: other than the Chief Executive Ms Shields O'Connor, who is a full-time employee, no other Board Member receives remuneration for their services. In aggregate, expenses paid to and behalf of Board Members in respect of their duties were €8,692 (2023/24 €5,018). These expenses primarily relate to travel, subsistence and accommodation.

Note: Dan Maher completed his term on the Audit and Risk Committee and was replaced by Paula Kelleher.

Note: Councillor Dermot Lacey retired from the Board in July 2024 and was replaced by Councillor Fiona Connelly.

Note: Kieran Crowley is a member of the Audit and Risk Committee but is not a member of the Board.

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

a) Audit and Risk Committee Review

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

The Irish Lights Audit and Risk Committee met on three occasions in the year ended 31 March 2025. The main activities for the year included the review of the 2023/24 Annual Report and Accounts. The Committee together with the CEO as Accounting Officer reviewed the GIAA internal audit plan, completed audit reports and the Committee tracked implementation of audit recommendations. The Committee also reviewed the draft GLA Framework Agreement. On risk management the Committee reviewed the Irish Lights risk register and the updated risk assurance map. The annual management assurance return (MAR) to the UK DfT was reviewed together with progress on previous years action recommendations. The Committee also reviewed the DPO Annual Summary Report and recommended an updated Speaking Up Policy and Annual Report and the Charities Regulator Annual Return to the Board for approval. The Irish Lights Corporate Governance Manual, and a number of policies and the procedures and the Audit and Risk Committee Terms of Reference were updated in January 2025.

b) Remuneration Committee

The Remuneration Committee met once on April 12th 2024.

c) Nominations Committee

The Nominations Committee is responsible for managing the process of the selection of new Commissioners /

Board members. As no appointments were necessary in 2024 the Committee did not meet.

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. Ten Board members completed a detailed working inspection of Lighthouse stations and other AtoN infrastructure on the South-West and West and on the Northwest Coasts of Ireland in July 2024.

e) The Corporate Management Committee

The Corporate Management Committee met on 11th October 2024 and considered the Corporate Plan covering the period 2025 to 2030 with a focus on the development of new targets and focus areas for the new 5-year strategy 'Strategy Safe Seas – Connected Coasts'. The budget to achieve targets for 2025-30 was reviewed and recommended for Board approval as part of the Corporate Plan submission to the DoT and DfT.

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 2024. Key issues discussed included, tri-GLA helicopter service and planning for a new contract, Global Navigation Satellite System (GNSS) vulnerability, GLA efficiencies, Risk and Resilience, Corporate Plans, cyber security and AI, new vessel procurement and Tri-GLA research and development.

Board Effectiveness

In accordance with good corporate governance, the Board of Irish Lights completes an appraisal of its performance every year. This consists of a self-assessment questionnaire which is completed by all Board members. The review covered the following topics: strategy and implementation, risk and crisis management, corporate ethics, monitoring organisation performance, management evaluation, communicating with stakeholders, board dynamics and

contributions. The results of this appraisal were presented to the Board in January 2025, and recommendations have been implemented to ensure ongoing standards of high performance by the Board.

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

Office and Advisers

Principal Office

Harbour Road, Dun Laoghaire, Co Dublin, A96 H500

External Auditors¹

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

Internal Auditors

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

Bankers

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

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

Solicitors

Mullany Walsh Maxwells
19 Herbert Place, Dublin 2

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

Philip Lee
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.



The Board of Irish Lights

3.1.2. Statement of Accounting Officer's Responsibilities

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

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

- Observe the Accounts Direction issued by the Secretary of State for Transport (UK) including the relevant accounting and disclosure requirements, and apply suitable accounting policies on a consistent basis;
- Make judgements and estimates on a reasonable basis;

- State whether applicable accounting standards as set out in the FRoM have been followed, and disclose and explain any material departures in the accounts;
- Prepare the accounts on a going concern basis.

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

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

3.1.3. Governance Statement

Overview

The Board has in place specific arrangements to comply with the requirements set out by the UK DfT Framework Document for the GLAs, dated 29 June 2017. This Framework Document sets out the relationship between the Secretary of State for Transport (via the UK DfT) and the GLA in matters of business and finance and aims to provide a clear understanding of their respective duties, statutory and Accounting Officers responsibilities under relevant legislation. The Framework Document is currently under review by the DfT and DoT and an updated document is set to be signed in 2025. Irish Lights also takes account of the Code of Practise for the Governance of State Bodies (2016 as amended) and has reported as required on compliance with the Code to the DoT.

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 2025 and up to the date of approval of the Annual Report and Accounts. The system of internal control was reviewed and updated in January 2025.

Risk Management Policy

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

Risk Management and Monitoring

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

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

External Input to Navigation Risk Management

External stakeholders are involved in a continuing dialogue on risks. This involves User and Provider Committees and a Joint User Committee, general and ongoing consultation with marine sector representatives, relevant departments and agencies and the Lights Advisory Committee. During the reporting period Irish Lights in conjunction with Trinity House and NLB undertook a five-year review of Aids to Navigation for the period 2025-2030 which involved extensive consultation with stakeholders including regional workshops. Indications continue to show that this approach is improving the extent and quality of user engagement.

Changes to Risk Profile

The significant key changes to the risk profile of Irish Lights during the year ended 31 March 2025 were:

- *ILV Granuaile Ship Replacement Delays:* Irish Lights submitted a preliminary business case to the Department of Transport for the replacement of the Granuaile in October 2023 with a view to replacement by 2029. Delays in the replacement programme will increase maintenance costs and risk higher ship downtime. In 2024/25 there were unforeseen maintenance costs of €400k for the ship, which also lead to the ship being tied up for an additional four weeks during the Special Drydock to complete these works. In addition, Irish Lights will not meet its carbon emissions targets.
- *Inflation and Cost Increases:* The general level of relatively high inflation (13% in the three years to March 2025) created by broader macro-economic and political events over this period has driven both operational and capital cost increases for of Irish Lights with follow on pressure on funding to sustain the continued high service levels provided by Irish Lights. Irish Lights is also anticipating a significant increase in aviation services cost when the current Tri-GLA Helicopter contract comes to an end in November 2027.

