Department for Transport

GENERAL LIGHTHOUSE FUND

Annual Report and Accounts for the Year Ended 31 March 2022

HC 877

Department for Transport

General Lighthouse Fund Annual Report and Accounts 2021-22

For the period 1 April 2021 to 31 March 2022
Presented to Parliament pursuant to Section 211(5) of the Merchant Shipping Act 1995

Ordered by the House of Commons to be printed on 19 December 2022

HC 877

This publication is available at www.gov.uk/official-documents

Any enquiries regarding this publication should be sent to us at

https://forms.dft.gov.uk/contact-dft-and-agencies/

ISBN 978-1-5286-3764-0

E02673144 12/22

Printed on paper containing 40% recycled fibre content minimum

Printed in the UK by the HH Associates Ltd. on behalf of the Controller of His Majesty’s Stationery Office

Contents

1. Foreword

The year to 31 March 2022 was again dominated by the COVID-19 pandemic and the ongoing global recovery. During this period, the General Lighthouse Authorities' (GLAs') focus has been to maintain the operational network of Aids to Navigation (AtoNs) around the UK and Ireland thereby ensuring continued safe passage for vessels navigating these waters. Despite additional challenges, the GLAs have also completed a number of major modernisation projects at lighthouses, made significant progress on procurement projects to replace two of their fleet of six buoy tenders (vessels) and advanced plans for the decommissioning of the Royal Sovereign Lighthouse.

Key GLA achievements and events during 2021-22 include:

- the three GLAs contained their total expenditure within limits sanctioned by Department for Transport (DfT) Ministers during the year;
- the continuous maintenance of AtoN availability at, or above, the high standards set by the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) (see page 16);
- controlled GLA running costs in line with efficiency targets set by DfT Ministers;

- income of £3.3m (2019-20, £3.3m) generated from GLA commercial activities;
- continued development of the GLA Joint Strategic Board for good administrative purpose;
- continued funding of Irish Lights' operations in the Republic of Ireland (IRL) wholly from Irish sources;
- maintenance of an operating surplus sufficient to meet borrowing repayments and maintain GLF cash reserves at a sustainable level; and
- despite an increase in the current year, real terms reductions in UK Light Dues rates have been sustained for the twelfth consecutive year, with rates for 2022-23 at 41p (2021-22, 38.5p), the same level as in 2010-11.

During the COVID-19 pandemic, and especially during periods of national lockdown a number of activities were paused necessitating a reprogramming of capital projects and a delay to routine maintenance. The GLAs' focus in 2021-22 was to recover from these delays and they will continue to do so into 2022-23.

The prolonged impact of the COVID-19 pandemic coupled with a global economic slowdown and the war in Ukraine have led to a significant and ongoing decrease in Light Dues income which, combined with a loss of GLA commercial income, has put additional pressure on GLF reserves. High initial reserves have meant this has been manageable in the short term. However, in 2021-

22, UK Light Dues income was down 6.5% compared to pre-pandemic levels representing a loss of revenue of £5.2m in addition to the fall in income seen during 2020-21 of £9.9m. Although the GLF remains in a good position in terms of cash reserves, these were already being actively managed downwards towards an agreed £15million target reserve. While the excellent work of the GLAs, in delivering efficiency and other savings, has also placed the GLF in a good position and meant that Light Dues have reduced by 37% in real terms over the past decade, a small increase in Light Dues was necessary for 2021-22 and 2022-23 with possible further increases forecast. Light Dues, GLA commercial income and cost pressures will continue to be closely monitored and used to inform Ministers when decisions on Light Dues rates are considered.

There remains uncertainty over whether the GLAs will be able to jointly procure future services, such as helicopter flying following the UK’s departure from the European Union. Any reduction in tri-GLA procurement opportunities is likely to increase costs for the GLF.

The level of Light Dues in the UK is reviewed annually and determined by the Secretary of State for Transport under Section 205 of the Merchant Shipping Act 1995. The Irish Government sets the level of Light Dues in Ireland (IRL) under the Merchant Shipping (Light Dues) Act 1983.

Performance Report

2.1 Overview

Background, Aims, Objectives and Regulation

The annual report and accounts of the General Lighthouse Fund (GLF) are prepared pursuant to Section 211(5) of the Merchant Shipping Act 1995.

The GLF was created by statute in 1898 to provide funding for the three General Lighthouse Authorities (GLAs): Trinity House (TH), the Commissioners of Northern Lighthouses (known as the Northern Lighthouse Board or NLB) and the Commissioners of Irish Lights (known as Irish Lights or IL).

The GLAs are financed by advances made by the Secretary of State for Transport from the GLF. The principal income of the GLF is derived from Light Dues, a hypothecated tax on commercial shipping using ports in the United Kingdom (UK) and the Republic of Ireland (IRL). The GLF receives additional income from the IRL Exchequer following an agreement, effective from 1 April 2015, to ensure IRL expenditure is wholly met from IRL income. The GLF also receives income from sundry receipts generated by GLA tender, buoy and property rentals as well as workshop services and asset sales.

The GLAs predate the establishment of the GLF by over 350 years. TH can trace its origins back to a Royal Charter in 1514 whilst NLB and Irish Lights can both trace their establishment to Acts of Parliament in 1786. Prior to 1836, AtoNs were provided by a mixture of the GLAs and private operators each levying a charge on passing ships. Private operators generally purchased the right to provide AtoNs and levy a charge to do so from HM Treasury or the Crown. In 1836, Parliament decided that the GLAs should have compulsory powers to buy out any remaining private lighthouses. The current funding arrangements were established by the Merchant Shipping (Mercantile Marine Fund) Act of 1898 which separated funding for AtoNs from other marine items and also passed responsibility to the GLF for a number of colonial lighthouses which had previously been funded by HM Treasury grants. As former British colonies subsequently achieved independence, these responsibilities have been passed to the governments of these countries. Europa Point Lighthouse in Gibraltar remains the responsibility of TH.

Section 195 of the Merchant Shipping Act 1995, and Section 634 of the Merchant Shipping Act 1894 in respect of IRL, state that: responsibility for the provision and management of lighthouses, buoys and beacons on the coasts and seas around the British Isles is vested in the three GLAs:

- Trinity House (TH) in its capacity as a lighthouse service;

- the Commissioners of Northern Lighthouses (known as the Northern Lighthouse Board or NLB); and
- the Commissioners of Irish Lights (known as Irish Lights or IL).

The Marine Navigation Act 2013 amended the Merchant Shipping Act 1995 to introduce statutory powers enabling the GLAs to work outside the 12-nautical mile territorial limit, to mark wrecks electronically and to enhance their ability to tender for commercial work and make the best use of any reserve capacity.

The work of NLB remains a reserved matter under both Section 30 of, and Schedule 5 to, the Scotland Act 1998. The NLB maintains a close relationship with the Scottish Government as do DfT under the terms of a concordat. This was further reinforced by the Scotland Act 2016 which made amendments to the Merchant Shipping Act 1995 to give powers to Scottish Ministers to appoint a commissioner to NLB's Board and for NLB to lay copies of its annual report and accounts before the Scottish Parliament.

The GLAs are multi-skilled organisations providing a highly technical, specialised and professional service. The primary aim of the GLAs is:

To deliver a reliable, efficient and cost effective
'AIDS TO NAVIGATION SERVICE'
for the benefit and safety of all mariners

The GLAs' future vision of marine AtoNs is contained in the document '2030 Navigating the Future', which sets out their joint strategy to:

- continue to provide an appropriate mix of AtoNs for general navigation;
- continue to provide a timely and effective response to wreck and AtoN failures;
- continue to undertake superintendence and management of all AtoNs in accordance with international standards, recommendations and guidelines;
- introduce e-Navigation AtoN components and services in the UK and IRL;
- work with users, partners and stakeholders nationally and internationally to promote the safety of marine navigation based on harmonized international standards, recommendations and guidelines;
- embrace relevant technologies as they evolve; and
- improve the reliability, efficiency and cost-effectiveness of GLA services while ensuring the safety of navigation.

These accounts have been prepared in accordance with the 2021-22 Government Financial Reporting Manual (FReM) issued by HM Treasury. Accounting policies contained within the FReM follow UK adopted International Financial Reporting Standards (IFRS) to the extent that it is meaningful and appropriate to 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 applied. The GLF's accounting policies have been applied consistently in dealing with items considered material in relation to the accounts.

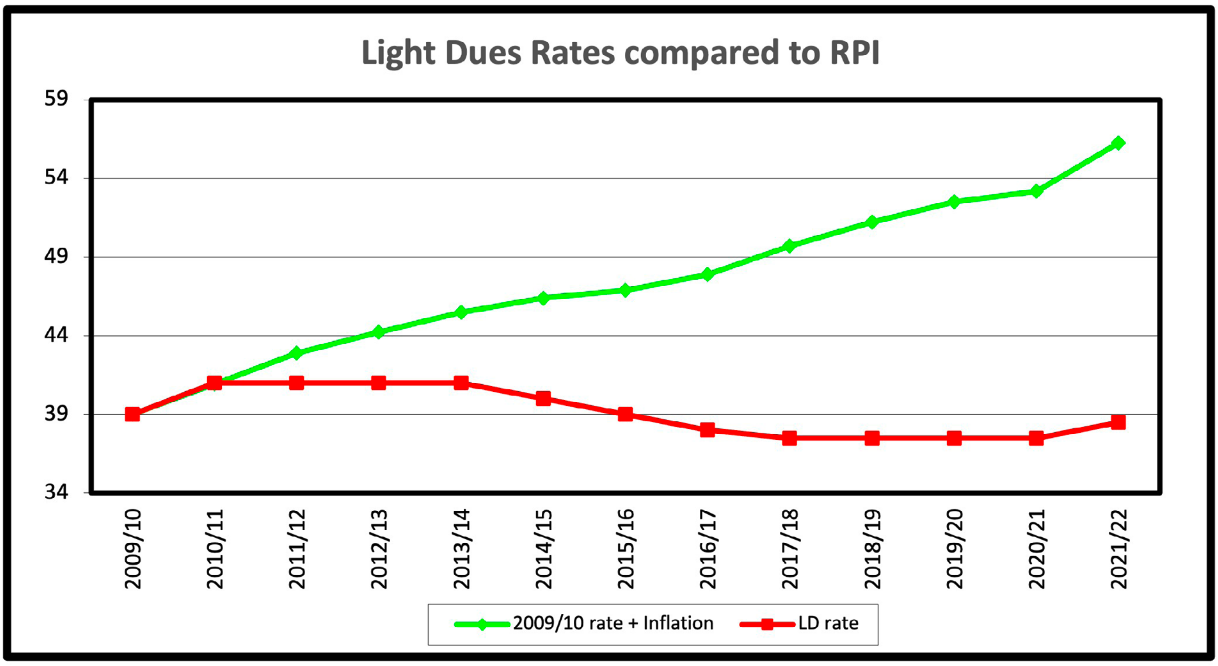
In addition to the FReM, an Accounts Direction issued by the Secretary of State for Transport on 25 September 2019 applies to the GLF and GLAs for reporting purposes (**Annex 1**). The GLF accounts consolidate the individual accounts of the three GLAs, the core GLF accounts maintained by DfT and the Light Dues collection accounts maintained by TH on behalf of the three GLAs. The Accounts Direction mandates a consolidated format to meet the requirements of the Merchant Shipping Act 1995 and reflect that overall control, risks and rewards of the GLAs rest with the GLF.

The GLAs have adopted codes of best practice for Commissioners and Board Members which are based on the Model Code of Best Practice for Public Bodies published by HM Treasury and underpinned by the Seven Principles of Public Life set out by the Committee of Standards in Public Life.

2.2 Performance Analysis

GLF income is primarily generated by the collection of Light Dues, a charge on commercial shipping calling at UK and IRL ports. The Secretary of State for Transport has a statutory duty, under the Merchant Shipping Act 1995, to ensure the effective management of the GLF and enable the adequate provision of AtoNs at the minimum cost.

The Government remains committed to recovery of the GLAs' costs through Light Dues. The Government and the GLAs have worked in partnership to minimise costs and the real-term levels of Light Dues in the UK which have fallen from a historic peak of 43p per Net Tonne in 1993 to 38.5p in 2021-22 (some 37% lower in real terms than they were 10 years ago). DfT Ministers froze Light Dues for the three years to 2021 with the rate remaining at 37.5p. An increase to 38.5p was required for 2021-22 and a further increase for 2022-23 has brought the rate to 41p.



All GLA lighthouses were automated by 1998 with controls centralised at each GLA's headquarters. Floating AtoNs have been solarised and are also centrally monitored. A Differential Global Positioning System has been provided by the GLAs since 1998 but, following a comprehensive review, was withdrawn in March 2022. The GLAs continue to research e-Navigation options to enhance and complement traditional AtoNs through its GLA Research and Development (GRAD) team. The GLAs maintain their focus on reducing costs while enhancing capability through investment in new technology, operating depots and ships.

Future Goals

The GLAs and DfT have set out a number of goals for the future including:

- to drive towards making the GLAs Net Zero Carbon and all activities sustainable as soon as practicable;
- to continue to drive efficiencies in the provision of AtoNs where it is safe, proportionate and appropriate to do so, to provide benefit to the industry, leisure users and the GLAs themselves;
- to deliver the strategy contained within '2030 Navigating the Future', the GLAs will continue to co-operate with each other, consult with all users and continuously review all of their AtoNs;
- the GLAs will search for new, cost-effective, technology that can deliver an ever more efficient

service to ensure that future AtoN requirements are met;

- to maintain GLF reserves at sufficient levels to mitigate the risk of unexpected financial pressures, to meet GLA funding and GLF borrowing commitments whilst minimising cost to industry; and
- to maintain stability for the payers of Light Dues.

Financial Performance

The GLF Accounting Policies are reviewed every year in accordance with International Accounting Standard (IAS) 8, Accounting Policies, Accounting Estimates and Errors. The review is carried out at the tri-GLA Accounts Format Working Group with reference to FReM and the Accounts Direction issued by the Secretary of State for Transport. No material changes were required for 2021-22.

Year on year UK Light Dues income increased 6.8% (£4.7m) when compared to 2020-21, however this remains 6.5% (-£5.2m) below pre-COVID-19 (2019-20) levels.

Financial results for 2021-22 are set out in the Statement of Comprehensive Net Income (SoCNI) (see page 94) and shows net operating income of £1.27m for 2021-22 (£4.4m 2020-21). In March 2021, DfT Ministers increased UK Light Dues rates for the 2021-22 financial year. However, vessel traffic volumes have struggled to recover and 2021-22 UK Light Dues income remained £5.2m lower than 2019-20 (pre-COVID-19 pandemic).

Other Income was consistent with prior year which saw a decrease due to the COVID-19 pandemic and has yet to recover.

Operating expenditure was £8.1m higher than 2020-21, which has been driven by running cost increases of £2.3m (see Note 6) and an increase in provisions of £5.4m.

Including Interest and Other Comprehensive Income, the SoCNI reports a Surplus of £12.1m for the total comprehensive income for 2021-22 (2020-21, £0.36m deficit). This large difference is primarily due to gains reported on the revaluation of property plant and equipment (PPE) (£12.8m) which have been recognised in the revaluation reserve.

The net income reported in the SoCNI has increased the overall value of the Statement of Financial Position (SoFP) to £222m. Other significant SoFP movements include the addition of Heritage Assets not previously recognised (£0.3m); an increase in the value of PPE (£5.5m) due to upward revaluations (£11m), annual depreciation (-£10m) and additions of £7m; Inventory increased £0.7m; Receivables decreased during the year (£0.6m) the majority of this relates to timing of contributions expected from the Irish Government for Irish Lights; Provisions increased (£5.2m) due to a refinement of the Royal Sovereign Lighthouse decommissioning provision which now totals £15.4m (2020-21, £10.3m) and Financial Liabilities decreased by £11.8m as loan repayments were made to DfT.

Looking forward, forecasts for 2022-23 show GLA spending will increase as projects and routine activity delayed from the beginning of the COVID-19 pandemic are reprogrammed and cost pressures for energy and commodities take effect. UK Light Dues income has almost recovered to 2019-20 levels as a result of higher rates for 2022-23. However, the impact of inflation, specifically on marine fuel, is likely to cause significant additional pressure on resources. The GLF has sufficient cash reserves to manage short-term pressures but action will be required to bolster income in the future. DfT Ministers have increased the UK Light Dues rate for 2022-23 to 41p and further increases may be necessary in future years.

Going Concern

The going concern basis of reporting remains appropriate as the GLF is funded from a tax (Light Dues), the GLAs are Non-Departmental Public Bodies (NDPBs) and the core GLA functions are statutory. DfT maintains a forecast of GLF cash funding requirements which takes into account any expected changes in GLA expenditure and income from Light Dues over the next ten years based on prospective changes in rates. Any changes required to Light Dues rates over the forecast period are smoothed as far as possible to meet the DfT objective of maintaining stability for those who pay Light Dues. The

Secretary of State's statutory right and ability to increase Light Dues in future, if required, together with the strong financial position of the GLF, provides assurance that the services provided by the GLF will continue to be provided in the future.

Cash Controls

The three GLAs rely primarily on drawdowns from the GLF for their cash requirements. As a result, Liquidity Risk is controlled within the GLF bank accounts. Total GLA drawdowns from the GLF during the year were as follows:

Irish Lights	£13.2m
Northern Lighthouse Board	£23.2m
Trinity House	£35.9m
Total	**£72.3m**

The principal sources of income for the GLF during the year were:

Light Dues (UK)	£73.7m
Light Dues (IRL)	£6.4m
Irish Government contribution	£4.8m
Total	**£84.9m**

Expenditure on Non-Current Assets

During the year to 31 March 2022 the GLAs' expenditure on non-current assets was as follows:

Irish Lights	**2021/22 £'000**	**2020/21 £'000**
Assets in course of construction	533	119
Buildings	-	41
Buoys & beacons	118	-
Tenders ancillary craft & floating aids	902	478
Information technology	-	45
Intangible software	92	38
Plant & equipment	129	425
Total	**1,774**	**1,146**

Northern Lighthouse Board	**2021/22 £'000**	**2020/21 £'000**
Assets in course of construction	887	1,663
Land	13	-
Buildings	1,226	585
Tenders[1] ancillary craft & floating aids	1,020	310
Information technology	143	228
Intangible software	-	97
Plant & equipment	390	132
Total	**3,679**	**3,015**

Trinity House*	**2021/22 £'000**	**2020/21 £'000**
Assets in course of construction	1,246	1,630
Buoys & beacons	61	-
Lightvessels	313	-
Tenders[1] ancillary craft & floating aids	970	400
Information technology	473	278

Intangible software	44	34
Plant & equipment	480	161
Total	**3,587**	**2,503**

* Trinity House London is owned by the Corporation of Trinity House and is not an asset of the GLF.

1 Includes Right of Use asset additions

Aids to Navigation (AtoNs) availability

AtoN availability is the prime factor to demonstrate compliance with the GLAs' statutory responsibilities and therefore mitigation of key risks. The standards against which the GLAs measure themselves are those recommended as the minima by IALA:

Category 1 availability target 99.8%
An AtoN that is considered to be of primary navigational significance. It includes the lighted aids to navigation and Racons (radar beacons) that are considered essential for marking landfalls and primary routes.

Category 2 availability target 99.0%
An AtoN that is considered to be of navigational significance. It includes lighted AtoN and Racons that mark secondary routes and those used to supplement the marking of primary routes.

Category 3 availability target 97.0%

An AtoN that is considered to be of less navigational significance than Category 1 and 2.

The method of measurement and the recognised availability standards are set for each category by IALA and are published in its Aids to Navigation Guide (NAVGUIDE – Edition March 2010). Availability is measured by dividing total time (i.e. the sum of the total number of hours in a year multiplied by the number of AtoN in each category) into the difference between total time and the number of hours that the AtoNs were not available to the mariner. This calculation is then expressed as a percentage.

The GLAs’ performance against these standards (see page 18) indicate they have met or exceeded the targets for all AtoN categories and for each of the past five years.

The performance data is provided from software situated in each GLA monitoring centre.

There have been no changes to the data or method of calculation.

An additional Key Performance Indicator (KPI) is in development which will monitor the percentage of time GLA vessels are available to respond to new navigational dangers, AtoN casualties and other risks within the agreed response time for each location. The GLAs’ published Risk Response Criteria will form the basis for assessment of this new KPI.