- *Resourcing:* As a result of proposed changes to Irish Lights funding arrangements going forward, the organisation is likely to face additional challenges in respect of financial and non-financial resources. While this is a common challenge for all public sector organisations the implications will need to be monitored in the context of Irish Lights ability to operate across two jurisdictions and the financial and operational benefits that arise from maintaining an integrated approach to day-to-day routine activities in conjunction with Trinity House and Northern Lighthouse Board.
- *Continued Tri-GLA Procurement:* Irish Lights has benefited from procurement collaboration with TH and NLB. The implementation of separate EU/UK procurement regulations, following the UK's departure from the EU, had effectively blocked future Tri-GLA procurement frameworks. In August 2023 a Note Verbale was agreed by the Irish and UK Governments, which facilitated the continued operation of Tri-GLA procurement up to August 2025. However, the UK Procurement Act 2023, which came into force on February 24, 2025, effectively ended the purpose of the Note Verbale. Irish Lights, along with TH and NLB, has realised significant financial savings through collaborative procurement over the years, as well as realising other benefits such as the reduction in administration and the sharing of knowledge.
- *Cyber Security.* Irish Lights continues to focus on the ever-changing cyber threat landscape and proactively conducts and addresses findings from a range of controls including vulnerability scanning, internal and external penetration tests and the employee awareness and education initiatives.

Management Assurance Return (MAR)

The MAR sets out various statements relating to assurance activities, business delivery, financial management, staff management and other matters of significance. Also, the MAR returns are a key part of the governance framework within the UK DfT. The UK DfT Group Audit Committee view these returns as a primary source of assurance and it supports the Department's Accounting Officer in making his/her annual Governance Statement in the Department's Annual Report and Accounts. Following a review by the Audit and Risk Committee the Irish Lights MAR was approved by the Chief Executive and submitted to the UK DfT in March 2025.

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 summarise and rely upon GIAA internal audit activity delivered for Irish Lights between 1 April 2024 and 31 March 2025 and other external and internal assurances. Four audits were undertaken by GIAA during the year and covered Key Financial Controls, Cyber Security, Co-ordinated Fleet Management and Contractor Management. The report considered Irish Lights framework of internal control to be fundamentally adequate and effective, with some opportunities for improvement.

Procedures for Procurement

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

General Data Protection Regulation (GDPR)

There were no reportable data breaches during the year. The Audit and Risk Committee reviewed the DPO Annual Summary Report with the CEO in March 2025 in line with compliance requirements. The report set out detailed progress against the GIAA Data Protection Advisory Audit carried out in 2023 and the recommendation from the 2024 DPO Report. The report also detailed the proposed audit and assurance activities for 2025-2026.

Protected Disclosures

There were no protected disclosures at Irish Lights in 2024-25. A report was forwarded to the Department of Transport on the 14 February 2025 confirming the position for the calendar year 2024.

Review of Systems of Internal Control

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

Significant Internal Control Issues

There have been no significant internal control or governance problems in the year ended 31 March 2025.

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

3.2 Remuneration and Staff Report

Staff Costs

Staff costs comprise:	2024/25 Total €'000	Permanently Employed Staff €'000	Others €'000	2023/24 Total €'000
Wages and Salaries	8,200	7,359	841	7,704
Social Security Costs	614	593	21	563
	8,814	7,952	862	8,267
Less Capitalised Costs ¹	(308)	(308)	-	(202)
	8,506	7,644	862	8,065
Employer Pension Contribution Costs	2,034	2,034	-	1,872
Total	10,540	9,678	862	9,937

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

Fair play disclosures

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 2024/25, no employees received remuneration in excess of the highest-paid Executive.

In 2024/25, 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 €738,886 (2023/24 €703,849).

Percentage change in remuneration from the previous year:

Highest paid employee: +5.1% (2023/24 +3.10%)

Employees of the entity as a whole: +3.8% (2023/24 +5.5%)

Year - 31 March 2025	25th Percentile Pay Ratio	Median Pay Ratio	75th Percentile Pay Ratio
Band of Highest paid Executive Total Remuneration (€000's)	175-180	175-180	175-180
Employee Remuneration €	33,875	54,315	68,380
Ratio	5.2	3.3	2.6
Year - 31 March 2024	25th Percentile Pay Ratio	Median Pay Ratio	75th Percentile Pay Ratio
Band of Highest paid Executive Total Remuneration (€000's)	165-170	165-170	165-170
Employee Remuneration €	32,123	52,209	65,718
Ratio	5.2	3.2	2.5

The above % movements reflect the implementation of the national pay agreement awards during 2023/24 and 2024/25.

The remuneration figures include salaries and all other variable pay.

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

Benefit Band	Number of Employees 2024/25	Number of Employees 2023/24
€60,000 - €69,999	32	17
€70,000 - €79,999	11	12
€80,000 - €89,999	5	2
€90,000 - €99,999	2	6
€100,000 - €109,999	5	4
€110,000 - €119,999	1	0
€120,000 - €129,999	0	1
€130,000 - €139,999	2	3
€140,000 - €149,999	2	1
€150,000 - €159,999	1	0
€160,000 - €169,999	0	1
€170,000 - €179,999	1	0

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

Civil Service Pensions

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

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

The PCSPS has four sections: 3 providing benefits on a final salary basis (Classic, Premium or Classic Plus) with a normal pension age of 60; and one providing benefits on a whole career basis (Nuvos) with a normal pension age of 65. The Alpha Scheme provides benefits on a career average basis with a normal pension age equal to the member's State Pension Age. Pensions payable under Classic, Premium, Classic Plus, Nuvos and Alpha Schemes are increased annually in line with UK Pensions Increase legislation. Further details about the Civil Service pension arrangements can be found at the website: (www.civilservicepensionscheme.org.uk)

Irish Lights Northern Ireland based employees can opt to open a partnership pension account (PPA), a stakeholder pension with an employer contribution. Employees based in Ireland 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 a rate of 28.97% (2023/24: 26.6% – 30.3%) of pensionable pay. 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 2024/25 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% (2023/24: 4.6% to 8.05%) of pensionable earnings.