General Lighthouse Authorities Aids to Navigation Availability – Three Year Rolling Averages

Trinity House Aton Type	Cat.	IALA	2017/18		2018/19		2019/20		2020/2021		2021/2022	
		Min	Act	Diff	Act	Diff	Act	Diff	Act	Diff	Act	Diff
Lights	1	99.8%	99.9%	0.1%	99.9%	0.1%	99.9%	0.1%	99.9%	0.1%	100.0%	0.2%
Racons	1	99.8%	99.9%	0.1%	99.9%	0.1%	99.9%	0.1%	99.9%	0.1%	99.9%	0.1%
Lights	2	99.0%	99.9%	0.9%	99.9%	0.9%	99.9%	0.9%	99.9%	0.9%	99.9%	0.9%
Fog Signals	3	97.0%	99.7%	2.7%	99.6%	2.6%	100.0%	3.0%	99.8%	2.8%	100.0%	3.0%
Lights	3	97.0%	99.8%	2.8%	99.3%	2.3%	100.0%	3.0%	99.9%	2.9%	99.9%	2.9%

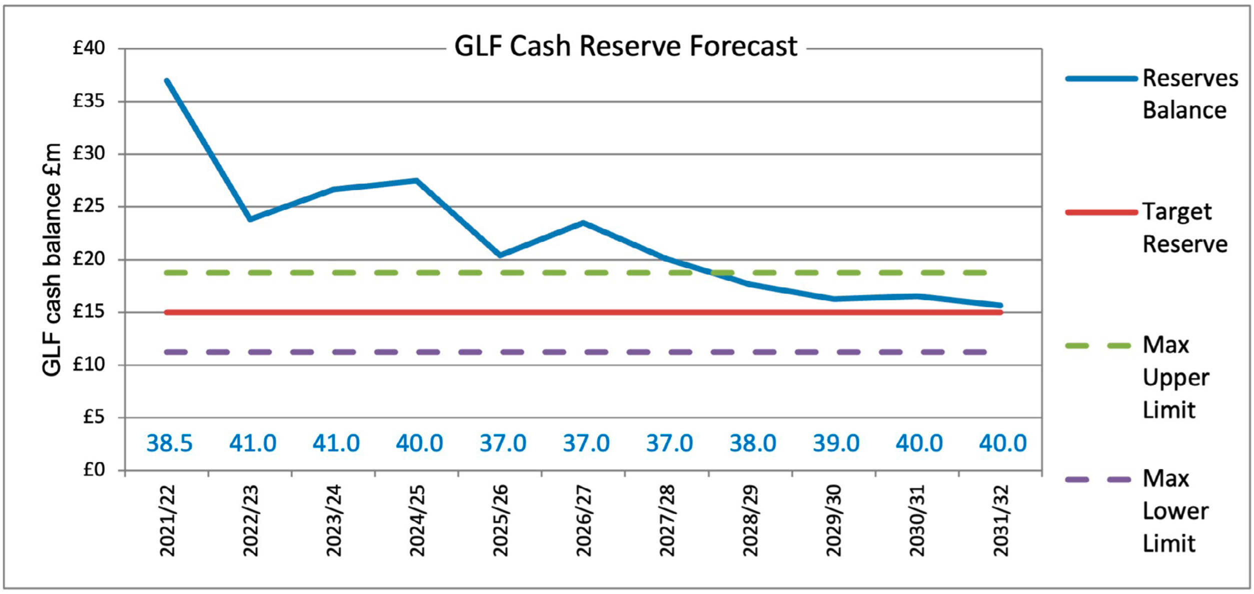
Northern Lighthouse Board

Aton Type	Cat.	IALA	2017/18		2018/19		2019/20		2020/2021		2021/2022	
		Min	Act	Diff	Act	Diff	Act	Diff	Act	Diff	Act	Diff
Buoys	1	99.8%	99.9%	0.1%	100.0%	0.2%	100.0%	0.2%	99.9%	0.1%	99.9%	0.1%
Lights	1	99.8%	99.9%	0.1%	99.9%	0.1%	99.9%	0.1%	99.9%	0.1%	99.8%	0.0%
Racons	1	99.8%	99.9%	0.1%	99.9%	0.1%	99.8%	0.0%	99.7%	-0.1%	99.5%	-0.3%
Buoys	2	99.0%	99.9%	0.9%	100.0%	1.0%	100.0%	1.0%	99.9%	0.9%	99.9%	0.9%
Lights	2	99.0%	99.9%	0.9%	100.0%	1.0%	99.9%	0.9%	99.9%	0.9%	99.9%	0.9%
AIS	3	97.0%	98.4%	1.4%	97.6%	0.6%	99.2%	2.2%	98.8%	1.8%	98.9%	1.9%
Buoys	3	97.0%	100.0%	3.0%	100.0%	3.0%	100.0%	3.0%	100.0%	3.0%	100.0%	3.0%
Beacons	3	97.0%	100.0%	3.0%	100.0%	3.0%	100.0%	3.0%	100.0%	3.0%	100.0%	3.0%

Irish Lights

Aton Type	Cat.	IALA	2017/18		2018/19		2019/20		2020/2021		2021/2022	
		Min	Act	Diff	Act	Diff	Act	Diff	Act	Diff	Act	Diff
Lights	1	99.8%	99.9%	0.1%	99.9%	0.1%	99.8%	0.0%	99.9%	0.1%	99.9%	0.1%
Lights	2	99.0%	99.8%	0.8%	100.0%	1.0%	99.9%	0.9%	99.9%	0.9%	99.8%	0.8%
Lights	3	97.0%	99.8%	2.8%	99.8%	2.8%	99.8%	2.8%	99.9%	2.9%	99.9%	2.9%

Long-term trends



A long-term forecast for the GLF's cash reserves is utilised to manage the GLF and inform DfT Ministers when considering Light Dues rates. Annual GLA expenditure forecasts covering the next five-year period are extrapolated to ten years using inflation and other known commitments. This is added to GLF borrowing commitments and administration costs to determine a total forecast spending. Total spending is then compared to forecast Light Dues and other GLF income to determine a cash reserves forecast. This forecast was updated in March 2022 to reflect latest GLA spending profiles and Light Dues income projections. Chargeable Light Dues tonnage is forecast to slowly recover during 2022-23 and return to its historic trend.

The DfT aims to maintain GLF cash reserves at £15m with a lower and upper tolerance of £11m & £18.75m respectively. The impact of inflation on the target reserve is due to be reviewed in January 2023 when officials will advise ministers on setting the main rate for Light Dues for 2023-24

The forecast above shows an overall trend of high initial cash reserves reducing until 2025-26 when current GLF borrowing repayments have concluded. The forecast assumes Light Dues rates will be adjusted accordingly to maintain GLF cash reserves within desired levels.

Non-financial information

During 2021-22 (2020-21 nil), the GLF and the GLAs had no reportable incidents relating to anticorruption and anti-bribery matters. Issues of social matters and respect for human rights are addressed through this report's separate disclosures on diversity and equality.

Sustainability Reporting

This the first year the GLAs have been in scope for the mandatory sustainability reporting having previously been exempt under the de minimis criteria. As a result, from 2021-22 the GLAs form part of the Greening Government Commitments (GGC) which includes targets for carbon reduction. Irish Lights remain outside the scope of GGC due to their jurisdiction being primarily outside the UK, instead IL report against national targets set by the Irish Government.

All three GLAs seek to develop their environmental management policies in a manner fully consistent with Government initiatives and public opinion. Thus, measures to protect the environment and ensure sustainable development feature strongly within the GLAs' consideration of modernisation, improvement and the use of appropriate future technologies at all of their establishments, facilities and within their vessels.

The GLAs are leaders in the use of renewable energy sources for AtoNs, principally through the installation of solar-electric power systems occasionally supplemented by wind power. The implementation of these technologies has considerably reduced the GLAs' dependence upon carbon-based energy.

The GLA own and operate six ships used to carry out a wide range of GLA operations from emergency response (wrecks & new dangers), to helicopter support operations at Lighthouses. Five of the GLA vessels use Marine Gas Oil (MGO) which is type of diesel. One vessel is trialling Liquid to Gas (LTG), a less polluting form of marine diesel with lower emissions. GLA ships are an essential part of GLA operations and very few alternative to MGO are currently available. As GLA vessels are replaced they will become less polluting with opportunities for hybrid electric and alternative fuels taken wherever possible.

Summary of Performance towards GGC Targets (UK GLAs)

Theme	Measure	Units	2017-18 Baseline	2021-22 Actual	2021-22 Target	2024-25 Target
Mitigating Climate Change	Total emissions	tonnesCO2	15,497	**14,492**	14,334	13,471
	Direct emissions	tonnesCO2	334	**351**	356	304
	ULEV[1] cars	% car fleet	0%	**21%**	21%	63%
	Domestic Flights[2]	tonnesCO2	15.56	**8**	*	*
Minimising Waste	Total waste[3]	tonnes	764	**599**	701	650
	Waste to landfill	%	19%	**16%**	11%	5%
	Waste recycled	%	76%	**81%**	69%	70%
	Paper use	reams	1,085	**554**	775	543
Reducing Water Use	Water Use[4]	m3	18,465	**15,854**	17,699	16,987

1 Ultra Low Emissions Vehicles - Target 100% by December 2027.

2 & *TH does not record any flight data. Data is NLB only. 2024-25 target: 11 tonnesCO2.

3 Waste varies year on year as it is primarily dependent on the number of modernisation projects completed in the year. Fewer projects, type of structure, materials etc. all contribute to tonnage variations.

4 Includes estimates for Scotland as consumption is not metered.

Of the total UK GLA emissions above, 89% relates to GLA vessels reflecting the high dependency the GLAs have on marine diesel. Wherever practical, the GLAs seek to reduce these emissions by slow steaming and careful tri-GLA planning to coordinate vessel operations. Substantial opportunities for reductions in vessel emissions will only be realised when the vessels are replaced with less polluting alternatives or retro fitted with more efficient or alternative plant as and when such technologies become available.

The GLAs are embracing the move to full electric and hybrid vehicles with 21% (34% TH, 8% NLB) of pool vehicles already being ultra-low emissions (ULEV). TH and NLB both expect to replace all vehicles with ULEVs by December 2027.

The GLAs' performance has continued to be impacted by the COVID-19 pandemic and the resultant changes to working patterns across all organisations. Increased remote working has led to significant reductions in paper use, water use and domestic flights. The GLAs hope to maintain these low levels to 2024-25 through sustained behaviour changes and staff awareness campaigns.

Further details on emissions and energy-related consumption specific to each GLA can be found in **Annexes 2, 3 & 4** along with the GLA's individual published annual reports and accounts which are available on their respective websites.

Dame Bernadette Kelly DCB

Signed 8 December 2022

Permanent Secretary and Accounting Officer

Department for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR

3. Accountability report

3.1 Directors' report

Structure

The core GLF is the responsibility of the Secretary of State for Transport with management being delegated to officials. Details of the DfT's Ministers, Non-Executive and Executive Board members are published in the Department's Annual Report and Accounts. The GLAs are part of the DfT family; they deliver services to the public at arm's length from Ministers and are classed as Non-Departmental Public Bodies (NDPBs).

GLA board membership

Disclosure of the serving directors for 2021-22 is available in the Governance Statements of each GLA. Directors make an annual declaration of all third-party interests that may conflict with their Board duties. No significant interests were reported.

Tri-GLA board

The GLAs have their own boards and governance structures which are described in the Governance Statements of their respective Annual Report and Accounts. In addition, a Joint Strategic Board, consisting of representatives from all three GLAs, fosters tri□GLA co-operation and co-ordination to maximise efficiencies and realise savings.

GDPR

During 2018-19, the General Data Protection Regulation (GDPR) came into force. The GDPR provides an increased level of protection to individuals whose data is held/processed by organisations. There were no reportable incidents during the year.

Personal data related incidents

There were no data related incidents reportable to the Information Commissioners during 2021-22 (2020-21, nil).

Payment of Creditors Policy

All payments by TH are made in accordance with the Public Contract Regulations 2015 (Chapter 9, Section 113-2a), NLB applies the British Standard BS 7890 and IL complies with the Prompt Payment of Accounts Act 1997. Payment of all Accounts Payable are arranged by the date stipulated within the contract or other agreed terms of credit. Exceptions to this are as follows:

1. Payment within a shorter timescale where a discount may be available; and

2. Where there is a genuine dispute in respect of the invoice concerned; in all cases the supplier is immediately informed of the details of the query and that the payment will be withheld pending resolution.

Suppliers are informed of this policy via a supplementary notice within contracts and are asked to provide any comments on this issue to Directors with financial responsibility. The average credit taken from trade payables during the year was: TH 9 days, NLB 11 days & IL 23 days (2020-21 TH 13 days, NLB 14 days & IL 25 days).

Auditor

The Comptroller and Auditor General (C&AG), as head of the National Audit Office (NAO), is the appointed auditor for the GLF. The audit work for the 2021-22 accounts cost £103k (2020-21 £103k). Auditor remuneration reflects only the costs of the statutory financial audit on these accounts, NAO did not perform any additional non-audit related work for the GLF during the year. NAO's statutory audit responsibility is to express an opinion on the General Lighthouse Fund accounts, which consolidate the financial results of the three General Lighthouse Authorities together with the Fund itself. There is no separate audit opinion on the individual General Lighthouse Authorities.

3.2 Statement of the Responsibilities of the General Lighthouse Authorities' Boards, the Secretary of State for Transport and the Accounting Officer

Under Section 218 of the Merchant Shipping Act 1995, and Section 664 of Merchant Shipping Act 1894 in relation to IRL, the GLAs are each required to prepare a statement of accounts in such form, and at such times, as instructed by the Secretary of State for Transport. The accounts of the GLF, which consolidate the GLAs' accounts, the core GLF accounts and Light Dues income, are prepared annually on an accruals basis and must give a true and fair view of the GLF affairs at the year-end; and of its income, expenditure, cash flows and changes in equity for the financial year. Section 211(5) of the Merchant Shipping Act 1995 requires the Secretary of State for Transport to lay the GLF accounts before Parliament; the DfT prepares these accounts.

HM Treasury appointed DfT's Permanent Secretary, Dame Bernadette Kelly DCB, as Principal Accounting Officer with effect from 18 April 2017. In preparing these accounts, the Accounting Officer is required to comply with the requirements of the FReM in particular to:

- observe the requirements of the Merchant Shipping Act 1995 and apply suitable accounting policies on a consistent basis;
- make judgements and estimates on a reasonable basis;
- state whether applicable accounting standards have been followed, as set out by the FReM, and disclose and explain any material departures in the financial statements; and
- prepare the financial statements on a going concern basis.

The Accounting Officer for the DfT is also the Accounting Officer for the GLF. The responsibilities of Accounting Officers, including responsibility for the propriety and regularity of the public finances for which the Accounting Officer is answerable, and for keeping proper records and for safeguarding the GLF assets, are set out in the Accounting Officers’ Memorandum issued by HM Treasury and published in its ‘Managing Public Money’ guidance. The Principal Accounting Officer delegates responsibilities to the Chief Executive of each General Lighthouse Authority, and receives appropriate assurance that they have discharged their own responsibilities for stewardship of public resources.

As far as the Accounting Officer is aware there is no relevant audit information which the auditor has not been provided with and the Accounting Officer has taken all reasonable steps to provide relevant audit information to the auditor.

As far as the Accounting Officer is concerned, the GLF annual report and accounts as a whole is fair, balanced and understandable, and she takes personal responsibility for the annual report and accounts and the judgments required for determining that it is fair, balanced and understandable.

Further scope of responsibilities are set out in the governance statement below

3.2 Governance Statement

Accounting Officer's introduction

The Governance Statement explains the approach to corporate governance in the bodies whose activities are financed by the GLF and certain functions of DfT. Good governance is vital to effective financial and risk management.

The bodies whose activities are financed by the GLF are the following GLAs:

- Trinity House (in its capacity as a lighthouse service);
- the Northern Lighthouse Board; and
- Irish Lights.

The Governance Statements of each GLA are available from their respective web sites and together form an integral part of the GLF's Governance Statement describing the governance arrangements operating within the three GLAs:

https://www.trinityhouse.co.uk/about-us/governance/report-and-accounts

https://www.nlb.org.uk/who-we-are/publications-policies-and-guides/

https://irishlights.ie/who-we-are/publications.aspx

HM Treasury's 'Managing Public Money' guidance summarises the purpose of the Governance Statement as being to record the stewardship of the organisation to supplement the accounts. The Governance Statement should provide a sense of how successfully the organisation has coped with the challenges it faces, and how vulnerable its performance is, or might be.

The Governance Statements describe how each GLA Board and their supporting governance structures work, how they have performed and provide an assessment of how the GLAs and the GLF has been managed including an assessment of the effectiveness of the systems of internal control, risk management and accountability.

As Accounting Officer for the GLF group additional assurance is provided to me by the individual boards of the GLAs in the form of a letter of representation. GLA letters of representation provide assurance from each GLA accounting Officer that the balances and disclosures consolidated into these accounts are accurate, have been examined by the National Audit Office (for the purpose of GLF consolidation) and have been approved by the GLA boards.

Accounting Officer’s scope of responsibilities

As GLF Accounting Officer, I have responsibility for maintaining a sound system of internal control that supports the achievement of the GLAs and the GLF’s policies, aims and objectives, whilst safeguarding the public funds and GLF assets for which I am personally responsible in accordance with the responsibilities assigned to me in HM Treasury’s ‘Managing Public Money’ guidance. I carry out this responsibility in conjunction with the boards of the individual GLAs. Each of the GLA Boards has vested their Chief Executive with the responsibility for ensuring that a sound system of internal control is maintained and operated. These responsibilities were set out in a letter from myself to each Chief Executive.

The system of internal control is designed to manage risk to a reasonable level, rather than to eliminate all risk of failure to achieve policies, aims and objectives; it can, therefore, only provide reasonable and not absolute assurance of effectiveness. It is an on-going process designed to identify and prioritise the risks to the achievement of GLA/GLF’s policies, aims and objectives. The system is designed to evaluate the likelihood and impact of those risks being realised, and to manage them efficiently and effectively.

In addition to ensuring a sound system of internal control, it is my responsibility to provide effective and efficient delivery of the policy objectives and, where appropriate, advise Ministers on the most efficient allocation of resources. It is also my responsibility to ensure that the organisational capability of the GLF is continuously improved and that the GLF and the GLA's policy objectives are aligned with those of the DfT.

The GLAs are classified as Central Government Bodies and therefore fall within the DfT's group departmental accounting boundary. The core GLF accounts, although maintained by DfT, are not part of DfT's departmental group accounts. As a separate fund, the core GLF is maintained at arms-length from DfT finances.

As a result of their legislative powers and duties, the GLAs assume responsibility for positive discharge of the Government's obligations under the Safety of Life at Sea Convention 1974 (Chapter V, Regulation 13) for the provision and maintenance of AtoNs within their respective areas of jurisdiction. To assist this process, the GLAs take steps to:

- observe and record developments at the International Maritime Organization (IMO);
- actively participate at Council and Committee level at IALA;

- observe and record maritime developments within the European Union and elsewhere; and
- maintain links with the International Telecommunications Union through the national radio licensing authority and IALA, regarding the allocation of radio frequencies in North West Europe.

Governance

The statutory basis for the GLF can be found in section 211 of the Merchant Shipping Act 1995 which also gives the Secretary of State for Transport statutory responsibility for its administration. This responsibility is delegated to officials within DfT's Maritime Directorate.

HM Treasury's Managing Public Money guidance requires that the Governance Statement describes the Board structure, including the Board Committees and report on Board performance. Due to its nature, the GLF does not have a separate Board with an associated formal committee structure; however, it has in place arrangements to comply with the best practice contained in 'Managing Public Money' and is managed by DfT officials.

Information concerning the GLAs' board structures, committees, meetings and effectiveness can be found in their respective annual reports and accounts.

A Framework Document sets out the relationship between the Secretary of State for Transport and the GLAs in matters of business and finance. The framework provides a clear understanding of respective duties and responsibilities according to Part VIII & IX of the Merchant Shipping Act 1995, as amended by the Merchant Shipping and Marine Security Act 1997, and Part XI of the Merchant Shipping Act 1894 as amended by the Merchant Shipping (CIL) Act, 1997 in respect of the activity of IL in IRL.

A comprehensive budgeting system exists with GLA Corporate Plans incorporating five-year budgets which are reviewed and endorsed by the GLA Boards and the Lights Finance Committee (see below) for submission to the Secretary of State for Transport. Budgets are delegated to the individual GLAs and are reviewed by DfT officials. The GLAs also set performance targets and indicators which are monitored on a monthly basis. March 2021 saw the completion of a second five-year budget period that limited increases in running costs to no more than general price inflation (as measured by the retail prices index) less a percentage value set by DfT Ministers. All three GLAs have exceeded their targets in these periods and a replacement dashboard of performance indicators has been agreed by ministers for future years.

The Governance, Organisational and Committee structure in place within the three GLAs is discussed in greater detail in each GLA's Governance Reports, but in addition, the following are relevant to the GLF:

Lights Finance Committee

The Lights Finance Committee (LFC) includes representatives of the shipping industry, convened via the Chamber of Shipping, the GLAs, devolved administration officials, the Irish Government and DfT officials. The LFC meets at least annually and considers GLA budgetary and GLF funding requirements and their implications for Light Dues rates. The LFC's deliberations inform recommendations to DfT Ministers with regard to the setting of Light Dues rates for the coming financial year.

Joint Strategic Board

The Joint Strategic Board (JSB), consisting of representatives from all three GLAs, has as its main purpose the co-ordination of tri-GLA co-operation with the aim of realising the resultant savings. The JSB maintains a strategic plan to track key areas of focus, significant issues and initiatives which affect the GLAs.

Republic of Ireland Government

The work of IL covers the whole of the island of Ireland and DfT officials work closely with their counterparts from the Department of Transport (DoT) in Ireland.

Scottish Government

The work of NLB remains a reserved matter under both Section 30 of, and Schedule 5 to, the Scotland Act 1998. The NLB maintains a close relationship with the Scottish Government as do DfT under the terms of a concordat.

This was further reinforced by the Scotland Act 2016 which made amendments to the Merchant Shipping Act 1995 to give powers to Scottish Ministers to appoint a commissioner to NLB's Board and for NLB to lay copies of its annual report and accounts before the Scottish Parliament

Isle of Man Government

The work of the NLB also covers the Isle of Man and, as a result, NLB has a relationship on AtoN matters with the Department of Transport of the Isle of Man Government. The Isle of Man Government appoints a Commissioner to NLB's Board.

Revenue Commissioners (Republic of Ireland)

Light Dues in IRL are collected by the Revenue Commissioners and transferred to the GLF on a monthly basis. The Revenue Commissioners are paid a fee for this service.