	2024/25 €'000	2023/24 €'000
Employer contributions cost	2,034	1,872

Staff Report

Average number of persons employed

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

	2024/25 Total	Permanently Employed staff	Others	2023/24 Total
Directly employed	110	106	4	110
Other	9	0	9	7
Staff engaged on capital projects	4	4	0	3
Total	123	110	13	120

Diversity Information

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

	2024/25 Male	2024/25 Female	2024/25 Total	2023/24 Male	2023/24 Female	2023/24 Total
Board Members	8	6	14	9	5	14
Chief Executive & Directors	3	2	5	3	2	5
Managers	9	4	12	8	4	12
Other Employees	111	18	129	112	18	130

To increase our gender profile, in the core skills areas (engineering, technical and maritime) continues to be a key objective. Our stated objective to increase our gender representation in these areas this will continue to be a priority in our recruitment and retention policies and practices.

Equal Opportunities

Irish Lights is an equal opportunity employer and has an organisational wide Equality and Diversity Policy. This overarching policy informs our policies and practices in each stage of recruitment, employee transfers, promotion, performance management and absence. The principles of equality are carefully applied to ensure no preferential treatment is based on gender, civil status, family status, sexual orientation, religion, age, disability, race or membership of the traveller community.

Disabled Employees

Irish Lights committed to equality, diversity and inclusion, including disability. Currently there are two individuals with known disabilities engaged in long service employment through workplace inclusion initiatives. It is acknowledged that the nature of the duties of some occupations,

such as lighthouse maintenance or seafaring duties, for health and safety reasons, may impose some limitations for the engagement of people with disabilities. However, the stated policy is to reasonably accommodate, where feasible, on the advice of our occupational health provider, all employees.

Sickness Absence

During 2024/25 the percentage number of workdays lost due to sickness was 2.95%. Our overall rate remains within the average of those surveyed in The Chartered Institute of Personnel Development (CIPD) Report (2025) where 43% reported a 5% absence rate. The Irish Lights rate reduced from 4.29% to 2.95% during the same period.

Total days lost due to sickness amounted to 768.5 days (2023/24 1127.5 days). The average number of days lost per

employee was 7.18 (2023/24: 10.34). Of the total amount of workdays lost, 65% were due to long term absences (i.e. over 20 continuous days leave). Of the total number of employees out due to long term absence all have returned to work with the exception of one employee.

Expenditure on Consultancy

During the year €29K (2023/24 €31K) 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

Since 20 February 2025, the Authority's marine protection and indemnity risks are insured through NorthStandard EU DAC, which is a member of the International Group of Protection and Indemnity Clubs. Prior to this its marine protection and indemnity risks were insured through NorthStandard EU's sister club, The Standard Club Ireland DAC, also a member of the International Group. NorthStandard EU (and previously Standard Ireland) adopts a conservative underwriting policy, focusing on marine protection and indemnity risks.

The mutual method of insuring these risks includes a re-insurance programme and the payments (Unbudgeted Supplementary Calls) to cover any claims which cannot be met from funds available. Standard Ireland has closed the years up to and including 2022/23 and there will be no Supplementary Call for these years. Standard Ireland has advised Irish Lights that it does not anticipate Supplementary Calls for the years 2023/24 or 2024/25, and NorthStandard EU has advised that it does not anticipate supplementary calls for the 2025/26 year.

As a result, Irish Lights has made no provision in the Accounts for any unbudgeted and supplementary calls for any of the 3 policy years. However, in common with all members of International Group Clubs, the organisation could be liable for additional premium.

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

Yvonne Shields O'Connor

Chief Executive and Accounting Officer
26 September 2025



Rathlin West Lighthouse, Ballycastle



FINANCIAL STATEMENTS

YEAR ENDED 31 MARCH 2025



Statement of Comprehensive Net Income for year ended 31 March 2025

	Notes	2024/25 €'000	2023/24 €'000
Income			
Advances from General Lighthouse Fund		18,203	16,548
Other Income	2	2,391	1,566
		20,594	18,114
Expenditure			
Staff Costs	3	8,506	8,065
Pension Costs	3	2,034	1,872
Depreciation (Owned)	7	1,856	1,890
Depreciation (Leased)	8	404	300
Amortisation	9	53	53
Loss/(Reversal of Loss) on Revaluation of Property, Plant & Equipment	6	1,925	1,457
Other Expenditures	4	7,681	6,851
		22,459	20,488
Net Income / (Expenditure)		(1,865)	(2,374)
Interest	5	(97)	(40)
Revaluation of Investment Properties Gain / (Loss)	10	301	158
Net (Deficit)/Income after interest		(1,661)	(2,256)
Statement of Other Comprehensive Net Income			
Asset Revaluations Gain / (Loss)	6	2,712	657
Total Comprehensive Income / (Expenditure)		1,051	(1,599)

All results derive from continuing operations

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

Statement of Financial Position as at 31 March 2025

	Notes	2024/25 €'000	2023/24 €'000
Non-current assets:			
Property, plant and equipment (Owned)	7	45,296	44,424
Property, plant and equipment (Leased)	8	2,619	3,018
Intangible Assets	9	98	81
Investment Assets	10	2,408	2,107
Heritage Assets	12	339	339
Total non-current assets		50,760	49,969
Current Assets:			
Assets classified as held for sale	11	317	474
Inventories	13	816	810
Trade and other receivables	14	1,057	1,148
Cash and cash equivalents	15	580	278
Total current assets		2,770	2,710
Total assets		53,530	52,679
Current Liabilities:			
Trade and other payables	16	(3,881)	(3,766)
Provisions: Current Element	20	(200)	(172)
Total current liabilities		(4,081)	(3,938)
Non-current assets plus/less net current assets/liabilities		49,449	48,741
Non-current liabilities:			
Provisions	20	(528)	(469)
Other payables	16	(2,992)	(3,394)
Total non-current liabilities		(3,520)	(3,863)
Assets less liabilities		45,929	44,878
Reserves:			
Accumulated Reserve		17,313	18,175
Revaluation Reserve		28,616	26,703
Total		45,929	44,878

Yvonne Shields O'Connor
 Chief Executive and Accounting Officer
 26 September 2025

Statement of Cash Flows for the year ended 31 March 2025

	Notes	2024/25 €'000	2023/24 €'000
Cash flows from operating activities:			
Net Surplus/ (Deficit) after interest		(1,661)	(2,256)
(Profit)/Loss on disposal of property, plant and equipment and intangible assets		(44)	2
Depreciation (Owned)	7	1,856	1,890
Depreciation (Leased)	8	455	454
Amortisation	9	53	53
Asset Revaluation:			
- (Reversal of Loss)/ Loss on Revaluation of Property, plant and equipment	6	1,925	1,457
- (Upward)/ Downward valuation on Assets held of behalf of a Third Party	6	-	-
- (Upward)/ Downward valuation on Investment Assets	6	(301)	(158)
(Increase)/Decrease in trade and other receivables		91	(266)
(Increase)/Decrease in inventories		(6)	(124)
Increase/(Decrease) in trade payables		86	387
Use of provisions		87	111
Net cash inflow /(outflow) from operating activities		2,541	1,550
Cash flow from investing activities:			
Purchase of property, plant and equipment	7	(1,990)	(1,371)
Purchase of intangible assets	9	(70)	-
Proceeds from disposal of assts held for resale		230	-
Proceeds from disposal of property, plant and equipment		19	13
Net cash outflow from investing activities		(1,811)	(1,358)
Cash flows from financing activities			
Capital element of payments in respect of finance leases		(428)	(458)
Net cash flow from financing activities		(428)	(458)
Net cash flow from all activities		302	(266)
Net Increase/(Decrease) in cash and cash equivalents in the period	15	302	(266)
Cash and cash equivalents at the beginning of the period	15	278	544
Cash and cash equivalents at the end of the period	15	580	278

Statement of Changes in Reserves for the year ended 31 March 2025

	Accumulated Reserve €'000	Revaluation Reserve €'000	Total Reserve €'000
Balance at 1 April 2023	19,745	26,732	46,477
Transfers between reserves	678	(678)	-
Retained (Deficit)/ Surplus (SoCNI)	(2,256)	-	(2,256)
Asset Revaluations	-	657	657
Release of Reserve on Asset Disposal	8	(8)	-
Balance at 31 March 2024	18,175	26,703	44,878
Transfers between reserves	629	(629)	-
Retained (Deficit)/ Surplus (SoCNI)	(1,661)	-	(1,661)
Asset Revaluations	-	2,712	2,712
Release of Reserve on Asset Disposal	170	(170)	-
Balance at 31 March 2025	17,313	28,616	45,929

Notes to the Accounts for the Year Ended 31 March 2025

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 2024/25 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 on 31 March 2025 shows net assets of €45,929k (31 March 2024 €44,878k).

The UK DfT has approved the sanction of the cash required to meet Irish Lights costs as set out in its Corporate Plan for 2025/26 and there is no reason to believe that the UK DfTs approval will not be forthcoming for future years. The Board has considered the current and future position of Irish Lights and have concluded that the going concern basis for the preparation of these Financial Statements is appropriate.

c) Intangible Assets

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

d) Non-Current Assets and Depreciation

Capitalisation

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

Subsequent costs of day-to-day servicing are expensed as incurred. Where regular major inspections of assets are required

for their continuing operation, the costs of such inspections are capitalised and the carrying value of the previous inspection is derecognised, for example Dry Dock and Repair of ships. Expenditure on renewal of structures is capitalised when the planned maintenance spend enhances or replaces the service potential of the structure. All routine maintenance expenditure is charged to the SoCNI.

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

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

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

Valuation

After recognition, the item of Property, plant and equipment is carried at Fair Value in accordance with IAS 16 and the current FReM. The assets are expressed at their current value at regular valuation or through the application of Modified Historic Cost Accounting. For assets of low value and/or with a useful life of 5 years or less, depreciated historic cost (DHC) is considered as a proxy for fair value.

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

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

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

Haulbowline Lighthouse, Carlingford Lough



Depreciation

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

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

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

e) Leases

Scope and classification

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

Initial recognition

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

The RoU asset is measured at the value of the liability, adjusted for: any payments made before the commencement date; lease incentives received; incremental costs of obtaining the lease; and any disposal costs at the end of the lease. However, where the lease requires nominal consideration (a type of arrangement often described as a "peppercorn" lease), the asset is measured at its existing use value.

Subsequent Measurement

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

Lease Expenditure

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

Leases as the Lessor

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

Estimates and judgements

For embedded leases, the GLF determines the amounts to be recognised as the RoU asset and lease liability based on the stand-alone price of the lease component and the non-lease component or components. This determination reflects the prices for leases of the underlying asset, where these are observable; otherwise, it maximises the use of other observable data, including the fair values of similar assets, or prices of contracts for similar non-lease components. Some contracts cover both a lease of land which the lessee controls and rights of access

through adjacent land which the lessee does not control. In more remote locations, where stand-alone prices are not readily observable, the GLF has elected to take the practical expedient of treating the entire contract as a lease.

The FReM requires that RoU assets held under "peppercorn" leases should be measured at existing use value. These leases include historic, long-term leases as well as more recent arrangements. The GLF has distinguished these from leases in which the consideration is low, but proportionate to the asset's value (for example, the lease of a small area of land with few alternative uses). This distinction reflects, so far as possible, recent, observable market arrangements for comparable assets (for example, current rentals). When an existing use value is required for low 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/£0.8368).