DfT Group Audit and Risk Assurance Committee

In consultation with the chair of this Committee, reviewing and recommending signing of the GLF Annual Report and Accounts is delegated to the Director of Group Finance taking into account reports from the Government Internal Audit Agency and the National Audit Office.

Risk Assessment

Each GLA has its own process for continuous monitoring of operational and strategic risks. In addition, and in line with the requirements of the GLA Framework Document, the GLAs are required to, "jointly carry out a comprehensive risk management review, which shall include the key risks faced by the GLAs and a review of requirements at least every three years." This is addressed via the work of an Inter GLA Committee for Legal and Risk who manage the Triennial Risk Management Review process on behalf of the GLAs. The process is further underpinned by the provision of Annual Internal Risk Management and Insurance Scrutiny reviews, all of which are reported to the respective Audit and Risk Committee and the Tri-GLA Chief Executives Committee.

In 2021 the GLAs conducted a Tri-GLA Triennial Risk Management Review including an extensive independent study completed by Marsh Risk Consulting. The study covered the GLAs' existing risk profile, effectiveness of current risk management controls, emergency response and existing levels of insurance cover. The associated Marsh Report found that, in summary, "a high level of risk management maturity exists across the GLAs within which their processes clearly demonstrate a high level of performance in comparison to other marine-based organisations." In addition the GLAs conduct their own continuous Risk Management and Assurance Scrutiny to identify and mitigate any new or developing risks, review progress of the actions arising from the previous Triennial Risk Review and to consider developments on insurance and risk matters. The next triennial review will take place in 2024.

DfT officials maintain a separate risk register for specific GLF risks. The register describes risks to the GLF such as currency fluctuations, GLA cost/income variances, legislative risks, Light Dues, wreck removal and uninsured loss risk, and political risk, together with actions in place to manage these identifiable risks.

DfT officials review the risk register on a regular basis, including an evaluation of the probability of the risk event occurring and the impact that the occurrence would have both before and after controls have been put in place. The review also determines whether the risks have altered from the very high, high, medium, low, or very low probability and impact categories that they have previously been allocated to. At each review officials also consider whether additional controls should be applied to further reduce the residual risk.

The most significant risks to the GLF group are:

- a large (or multiple) uninsured wreck occurring in GLA waters obstructing the passage of essential goods into UK or Irish ports and requiring recovery or removal by the GLA; and

- a disruption to GLF income of sufficient magnitude that light dues are insufficient to fund GLA operations.
- If these risks were to crystallise then the Department would work with the GLF and GLAs to ensure that their core statutory functions continue to be discharged.
- Further details on GLA risks are contained within the individual GLAs’ annual reports and accounts.

Review of the effectiveness of the system of internal control

As Accounting Officer, I have responsibility for reviewing the effectiveness of the system of internal control that exists within the GLF and the bodies funded by the GLF. My review is primarily informed by the work of internal audit and by the management assurance reporting of the GLA Chief Executives who act as Accounting Officers within their respective organisations and are responsible for the development and maintenance of the internal control framework and by comments made by the external auditors in their management letter and other reports.

DfT has established a number of procedures to monitor and forecast the operation of the activities of the GLF, including:

- utilising Government Banking Services provided by HM Treasury;

- providing monthly and quarterly reports detailing cashflow activity and forecasts;
- monthly financial reporting of data on Light Dues income, trends and projections;
- GLA spending is included in the monthly DfT budget workbooks provided to HM Treasury to monitor spending against departmental budgets. GLAs also report monthly spending against delegated cash spending limits to monitor spending against sanctioned GLF budget limits;
- twelve-week cash forecasts provided by the GLAs on a weekly basis to facilitate GLF cash reserves forecasting;
- five-year forecasts of GLA income and expenditure revised annually and extrapolated to ten-years.
- an annual report to DfT Ministers and the Lights Advisory Committee, which represents Light Dues payers, covering the operation of the GLF over the preceding year and forecasts for medium term GLF cash reserves in support of the required level of Light Dues.

Key elements of the on-going review of controls at the GLAs include:

- regular meetings of strategic committees to decide policy and review progress against plans;

- audit committees which operate in line with the ‘Audit Committee Handbook’;
- third party certification audits for example for ISO standards accreditation;
- regular reports from managers on the steps they are taking to manage risks in their areas of responsibility; and
- regular reviews of key business risks and how they are managed in addition to reviewing changes in risk profile.

Extra Territorial Waters

In order to meet their responsibilities with regard to AtoNs and wreck marking, the GLAs may sometimes be required to operate outside of UK Territorial Waters. The statutory powers of the GLAs in this respect are found in the amendment to the Merchant Shipping Act 1995 made by the Marine Navigation Act 2013.

Internal Audit

The GLAs use the independent internal audit services of the Government Internal Audit Agency (GIAA). This operates to the standards defined in Government Internal Audit Standards. The work of GIAA is informed by an analysis of the risk to which the body is exposed and annual internal audit plans are based on this analysis. The analysis of risk and the internal audit plans are endorsed by the bodies’ Audit Committees and approved by their Boards. At least annually, the Head of Internal Audit for the GLAs provides me, as Accounting Officer, with a report on internal audit activity within the GLAs. The report includes the GIAA's independent opinion on the adequacy and effectiveness of the GLAs' systems of internal control.

Summary of Internal Audit Reports

The report of the DfT Head of Internal Audit stated the following:

'*On the basis of the evidence obtained during 2021-22, the assurance opinions provided for the General Lighthouse Authorities (GLAs) are summarised in the table below:*

Authority	Opinion	RAG
Trinity House	**Substantial** In my opinion, the framework of governance, risk management and control is adequate and effective.	Green
Northern Lighthouse Board	**Substantial** In my opinion, the framework of governance, risk management and control is adequate and effective.	Green
Irish Lights	**Substantial** In my opinion, the framework of governance, risk management and control is adequate and effective.	Green

"Overall, the opinion across the GLAs is Substantial. This reflects a good recovery after the challenges posed by the Covid-19 pandemic as well as continuing robust

control environments in each GLA. Internal control processes in the areas reviewed during the year were generally found to be effective, although there were a few areas where control weaknesses and areas for improvement were identified. Corrective action plans have been agreed with management to address the control weaknesses identified.

Management responses to our findings continue to be positive and action to strengthen controls are agreed across all three GLAs. Prompt action is often taken by the GLAs in implementing our recommendations. I can therefore report that control weaknesses identified are addressed promptly and effectively across the three GLAs.

There w*ere no reported cases of fraud or impropriety to GIAA during 2021/22 at any of the GLAs.*

Whilst our work during 2021/22 identified a need to strengthen controls in a few areas in the GLAs, there is nothing specific which I would deem significant or material which warrants mention in this report."

Conclusion

I am pleased to note the continued substantial opinion of the Head of Internal Audit across all three GLAs. Having reviewed the evidence provided to me by GLF & GLA management, compliance functions, the Head of Internal Audit's opinion and the external audit of the GLF, I am satisfied that the GLF has maintained a sound system of internal control during the financial year 2021-22. This provides assurance that GLF spends its money in line with the principles set out in Managing Public Money and the Merchant Shipping Act 1995.

3.4 Remuneration and staff report

The officials who manage the GLF are appointed by the Secretary of State for Transport and are remunerated in accordance with the relevant Civil Service pay scale. The costs incurred by DfT, in relation to the management of the GLF, are charged to the GLF on an annual basis. The directors of the three GLAs are remunerated as set out below.

3.4.1 Trinity House

Remuneration strategy

TH operates a remuneration strategy based on spot rate salaries informed by job evaluation and market testing.

TH operates a performance-related pay system to incentivise staff. The current system is designed to increase staff awareness and understanding of corporate level objectives and ensure that personal objectives link to departmental and strategic objectives. An annual staff bonus is linked to the appraisal cycle. Every individual’s performance and achievements are assessed in relation to objectives and behavioural and technical competencies. Bonus allocation is determined by individual performance and organisational level success against the year’s corporate strategic objectives.

Director pay rates are determined using the same methodology as that which is applied to staff.

Service contracts

Executive Directors’ contracts are permanent, subject to satisfactory performance, and require a twelve-month written notice period. Non-Executive Directors are employed on fixed term contracts for a period of up to 3 years, although their terms may be extended where appropriate.

The remuneration of TH Directors and their pension entitlements are shown below:

Remuneration of Trinity House directors (audited)

Name	Salary 2021/22 £000	Salary 2020/21 £000	Bonus 2021/22 £000	Bonus 2020/21 £000	Benefits in Kind 2021/22 £	Benefits in Kind 2020/21 £	Pension benefits1 2021/22 £000	Pension benefits1 2020/21 £000	Total 2021/22 £000	Total 2020/21 £000
I McNaught	125 - 130	125 - 130	15 - 20	10 - 15	-	1,700	90	71	230 - 235	215 - 220
A Damen	85 - 90	85 - 90	10 - 15	5 - 10	-	800	40	38	140 - 145	135 - 140
R Barker2	-	45 - 50	-	-	-	700	-	17	-	65 - 70
R W Dorey	90 - 95	90 - 95	10 - 15	5 - 10	-	1,100	29	52	130 - 135	155 - 160
N Hare3	90 - 95	55 - 60	10 - 15	0 - 5	-	-	40	24	140 - 145	80 - 85
A Massey	35 - 40	35 - 40	-	-	700	-	-	-	35 - 40	35 - 40
D Ring4	-	10 - 15	-	-	-	400	-	-	-	10 - 15
M Amos	15 - 20	15 - 20	-	-	300	300	-	-	15 - 20	15 - 20
V Owen	15 - 20	15 - 20	-	-	300	100	-	-	15 - 20	15 - 20
A Moore5	15 - 20	5 - 10	-	-	1,100	-	-	-	20 - 25	5 - 10

1 The value of pension benefits accrued during the year is calculated as (the real increase in pension multiplied by 20) less (the contributions made by the individual). The real increase excludes increases due to inflation or any increase or decrease due to a transfer of pension rights.

2 Retired 13 September 2020 (2020-21 full year equivalent salary £90,000 - £95,000)

3 Commenced 24 August 2020 (2020-21 full year equivalent salary £90,000 - £95,000)

4 Retired 30 November 2020 (2020-21 full year equivalent salary £15,000 - £20,000)

5 Commenced 1 December 2020 (2020-21 full year equivalent salary £15,000 - £20,000)

Salary

Salary includes gross salary; overtime; recruitment and retention allowances; and any other allowance to the extent that it is subject to UK taxation. This report is based on accrued payments made by TH and thus recorded in the accounts.

Benefits in kind

Benefits include any benefits provided by TH and treated by HM Revenue and Customs as a taxable emolument. These have been rounded to the nearest £100.

Bonuses

Performance Related Pay (PRP) is based on attained performance levels and is awarded as part of the appraisal process. Bonuses are disclosed in the year of performance which was assessed as giving rise to a bonus entitlement. Cash may not have transferred until a later period.

Fair pay disclosure (audited)

Reporting bodies are required to disclose the relationship between the remuneration of the highest-paid director in their organisation and the lower quartile, median and upper quartile remuneration of the organisation’s workforce.

Percentage change in salary and bonuses for the highest paid director and the staff average for 2021-22:

	Salary and allowances	Bonus payments
Staff Average	0.24%	21.40%
Highest paid director	0.00%	*40.00%

* The year on year increase in 2022 was due to the temporary decrease in the maximum bonus available in the previous year. The amount paid did not exceed the Government threshold.

Ratio between the highest paid directors' total remuneration and the lower quartile, median and upper quartile for staff pay:

	2021-22	2020-21
Band of highest paid board member's total Remuneration (£000)	140 - 145	140 - 145
Median remuneration (£)	£34,454	£34,012
Ratio	4.2	4.2
25th percentile remuneration (£)	£27,786	£27,322
Ratio	5.2	5.3
75th percentile remuneration (£)	£45,051	£44,913
Ratio	3.2	3.2

Lower quartile, median and upper quartile for staff pay for salaries and total pay and benefits:

	Lower Quartile		Median		Upper Quartile	
	2021-22	**2020-21**	**2021-22**	**2020-21**	**2021-22**	**2020-21**
Salary	£26,786	26,786	£33,454	33,345	£43,076	43,076
Total pay and Benefits	£27,786	27,322	£34,454	34,012	£45,051	44,913

The banded remuneration of the highest-paid director in TH in the financial year 2021-22 was £140,000-145,000 (2020-21, £140,000-145,000).

This was 4.2 times (2020-21, 4.2) the median remuneration of the workforce, which was £34,454 (2020-21, £34,012); 5.2 times (2020-21, 5.3) the lower quartile remuneration of the workforce, which was £27,786 (2020-21, £27,322); 3.2 times (2020-21, 3.2) the upper quartile remuneration of the workforce, which was £45,051 (2020-21, £44,913).

The ratios are calculated by taking the mid-point of the banded remuneration on the highest paid executive board member and calculating the ratio between this and the lower quartile, median and upper quartile remuneration of the workforce. This ratio is based on the full time equivalent staff at the end of March 2022 on an annualised basis.

In 2021-22 (2020-21, nil), no employees received remuneration in excess of the highest-paid director. Excluding the highest paid director, remuneration ranged from £16,162 to £100,000-£105,000 (2020-21, £16,391 to £105,000-£110,000).

Total remuneration includes salary, non-consolidated performance-related pay and benefits-in-kind. It does not include severance payments, employer pension contributions and the cash equivalent transfer value of pensions.

Non-Executive Directors are employed on fixed term contracts for a period of up to three years; the term may be extended where appropriate.

Non-executive director	**Contract Start**	**Expiry Date**
A Massey	22 January 2020	21 January 2023
M Amos (Contract renewed 2020 for 3 years)	16 May 2017	15 May 2023
V Owen (Contract renewed 2021 for 3 years)	14 September 2018	13 September 2024
A Moore	1 December 2020	30 November 2023

Pensions (audited)

Pension benefits are provided through the Civil Service pension arrangements explained on page 76.

	Real increase in pension £'000	Real increase in lump sum £'000	Accrued pension £'000	Accrued lump sum £'000	CETV 31 March 22 £'000	CETV 31 March 21 £'000	Real increase CETV £'000	Employer contribution partnership pension account £'000
I McNaught	5.0 - 7.5	-	35 - 40	-	665	586	75	-
R Dorey	0.0 - 2.5	-	50 - 55	140 - 145	1181	1097	15	-
A Damen	0.0 - 2.5	-	10 - 15	-	157	127	20	-
N Hare	0.0 - 2.5	-	0 - 5	-	60	22	30	-

Cash Equivalent Transfer Values

This is the actuarially assessed capitalised value of the pension scheme benefits accrued by a member at a particular point in time. The benefits valued are the member's accrued benefits and any contingent spouse's pension payable from the scheme. A CETV is a payment made by a pension scheme or arrangement to secure pension benefits in another pension scheme or arrangement when the member leaves a scheme and chooses to transfer the pension benefits they have accrued in their former scheme. The pension figures shown relate to the benefits that the individual has accrued as a consequence of their total service, not just their current appointment.

The figures include the value of any pension benefit in another scheme or arrangement which the member has transferred to the Civil Service pension arrangements. They also include any additional pension benefit accrued to the member as a result of their buying additional pension benefits at their own cost. CETVs are worked out in accordance with the Occupational Pension Schemes (Transfer Values) (Amendment) Regulations 2008 and do not take account of any actual or potential reduction to benefits resulting from Lifetime Allowance Tax which may be due when pension benefits are taken.

Real increase in CETV

This reflects the increase in CETV that is funded by the employer. It does not include the increase in accrued pension due to inflation, contributions paid by the employee (including the value of any benefits transferred from another pension scheme or arrangement) and uses common market valuation factors for the start and end of the period.

3.4.2 Northern Lighthouse Board

Remuneration strategy

The NLB believes long-term effectiveness depends on the talents, contribution and commitment of all employees so NLB must be able to attract and retain people of high quality. It is essential that the remuneration structure should be competitive with those of comparable organisations whilst remaining compliant with UK Government Pay Policy.

The remuneration of the NLB Chief Executive and Directors is determined by the Remuneration Committee consisting of the Chairman and Vice Chairman of the Board and two other Commissioners, under powers delegated by the Board of Commissioners.

The Committee consults the Chief Executive about its proposals, other than in relation to his own remuneration, and has access to professional advice from inside and outside the Board.

Service contracts

Executive Directors' contracts are permanent, subject to satisfactory performance, and require a three-month written notice period.

The remuneration of the NLB Directors and their pension entitlements are shown below:

Remuneration of executive directors (audited)

Name	Salary 2021/22 £000	Salary 2020/21 £000	Bonus 2021/22 £000	Bonus 2020/21 £000	Benefits in Kind 2021/22 £	Benefits in Kind 2020/21 £	Pension benefits1 2021/22 £000	Pension benefits1 2020/21 £000	Total 2021/22 £000	Total 2020/21 £000
M Bullock	130 - 135	130 - 135	-	-	-	-	50	51	180 - 185	180 - 185
M Rae	95 - 100	90 - 95	-	-	-	-	34	34	125 - 130	125 - 130
P Day	105 - 110	100 - 105	-	-	-	-	30	45	135 - 140	145 - 150

1 The value of pension benefits accrued during the year is calculated as (the real increase in pension multiplied by 20) less (the contributions made by the individual). The real increase excludes increases due to inflation or any increase or decrease due to a transfer of pension rights.

Salary

Salary includes gross salary; overtime; recruitment and retention allowances; and any other allowance to the extent that it is subject to UK taxation. This report is based on accrued payments made by NLB and thus recorded in the accounts.

Benefits in kind

Benefits include any benefits provided by NLB and treated by HM Revenue and Customs as a taxable emolument. These have been rounded to the nearest £100.

Bonuses

Entitlement to bonus payments were consolidated into basic pay following a review in 2017.

Fair pay disclosures (audited)

Reporting bodies are required to disclose the relationship between the remuneration of the highest-paid director in their organisation and the median remuneration of the organisation’s workforce.

Percentage change in salary and bonuses for the highest paid director and the staff average for 2021-22:

	Salary and allowances	**Bonus payments**
Staff Average	0.02%	0.89%
Highest paid director	0.00%	N/A

Ratio between the highest paid directors' total remuneration and the lower quartile, median and upper quartile for staff pay:

	2021-22	2020-21
Band of highest paid board member's total Remuneration (£000)	130 - 135	130 - 135
Median remuneration (£)	£39,388	£38,241
Ratio	3.4	3.5
25th percentile remuneration (£)	£35,558	£35,510
Ratio	3.7	3.7
75th percentile remuneration (£)	£52,882	£52,810
Ratio	2.5	2.5

Lower quartile, median and upper quartile for staff pay for salaries and total pay and benefits:

	Lower Quartile		Median		Upper Quartile	
	2021-22	**2020-21**	**2021-22**	**2020-21**	**2021-22**	**2020-21**
Salary	£34,381	£34,381	£38,211	£37,833	£51,645	£51,645
Total pay and Benefits	£35,558	£35,510	£39,388	£38,241	£52,822	£52,810

The banded remuneration of the highest-paid director in NLB in the financial year 2021-22 was £130,000-135,000 (2020-21, £130,000-135,000).

This was 3.4 times (2020-21, 3.5) the median remuneration of the workforce, which was £39,388 (2020-21, £38,241); 3.7 times (2020-21, 3.7) the lower quartile remuneration of the workforce, which was £35,558 (2020-21, £35,510); and 2.5 times (2020-21, 2.5 times) the upper quartile of the workforce, which was £52,882 (2020-21, £52,810).

The ratios are calculated by taking the mid-point of the banded remuneration on the highest paid executive board member and calculating the ratio between this and the lower quartile, median and upper quartile remuneration of the workforce. This ratio is based on the full time equivalent staff at the end of March 2022 on an annualised basis.

In 2021-22 (2020-21, nil), no employees received remuneration in excess of the highest-paid director. Excluding the highest paid director, remuneration ranged from £11,831 to £110,000-£115,000 (2020-21, 10,876 to £100,000-£105,000).

Total remuneration includes salary, non-consolidated performance related pay, benefits-in-kind as well as severance payments. It does not include employer pension contributions and the cash equivalent transfer value of pensions.

Includes commissioners for which the full-time equivalent remuneration is equal to the annual remuneration.

Executive directors' pensions (audited)

Pension benefits are provided through the Civil Service pension arrangements explained on page 76.

	Real increase in pension £'000	Real increase in lump sum £'000	Accrued pension £'000	Accrued lump sum £'000	CETV 31 March 22 £'000	CETV 31 March 21 £'000	Real increase CETV £'000	Employer contribution partnership pension account £'000
M Bullock	2.5 - 5.0	-	20 - 25	-	378	322	37	-
M Rae	0.0 - 2.5	-	25 - 30	-	379	336	24	-
P Day	0.0 - 2.5	-	50 - 55	-	734	687	16	-

Remuneration of commissioners (audited)

Commissioners are:

1. Elected by the NLB Board under, and subject to, the proviso set forth in Paragraphs 2 and 3 of Schedule 8 to the Merchant Shipping Act 1995 (the “Co-opted Commissioners”); or
2. Nominated by the Lieutenant-Governor of the Isle of Man and appointed by the Secretary of State for Transport and Transport Scotland.

Commissioners are paid a basic remuneration per annum and with the exception of the Chairman and Vice Chairman who are eligible for an additional daily payment for each day exceeding 20 days in the year.