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

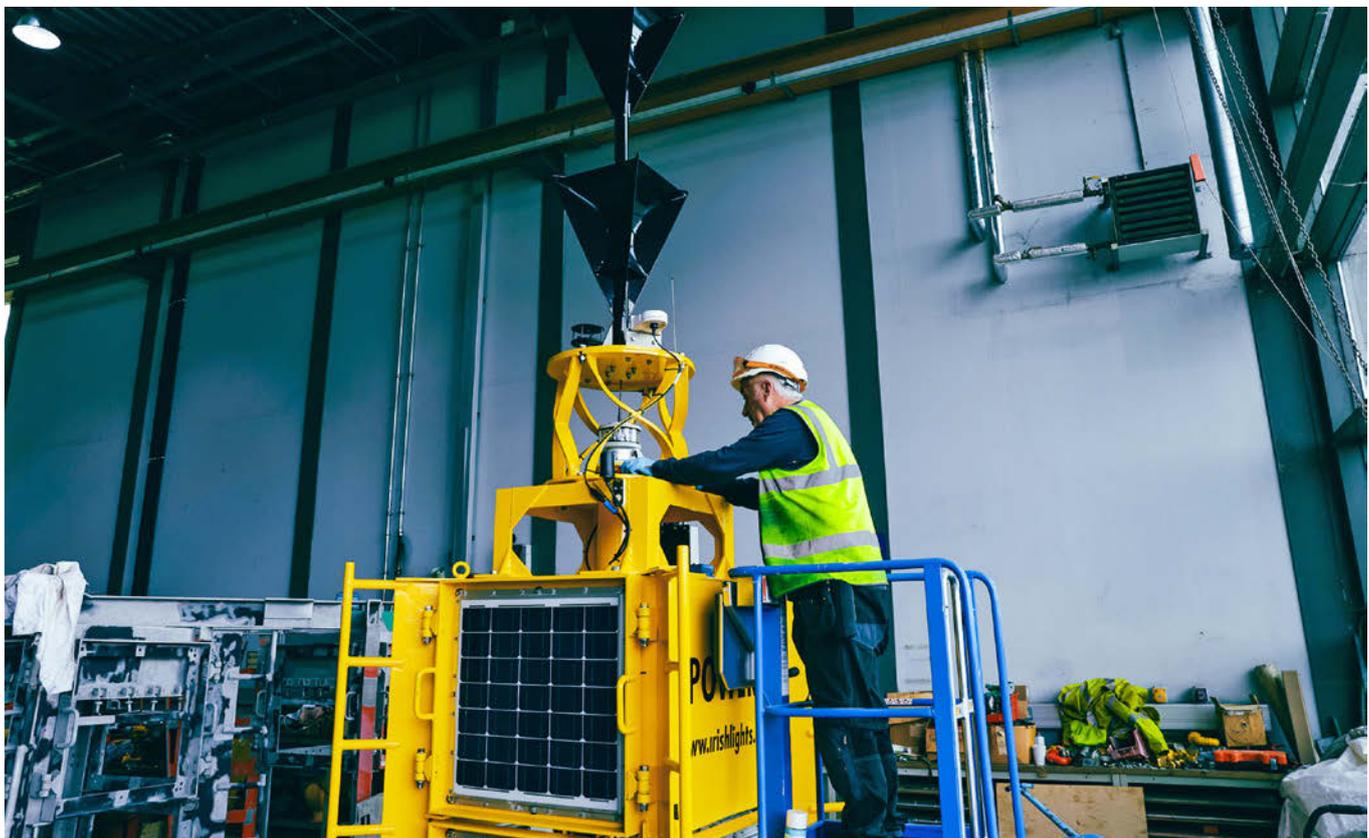
cost. Credit loss allowances for trade receivables and similar arrangements are measured at the lifetime expected credit loss where material. No credit loss allowances are recognised for arrangements with other central government bodies.

Financial liabilities

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

Determining fair value

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



Buoy work underway – buoy components are reassembled, secured, and prepared for redeployment.

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 2025 and have not been applied in preparing these financial statements.

IFRS 17 Insurance Contracts. This standard covers all enforceable arrangements under which an entity accepts a non-financial risk from a third party and requires an expected present value approach to measuring insurance liabilities. HM Treasury's consultation on the adoption of IFRS 17 recommended that adoption of IFRS 17 in central government be deferred to an application date of 1 April 2025. The GLF and GLAs have examined contingent liabilities and similar arrangements to identify any that meet the definition of insurance contracts, at present, none have been identified.

During the year, HM Treasury issued a FReM amendment covering changes to the valuation approach applied to property, plant and equipment used to provide public services and to intangible assets. These changes will lead to intangible assets being valued on an historical cost or deemed cost basis. Property, plant and equipment would be revalued on a quinquennial cycle or on a rolling basis, with indexation applied in interim years. These changes will take effect from 2025-26 and are not expected to have a material impact.

IFRS 18 Presentation and Disclosure in Financial Statements was issued in April 2024 and will come into effect for accounting periods commencing on, or after, 1 January 2027. It will result in changes to the presentation of the performance and cashflow statements and will require additional disclosures for alternative financial performance measures used by an entity's management.

As the Statement of Comprehensive Net Income required by the FReM adapts the standard IFRS performance statement to reflect the circumstances of central

government, it is not yet clear how the IFRS 18 changes will affect the GLF.

IFRS 19 Subsidiaries without Public Accountability: Disclosures was issued in May 2024 and will come into effect for accounting periods commencing on, or after, 1 January 2027. The UK Endorsement Board has yet to endorse it for adoption in the UK. It permits entities within scope to omit certain disclosures that would otherwise be required by IFRS. The extent to which IFRS 19 will apply within central government has yet to be determined by HM Treasury.

The GLF does not consider that any other new, or revised standards, or interpretation will have a material impact and will conduct further analysis ahead of any implementation dates.

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 Rol. 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 Rol.

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.



Welding work carried out on buoy components to repair and reinforce structural parts during maintenance.

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 Nuvo 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 21 days (2023/24 20 days).

2. Other Operating Income

	2024/25 €'000	2023/24 €'000
Property Rentals	905	840
Buoy Rentals	257	218
Tender Hire	1,192	480
Sundry Receipts	37	28
Total	2,391	1,566

3. Staff Costs

	2024/25 €'000	2023/24 €'000
Staff costs comprise:		
Wages and Salaries	8,200	7,704
Social Security Costs	614	563
	8,814	8,267
Redundancy Costs	-	-
Less Capitalised Costs	(308)	(202)
	8,506	8,065
Employer Pension Contribution Costs	2,034	1,872
	2,034	1,872
Total	10,540	9,937

4. Other Expenditure

	2024/25 €'000	2023/24 €'000
Running Costs	7,307	6,768
Variable lease costs	418	81
(Profit)/Loss on disposal of non-financial assets	(44)	2
Total	7,681	6,851

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 2024/25 is €36.6k/ GBP€30.8k (2023/24: €32.7k/ GBP€28.2k).