The annual amounts paid were:

	2021/22 £000	**2020/21 £000**
A Beveridge (Chair)	20 - 25	25 - 30
E Wilkinson (Vice Chair)	10 - 15	10 - 15
M Brew	10 - 15	20 - 25
R Woodward	10 - 15	10 - 15
H Shaw	10 - 15	15 - 20
B Archibald	10 - 15	10 - 15

Co-opted Commissioners’ remuneration is set by the NLB as a whole on the advice of the DfT. Co-opted Commissioners are appointed for three years but may be re-appointed for further terms up to a normal limit of 10 years. Ex-Officio Commissioners hold office for the duration of their qualifying office.

Commissioners are not members of the Principal Civil Service Pension Scheme and are not entitled to receive compensation for loss of office. Commissioners are entitled to reclaim travel and subsistence costs at the same rates, and under the same regulations that apply to employees.

3.4.3 Irish Lights

Remuneration strategy

The Board of IL sets and approves pay policy and pay scales for all posts including senior management salary levels (incl. Chief Executive and Directors). The Board updated its pay policy and set new pay scales for all positions below Chief Executive in March 2016. With respect to the scale for Directors, the Board agreed that this would be reviewed every 5 years to assess its appropriateness or earlier if there is significant movement in equivalent public sector scales. In the interim, pay increases will be in line with relevant pay agreements in the Irish public sector.

The Chief Executive and Executive Management Team (Heads of Department) are members of the Principal Civil Service Pension Scheme (PCSPS).

Service contracts

The contracts of the Chief Executive and Heads of Department are permanent. All Commissioners are Co-opted or ex-officio and are not remunerated.

Remuneration of Chief Executive and Heads of Departments (audited)

These figures are converted to pounds sterling from euros at an average exchange rate for the years reported of 1.1759 for 2021-22 and 1.1209 for 2020-21.

Name	Salary 2021/22 £000	Salary 2020/21 £000	Bonus 2021/22 £000	Bonus 2020/21 £000	Benefits in Kind 2021/22 £	Benefits in Kind 2020/21 £	Pension benefits1 2021/22 £000	Pension benefits1 2020/21 £000	Total 2021/22 £000	Total 2020/21 £000
Y Shields-O'Connor	125 - 130	130 - 135	-	-	-	-	50	52	175 - 180	185 - 190
J Burke	110 - 115	115 - 120	-	-	-	-	29	9	140 - 145	125 - 130
H Roe	105 - 110	110 - 115	-	-	-	-	41	43	145 - 150	150 - 155
R Boyle	95 - 100	100 - 105	-	-	-	-	39	40	135 - 140	140 - 145
J Ascoop2	90 - 95	45 - 50	-	-	-	-	48	19	140 - 145	65 - 70

1 The value of pension benefits accrued during the year is calculated as (the real increase in pension multiplied by 20) less (the contributions made by the individual). The real increase excludes increases due to inflation or any increase or decrease due to a transfer of pension rights.

2 Commenced 1 October 2020 (2020-21 full year equivalent salary £95,000 - £100,000)

Salary

Salary includes gross salary; overtime; recruitment and retention allowances; and any other allowance to the extent that it is subject to taxation. This report is based on accrued payments made by IL and thus recorded in the accounts. Exchange rate fluctuations can cause the reported remuneration in pounds sterling to change year on year, even if there was no change to IL Directors remuneration, which is paid in euros.

Benefits in kind

Benefits include any benefits provided by IL and treated as a taxable emolument. These have been rounded to the nearest £100.

Bonuses

IL does not operate a Performance Related Pay system.

Fair pay disclosures (audited)

Reporting bodies are required to disclose the relationship between the remuneration of the highest-paid director in their organisation and the lower quartile, median and upper quartile remuneration of the organisation’s workforce.

Percentage change in salary and bonuses for the highest paid director and the staff average for 2021-22:

	Salary and allowances	**Bonus payments**
Staff Average	0.31%	N/A
Highest paid director	0.50%	N/A

Ratio between the highest paid directors' total remuneration and the lower quartile, median and upper quartile for staff pay:

	2021-22	**2020-21**
Band of highest paid board member's total Remuneration (£000)	125 - 130	130 - 135
Median remuneration (£)	£40,373	£41,908
Ratio	3.2	3.2
25th percentile remuneration (£)	£24,147	£24,636
Ratio	5.3	5.4
75th percentile remuneration (£)	£50,247	£49,579
Ratio	2.6	2.7

Lower quartile, median and upper quartile for staff pay for salaries and total pay and benefits:

	Lower Quartile		Median		Upper Quartile	
	2021-22	**2020-21**	**2021-22**	**2020-21**	**2021-22**	**2020-21**
Salary	£24,147	£24,636	£40,373	£41,908	£50,247	£49,579
Total pay and Benefits	£24,147	£24,636	£40,373	£41,908	£50,247	£49,579

Figures above are the same because IL do not operate a bonus system and did not pay any benefits in kind during the year

The banded remuneration of the highest-paid director in IL in the financial year 2021-22 was £125,000-130,000 (2020-21, £130,000-135,000).

This was 3.2 times (2020-21, 3.2) the median remuneration of the workforce, which was £40,373 (2020-21, £41,908); 5.3 times (2020-21, 5.4) the lower quartile remuneration of the workforce, which was £24,147 (2020-21, £24,636); 2.6 times (2020-21, 2.7) the upper quartile of the workforce, which was £50,247 (2020-21, £49,579).

In 2021-22 (2020-21, nil), no employees received remuneration in excess of the highest-paid director. Excluding the highest paid director, remuneration ranged from £16,780 to £110,000-£115,000 (£17,101 to £115,000-£120,000).

Total remuneration includes salary, non-consolidated performance related pay, benefits-in-kind as well as severance payments. It does not include employer pension contributions and the cash equivalent transfer value of pensions.

Pension Entitlements of Chief Executive and Heads of Departments (Audited)

Pension benefits are provided through the Civil Service pension arrangements explained on page 76.

	Real increase in pension £'000	Real increase in lump sum £'000	Accrued pension £'000	Accrued lump sum £'000	CETV 31 March 22 £'000	CETV 31 March 21 £'000	Real increase CETV £'000	Employer contribution partnership pension account £'000
Y Shields-O'Connor	2.5 - 5.0	-	30 - 35	-	455	427	31	-
J Burke	0.0 - 2.5	-	55 - 60	-	931	916	11	-
H Roe	0.0 - 2.5	-	20 - 25	-	394	362	33	-
R Boyle	0.0 - 2.5	-	5 - 10	-	85	59	20	-
J Ascoop	2.5 - 5.0	-	0 - 5	-	62	14	21	-

3.5. Staff report

Total staff costs* (audited)

	Total 2021/22 £'000	Total 2020/21 £'000
Wages & salaries	27,273	27,914
Social security costs	2,646	2,717
Employers pension	6,693	6,754
Sub total	**36,612**	**37,385**
Other pension costs	54	61
Redundancy costs[1]	111	65
Sub total	**36,777**	**37,511**
Capitalised costs	(367)	(179)
Total net costs	**36,410**	**37,332**

1 includes pay in lieu of notice and liquidated leave

* Further detail available at Note 5 to the accounts

Employee involvement

The GLAs are committed to effective communications which they maintain through formal and informal briefings, internal magazines, newsletters and electronic media, including their own Intranet services. Consultation with employees is undertaken using a long-established, but continually developing, mechanism and include joint committees covering all staff. Employees are informed of matters of concern to them; they are consulted frequently and regularly so that account may be taken of their interests.

Equal opportunities

The GLAs are equal opportunity employers and at every stage of recruitment, staff transfer and promotion, they carefully ensure that the selection processes used in no way give any preference on the basis of gender, age, race, disability, sexual orientation or religion.

Disabled employees

The policy of the GLAs towards the employment of disabled people is that a disability is no bar to recruitment or advancement. The nature of the duties at lighthouses imposes some limitations on the employment of disabled staff. When dealing with employee absence, compliance with the Equality Act 2010 is ensured by always seeking advice through Occupational Health Services utilised by the GLAs.

Training

There is a comprehensive training plan throughout the GLAs that aims to give staff the skills and knowledge required to perform efficiently. Staff are encouraged to develop through performance and development systems, whereby personal development plans are produced on an annual basis for every member of staff. In addition, skill gaps are identified through careful strategic analysis and organisational wide development initiatives have been introduced as a result.

Tri-GLA staff

TH hosts three inter-GLAs functions: the GLA Research and Development Directorate (GRAD); the collection of Light Dues and out-of-hours AtoN monitoring. Light Dues collection is achieved using an internet-based collection system with members of the Institute of Chartered Shipbrokers acting as Light Dues collectors. Other arrangements exist in IRL and the Isle of Man for the collection of Light Dues.

Average number of persons employed (audited)

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

	2021/22 Permanent	**2021/22 Others**	**2021/22 Total**	**2020/21 Permanent**	**2020/21 Others**	**2020/21 Total**
Directly employed	573	9	582	591	8	599
Other	-	26	26	-	23	23
Staff engaged on capital projects	7	-	7	4	-	4
	580	**35**	**615**	**595**	**31**	**626**

Expenditure on consultancy

	TH £000	**NLB £000**	**Irish Lights £000**	**2021/22 £000**	**2020/21 £000**
Expenditure on consultancy	-	-	64	64	29

Expenditure on temporary staff/contingent labour

Included in Note 5 to the accounts as “other”.

Reporting of compensation scheme exit packages (audited)

The number and value of compulsory redundancies and other departures agreed during the year was:

	Number of compulsory redundancies		Number of other departures agreed		Total number of exit packages	
	2021/22	**2020/21**	**2021/22**	**2020/21**	**2021/22**	**2020/21**
Exit package cost band						
Less than £10,000	-	-	1	-	1	-
£10,000-£25,000	-	-	1	-	1	-
£25,000-£50,000	-	-	-	2	-	2
£50,000-£100,000	-	-	1	-	1	-
£100,000-£150,000	-	-	-	-	-	-
£150,000-£200,000	-	-	-	-	-	-
Greater than £200,000	-	-	-	-	-	-
Total number of exit packages	**-**	**-**	**3**	**2**	**3**	**2**
Total cost (£)	**-**	**-**	**110,782**	**64,824**	**110,782**	**64,824**

Redundancy and other departure costs have been paid in accordance with the provisions of the Civil Service Compensation Scheme, a statutory scheme made under the Superannuation Act 1972. Exit costs are accounted for in full in the year of departure. Where the GLAs have agreed early retirements, any additional costs are met by the GLA and not by the Civil Service pension scheme. Ill-health retirement costs are met by the pension scheme and are not included in the table above.