5. Interest Payable

	2024/25 €'000	2023/24 €'000
Interest payable	97	40
Total	97	40

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

6. Asset Valuation Exercise

Following the reclassification of the GLAs as a Central Government Body, the UK DfT issued a new Accounts Direction in February 2013, requiring that Property, Plant and Equipment is valued at Fair Value as per IAS 16 and the FReM. As a result Irish Lights has carried out an extensive exercise to obtain valuations for all items of Property Plant and Equipment on the basis outlined in Note 1 (e) for the first time in 2012/13, a further full revaluation was carried out in 2017/18 and again in the 2022/23 year. During 2024/25 these valuations were professionally updated to 31 March 2025 with the assistance of the following Independent Experts, in accordance with the FReM, IAS 16 and IFRS 13:-

Asset	Valuer	Organisation
Land & Buildings including Beacons Rol	Kirsten Devine – MSc, MSocSc, BA (Hons), MRICS, MSCSI, RICS	Tailte Eireann
Lighthouse AtoN Plant Rol	Kirsten Devine – MSc, MSocSc, BA (Hons), MRICS, MSCSI, RICS	Tailte Eireann
Land & Buildings including Beacons NI	Ms Kelly Scullion MRICS	LPS Mapping and Valuation Services
Lighthouse AtoN Plant NI	Ms Kelly Scullion MRICS	LPS Mapping and Valuation Services
Ship	Mr Edward Molyneux	Braemar Seascope Valuations Limited
Heritage Assets	Mr M.D. Bernon MNAEA	O'Reilly's Auction Rooms

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

A summary of the revaluations is set out below:

	2024/25 €'000	2023/24 €'000
Profit/(Loss) on Property, plant and equipment valuations (via Statement Net Income)	(1,925)	(1,457)
Profit/(Loss) on Property, plant and equipment valuations (via Revaluation Reserves)	2,712	657
(Downward)/ Upward valuation on Investment Assets (Note 10)	301	159
	(1,088)	641

Revaluation Movements 2024/25	PPE Note 7 €'000	Intangible Assets Note 9 €'000	Investment Assets Note 10 €'000	Held for Resale Note 11 €'000	2024/25 Total €'000
Revaluation Movement – Cost	(763)	-	301	7	(455)
Revaluation Movement - Accumulated Depreciation	1,543	-	-	-	1,543
					(1,088)



Members of the Irish Lights team on-site performing engineering inspections.

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 2024	4,007	28,161	9	1,755	3,761	10,238	242	410	48,583
Additions	-	-	-	845	-	338	24	783	1,990
Disposals	-	-	(9)	(81)	-	(50)	(24)	-	(164)
Impairments	-	-	-	-	-	-	-	-	-
Transfers	-	-	-	10	-	34	-	(44)	-
Reclassifications	-	-	-	-	-	-	-	-	-
Revaluations	277	676	-	(1,333)	(131)	(251)	-	-	(762)
Balance at 31 March 2025	4,284	28,837	-	1,196	3,630	10,309	242	1,149	49,647
Depreciation €'000									
Balance at 1 April 2024	-	-	-	-	349	3,638	172	-	4,159
Charged in year	-	577	10	416	189	634	30	-	1,856
Disposals	-	-	(10)	(81)	-	(8)	(24)	-	(123)
Reclassifications	-	-	-	-	-	-	-	-	-
Revaluations	-	(577)	-	(335)	(150)	(479)	-	-	(1,541)
Balance at 31 March 2025	-	-	-	-	387	3,785	178	-	4,351
Net Book Value 1 April 2024	4,007	28,161	9	1,755	3,412	6,600	70	410	44,424
Net Book Value 31 March 2025	4,284	28,837	-	1,196	3,242	6,524	64	1,149	45,296

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 2024 - €546k) held on behalf of the Irish Government.

7. Property, Plant and Equipment – prior year

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

The Net Book Value of all assets is entirely in respect of owned assets. The above figures include land to the value of €546k (31 March 2023 - €410k) held on behalf of the Irish Government.

8. Right of Use Assets

	Land	Plant & Equipment	Total
Cost €'000			
Balance at 1 April 2024	1,619	3,524	5,143
Lease Reassessment	-	56	56
Balance at 31 March 2025	1,619	3,580	5,199
Depreciation €'000			
Balance at 1 April 2024	155	1,970	2,125
Charged in year*	31	424	455
Lease Reassessment	-	-	-
Balance at 31 March 2025	186	2,394	2,580
Net Book Value at 1 April 2024	1,464	1,554	3,018
Net Book Value at 31 March 2025	1,433	1,186	2,619

There are no lease commitments which have not yet commenced.

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

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

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

* Leased asset depreciation in the SoCNI is less €51K in respect of helicopter depreciation charged to capital under Property, Plant & Equipment (PPE)

Right of Use Assets – prior year

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

There are no lease commitments which have not yet commenced.

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

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

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

* Leased asset depreciation in the SoCNI is less €154k in respect of helicopter depreciation charged to capital under PPE

9. Intangible Assets – current year

	Computer Software	Total
Cost €'000		
Balance at 1 April 2024	656	656
Additions	70	70
Disposals	(105)	(105)
Transfers	-	-
Balance at 31 March 2025	621	621
Amortisation €'000		
Balance at 1 April 2024	575	575
Charged in year	53	53
Disposals	(105)	(105)
Balance at 31 March 2025	523	523
Net Book Value at 1 April 2024	81	81
Net Book Value at 31 March 2025	98	98

Intangible Assets – prior year

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

10. Investment Assets

	2024/25 €'000	2023/24 €'000
Opening Balance	2,107	1,948
Additions	-	-
Reclassifications	-	-
Revaluations	301	159
Total	2,408	2,107

11. Assets Held for Resale

	2024/25 €'000	2023/24 €'000
Opening Balance	474	563
Disposals	(164)	-
Reclassifications	-	-
Revaluations	7	(89)
Total	317	474

At 31 March 2025 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

	2024/25 €'000	2023/24 €'000
Opening Balance	339	339
Initial Recognition	-	-
Total	339	339

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

13. Inventories

	2024/25 €'000	2023/24 €'000
Inventories of consumable stores and fuel	816	810
Total	816	810

14. Trade receivables and other current assets

	2024/25 €'000	2023/24 €'000
Amount falling due within one year:		
Trade Receivables	336	301
VAT Recoverable	100	99
Other receivables	216	195
Prepayments and accrued income	405	553
Total	1,057	1,148

15. Cash and cash equivalents

	2024/25 €'000	2023/24 €'000
Balance at 1 April	278	544
Net Change in cash and cash equivalents	302	(266)
Balance at 31 March	580	278

The above includes cash to the value of €115k (31 March 2024 - €108k) held on behalf of the Irish Government.

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

	2024/25 €'000	2023/24 €'000
Commercial banks and cash in hand	580	278
Balance at 31 March	580	278

16. Trade payables and other current liabilities

	2024/25 €'000	2023/24 €'000
Amounts falling due within one year:		
Other taxes and social security	333	349
Trade payables	686	475
Other payables	352	374
Inter GLA payables	263	94
Accruals and Deferred Income	1,789	2,054
Lease Liabilities	458	420
Total	3,881	3,766

16. Trade payables and other current liabilities (continued)

	2024/25 €'000	2023/24 €'000
Amounts falling due after more than one year:		
Other payables, accruals and deferred income	67	67
Value of asset held on behalf of the Irish Government	661	654
Lease Liabilities	2,264	2,673
Total	2,992	3,394

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.

	2024/25 €'000	2023/24 €'000
Movements in Lease Liabilities		
Opening Balance	3,093	2,703
Interest	96	40
Repayments	(524)	(498)
Lease Reassessment	56	848
	2,721	3,093
Lease liabilities as at the end of the year:		
Current	458	420
Non-current	2,263	2,673
	2,721	3,093
Amounts falling due:		
Not later than one year	458	420
Later than one year and not later than five years	861	1,249
Later than five years	1,402	1,424
	2,721	3,093

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

17. Commitments under Leases (continued)

	2024/25 €'000	2023/24 €'000
Amounts recognised in expenditure:		
Depreciation expense	455	454
Less Capitalised Depreciation Costs	(51)	(154)
Interest expense	97	40
Variable lease costs	418	81
Rental on leases of low-value assets	-	-
Rental of leases expiring within 12 months	-	-
	919	421
Cash flows		
Interest	97	40
Repayment of lease liability	428	458
	525	498
Income from subleasing right of use assets	-	-

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

	2024/25 €'000	2023/24 €'000
Lessor income from operating leases:		
Lease income	809	702
Income relating to variable lease payments that do not depend on an index or a rate	53	52
	862	754
Maturity analysis of operating lease payments receivable		
Amounts due:		
Within 1 year	699	551
Between 1 and 2 years	582	538
Between 2 and 3 years	569	464
Between 3 and 4 years	487	426
Between 4 and 5 years	441	426
After 5 years	2,552	1,718
	5,330	4,124

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

	2024/25 €'000	2023/24 €'000
Contracted capital commitments at 31 March not otherwise included in these financial statements		
Property, plant and equipment	118	15
Total	118	15

19. Other Commitments

	2024/25 €'000	2023/24 €'000
Not later than one year	783	716
Later than one year and not later than five years	-	-
Later than five years	-	-
Total	783	716

20. Provisions for Liabilities and Charges

	Remedial Works/ Responsible Withdrawal €'000	Other Provisions €'000	Total €'000
Provisions at 1 April 2024	424	217	641
Provided in year	150	20	170
Provisions not required and written back	(66)	(17)	(83)
Provisions utilised in the year	-	-	-
Provisions at 31 March 2025	508	220	728

Analysis of expected timing of discounted flows

	Remedial Works/ Responsible Withdrawal €'000	Other Provisions €'000	Total €'000
Not later than one year	168	32	200
Later than one year and not later than five years	340	101	441
Later than five years	-	87	87
Provisions at 31 March 2025	508	220	728

21. Pension Commitments

Merchant Navy Officers Pension Fund (MNOPF) and the Ensign Retirement Plan

The GLAs were participating employers of the Merchant Navy Officers Pension Fund (MNOPF), a defined benefit scheme providing benefits based on final pensionable salary. The MNOPF was a funded multi-employer scheme, but the GLA boards are unable to identify their share of the underlying assets and liabilities. Previously, employees who started employment with the GLAs and were members of the MNOPF were given the option of continuing MNOPF membership or joining the GLA Pension Scheme. This option is no longer available as the MNOPF closed on 31 March 2016. The assets of the scheme are held separately from the GLF, specifically in separate funds managed by trustees of the scheme. Contributions to the scheme (20.0% of pensionable salaries) were charged to the Statement of Comprehensive Net Expenditure when they were paid.

No contributions were paid to the MNOPF in the year (2023-24, £nil).

On 1 April 2016 the Ensign Retirement Plan was created to replace the MNOPF. During 2024-25 contributions of £nil (2023-24 £nil) were made. On 1 April 2021 the last GLA staff member with membership of the Ensign scheme retired.

The rules of the MNOPF state that participating employers may be called to make lump sum payments to make up deficits. The rules state that an employer will not be regarded as ceasing to be a participating employer as a result of ceasing to employ active members or other eligible employees. During the year £nil lump sum contributions were made (2023-24, £nil).

The MNOPF publishes full actuarial valuations on a triennial basis and is unable to determine the proportion of gross deficit/surplus attributable to the GLAs. The MNOPF's last full valuation reported liabilities of £1,967m, assets of £1,956m and a deficit of £11m, equivalent to a funding level of 99% at 31 March 2024. As the deficit is considered to be

small, the MNOPF trustees determined that, allowing for an investment outperformance compared to technical provision, no additional contributions would be required at this time.

Further examination of MNOPF investments, as disclosed in the 31 March 2024 actuarial valuation, shows a move to more secure asset classes since the 2021 valuation. 73% of the fund assets (£1,428m) are held as insurance policies (up from 60% in 2021) with the remaining £528m held across a mixture of asset classes (bonds £420m, equities £92m, hedge funds £36m & other £16m). The GLAs, as historic employers, have a contribution rate of approximately 0.086% therefore should a call for additional contributions become necessary, the cost to the GLF is not believed to be material.

The MNOPF trustees will review the need for additional deficit contributions as part of the next actuarial valuation due 31 March 2027 and expected to be published in Spring 2028.

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 2024/25:

- Irish Lights provided the services of the *Granuaile* to TH for a period of 1.0 day.
- TH provided the services of the *Galatea* to Irish Lights for a period of 2.86 days.

While there was no transfer of funds between the GLAs in respect of these services, these transactions gave rise to a net notional cost of €25,064.

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 2024/25 Irish Lights has received advances of €18,203K (2023/24 €16,548K) 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 2025 the balances outstanding with the GLAs were as follows:

	Balance due from Irish Lights	
	2024/25 €000's	2023/24 €000's
GLA		
Trinity House	-	-
Northern Lighthouse Board	263	94

	Balance due to Irish Lights	
	2024/25 €000's	2023/24 €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 26 September 2025.

Appendix A – Aids to Navigation Performance Metrics

Resources

AtoN Inventory

The total inventory of AtoN as at 31 March 2025 is as follows:

Type of Station	2024/25 Total	2024/25 Deployed	2023/24 Total	2023/24 Deployed
Lighthouses (Automated)	64	64	64	64
Lighted Beacons	6	6	6	6
Unlighted Beacons	14	14	14	14
Solar Lighted Buoys	204	138	191	138
Hauling Off/Mooring Buoys	3	1	3	1

Other AtoN provided by Irish Lights:-

Type of Station	2024/25	2023/24
RACONs on Lighthouses	14	14
RACONs on Buoys	10	10
AIS on Buoys	65	65
AIS at Lighthouses	50	50
AIS Base Stations at other bases	6	6
Met/ Hydro on Buoys	11	9
Met/ Hydro on Lighthouses	2	2

AtoN availability statistics

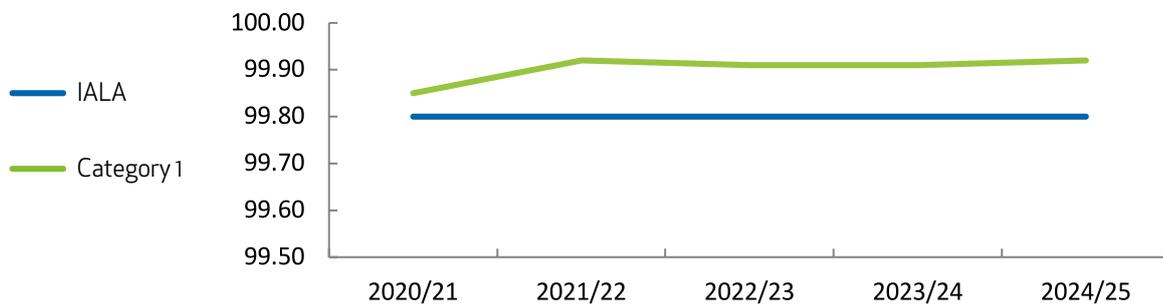
Irish Lights core activity is fulfilling the statutory responsibility to provide safe passage for the mariner. AtoN availability statistics are a measure of Irish Lights performance in maintaining AtoN and associated equipment. The GLAs report their availability statistics based on three year rolling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

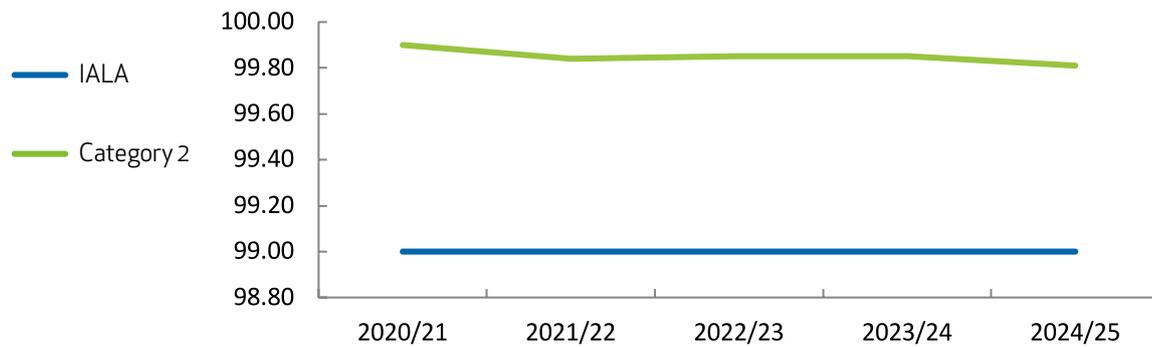
AtoN Availability Compared To IALA Minima – 3 Year Rolling Averages

Category	IALA	2020/21		2021/22		2022/23		2023/24		2024/25	
	Minimum	Actual	Diff								
1	99.8%	99.85	0.05	99.92	0.12	99.91	0.11	99.91	0.11	99.92	0.12
2	99.0%	99.90	0.90	99.84	0.84	99.85	0.85	99.85	0.85	99.81	0.81
3	97.0%	99.88	2.88	99.88	2.88	99.63	2.63	99.54	2.54	99.59	2.59

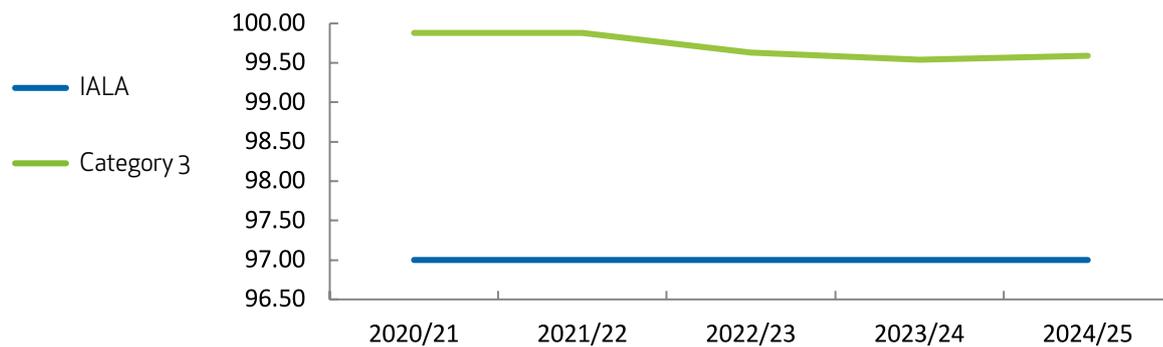
Category 1



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).



Baily Lighthouse, Dublin

Appendix C – List of Acronyms and Abbreviations

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



Commissioners of
IRISH LIGHTS | *Navigation
and Maritime
Services*

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