Diversity information

Number of persons of each gender who were employed by the GLAs was as follows

(Whole time equivalents on 31 March 2022):

	2021/22 Female	2021/22 Male	2020/21 Female	2020/21 Male
Commissioner/NED	11	24	10	26
Director	3	9	3	9
Manager	6	33	7	32
Employee	135	464	134	470
Total	**155**	**530**	**154**	**537**

Sickness absence

Sickness absence in the three GLAs during the year was:

Trinity House	**2021/22**	**2020/21**
Total number of days sickness	2,450	2,168
Average number of days lost per employee	8.6	7.5

Northern Lighthouse Board	**2021/22**	**2020/21**
Total number of days sickness	2,288	2,025
Average number of days lost per employee	12.7	11.2

Irish Lights	**2021/22**	**2020/21**
Total number of days sickness	1,205	729
Average number of days lost per employee	10.8	6.4

Average number of days lost per employee is based on total number employed of 576 (2020-21, 584) which excludes lighthouse attendants & casual staff.

Staff relations

There were no instances of industrial action at TH, NLB or IL during the year (2020-21, nil).

Pension scheme

Pension benefits are provided through the Civil Service pension arrangements. From 1 April 2015 a new pension scheme for civil servants was introduced – the Civil Servants and Others Pension Scheme (CSOPS) or alpha, which provides benefits on a career average basis with a normal pension age equal to the member's State Pension Age (or 65 if higher). From that date all newly appointed staff and the majority of those already in service joined alpha. Before that date, staff participated in the Principal Civil Service Pension Scheme (PCSPS).

The PCSPS has four sections: three 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. These statutory arrangements are unfunded with the cost of benefits met by monies voted by Parliament each year. Pensions payable under classic, premium, classic plus, nuvos and alpha are increased annually in line with Pensions Increase legislation. Existing members of the PCSPS, who were within 10 years of their normal pension age on 1 April 2012, remained in the PCSPS after 1 April 2015. Those who were between 10 years and 13 years and 5 months from their normal pension age on 1 April 2012 switched into alpha sometime between 1 June 2015 and 1 February 2022. All members who switch to alpha have their PCSPS benefits ‘banked’, with those with earlier benefits in one of the final salary sections of the PCSPS having those benefits based on their final salary when they leave alpha. The pension figures quoted for officials show pension earned in PCSPS or alpha – as appropriate. Where the official has benefits in both the PCSPS and alpha the figure quoted is the combined value of their benefits in the 2 schemes. Members joining from October 2002 could opt for either the appropriate defined benefit arrangement or ‘money purchase’ stakeholder pension with an employer contribution (partnership pension account, see below).

Employee contributions are salary-related and range between 4.6% and 8.05% of Classic, Premium, Classic Plus, Nuvos and alpha. Benefits in Classic accrue at the rate of 1/80th of final pensionable earnings for each year of service. In addition, a lump sum equivalent to three years’ initial pension is payable on retirement. For Premium, benefits accrue at the rate of 1/60th of final pensionable earnings for each year of service. Unlike Classic, there is no automatic lump sum. Classic plus is essentially a hybrid, with benefits for service before 1 October 2002 calculated broadly as per Classic and benefits for service from October 2002 worked out as in premium. In Nuvos, a member builds up a pension based on their pensionable earnings during the period when they were a member of the scheme. At the end of the scheme year (31 March), the member's earned pension account is credited with 2.3% of their pensionable earnings in that scheme year and the accrued pension is uprated in line with pensions increase legislation. Benefits in alpha build up in a similar way to Nuvos, except that the accrual rate is 2.32%. In all cases, members may opt to give up (commute) pension for a lump sum up to the limits set by the Finance Act 2004.

The accrued pension quoted is the pension the member is entitled to receive when they reach pension age, or immediately on ceasing to be an active member of the scheme if they are already at or over pension age. Pension age is 60 for members of Classic, Premium and Classic Plus; 65 for members of Nuvos; and the higher of 65 or state pension age for members of alpha. (The pension figures quoted for officials show pension earned in PCSPS or alpha, as appropriate. Where the official has benefits in both the PCSPS and alpha, the figure quoted is the combined value of their benefits in the two schemes, but note that part of that pension may be payable from different ages).

Further details can be found at https://www.civilservicepensionscheme.org.uk

Employer contributions for 2021-22 were:

	TH £000	**NLB £000**	**Irish Lights £000**	**2021/22 £000**	**2020/21 £000**
Employer PCSPS contributions	3,039	2,147	1,507	6,693	6,754

In addition, employer contributions of £776, 0.5% (2020-21: £821, 0.5% of pensionable pay, were payable to the PCSPS to cover the cost of the future provision of lump sum benefits on death in service and ill health retirement of these employees.

Employer contributions are payable to the PCSPS at one of four rates in the range 26.6% to 30.1% (2020-21, 26.6% to 30.3%) of pensionable pay based on salary bands. The scheme's Actuary reviews employer contributions every four years following a full scheme valuation. The contribution rates are set to meet the cost of the benefits accruing during 2021-22 to be paid when the member retires and not the benefits paid during this period to existing pensioners.

Partnership pensions

Employees can opt to open a partnership pension account, which is a stakeholder pension with an employer contribution. Employers' contributions paid to one or more of a panel of four appointed stakeholder pension providers were:

	TH £000	**NLB £000**	**Irish Lights £000**	**2021/22 £000**	**2020/21 £000**
Employer partnership pension contributions	19.2	22.4	0.0	41.6	43.6

Employer contributions are age-related and ranged from 8% to 14.75% of pensionable pay. Employers also match employee contributions up to 3% of pensionable pay.

Ensign Retirement Plan

The NLB is a participating employer in the defined contribution Ensign Retirement Plan, a scheme created on 1 April 2016 to replace the previous defined benefit Merchant Navy Officers Pension Fund. From 1 April 2018 the Ensign Retirement Plan (for the MNOPF) became part of the Ensign Retirement Plan. For further details see **Note 26**.

Off-payroll arrangements

There were no off-payroll arrangements during the year.

3.6. Parliamentary accountability disclosures (audited)

Regularity of expenditure

The GLF has complied with the regularity of expenditure requirements as set out in HM Treasury Guidance.

Losses & special payments

There were no losses or special payments during 2021-22 that are required to be disclosed per HM Treasury guidance (2020-21, £50,000 IT obsolescence at TH and £1,920 obsolete inventory at NLB).

Fees and Charges

Light Dues, the principal source of income to the GLF, is a tax set annually in the UK by the Maritime Minister in accordance with the Merchant Shipping Act 1995. The rates are set at a level aimed to balance income with expenditure; any surplus generated remains in the GLF to fund navigational safety in a future period.

The GLAs also charge for some commercial activities to utilise reserve capacity. GLAs' commercial activities are charged at market rates.

None of these income streams are considered to represent a fee or charge within the scope of Managing Public Money

Remote contingent liabilities

There are no remote contingent liabilities (2020-21, £nil).

Dame Bernadette Kelly DCB

Signed 8 December 2022

Permanent Secretary and Accounting Officer

Department for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR

4. THE CERTIFICATE OF THE COMPTROLLER AND AUDITOR GENERAL TO THE HOUSES OF PARLIAMENT

Opinion on financial statements

I certify that I have audited the financial statements of the General Lighthouse Fund for the year ended 31 March 2022 under the Merchant Shipping Act 1995.

The financial statements comprise the General Lighthouse Fund's:

- Statement of Financial Position as at 31 March 2022;
- Statement of Comprehensive Net Income, Statement of Cash Flows and Statement of Changes in Taxpayer Equity for the year then ended; and
- the related notes including the significant accounting policies.

The financial reporting framework that has been applied in the preparation of the financial statements is applicable law and UK adopted International Accounting Standards.

In my opinion, the financial statements:

- give a true and fair view of the state of the General Lighthouse Fund's affairs as at 31 March 2022 and its expenditure for the year then ended; and

- have been properly prepared in accordance with the Merchant Shipping Act 1995 and Secretary of State directions issued thereunder.

Opinion on regularity

In my opinion, in all material respects, the income and expenditure recorded in the financial statements have been applied to the purposes intended by Parliament and the financial transactions recorded in the financial statements conform to the authorities which govern them.

Basis for opinions

I conducted my audit in accordance with International Standards on Auditing (UK) (ISAs UK), applicable law and Practice Note 10 Audit of Financial Statements of Public Sector Entities in the United Kingdom. My responsibilities under those standards are further described in the Auditor’s responsibilities for the audit of the financial statements section of my certificate.

Those standards require me and my staff to comply with the Financial Reporting Council’s Revised Ethical Standard 2019. I have also elected to apply the ethical standards relevant to listed entities. I am independent of the General Lighthouse Fund in accordance with the ethical requirements that are relevant to my audit of the financial statements in the UK. My staff and I have fulfilled our other ethical responsibilities in accordance with these requirements.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

Conclusions relating to going concern

In auditing the financial statements, I have concluded that the General Lighthouse Fund's use of the going concern basis of accounting in the preparation of the financial statements is appropriate.

Based on the work I have performed, I have not identified any material uncertainties relating to events or conditions that, individually or collectively, may cast significant doubt on the General Lighthouse Fund's ability to continue as a going concern for a period of at least twelve months from when the financial statements are authorised for issue.

My responsibilities and the responsibilities of the Accounting Officer with respect to going concern are described in the relevant sections of this certificate.

The going concern basis of accounting for the General Lighthouse Fund is adopted in consideration of the requirements set out in HM Treasury's Government Financial Reporting Manual, which require entities to adopt the going concern basis of accounting in the preparation of the financial statements where it anticipated that the services which they provide will continue into the future.

Other Information

The other information comprises information included in the Annual Report, but does not include the financial statements nor my auditor's certificate. The Accounting Officer is responsible for the other information.

My opinion on the financial statements does not cover the other information and, except to the extent otherwise explicitly stated in my certificate, I do not express any form of assurance conclusion thereon.

In connection with my audit of the financial statements, my responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or my knowledge obtained in the audit or otherwise appears to be materially misstated.

If I identify such material inconsistencies or apparent material misstatements, I am required to determine whether this gives rise to a material misstatement in the financial statements themselves. If, based on the work I have performed, I conclude that there is a material misstatement of this other information, I am required to report that fact.

I have nothing to report in this regard.

Opinion on other matters

In my opinion the part of the Remuneration and Staff Report to be audited has been properly prepared in accordance with Secretary of State directions issued under the Merchant Shipping Act 1995.

In my opinion, based on the work undertaken in the course of the audit:

- the parts of the Accountability Report subject to audit have been properly prepared in accordance with Secretary of State directions made under the Merchant Shipping Act 1995; and
- the information given in the Performance and Accountability Reports for the financial year for which the financial statements are prepared is consistent with the financial statements and is in accordance with the applicable legal requirements.

Matters on which I report by exception

In the light of the knowledge and understanding of the General Lighthouse Fund and its environment obtained in the course of the audit, I have not identified material misstatements in the Performance Report or the Accountability Report.

I have nothing to report in respect of the following matters which I report to you if, in my opinion:

- I have not received all of the information and explanations I require for my audit; or
- adequate accounting records have not been kept by the General Lighthouse Fund or returns adequate for

my audit have not been received from branches not visited by my staff; or

- the financial statements and the parts of the Accountability Report subject to audit are not in agreement with the accounting records and returns; or
- certain disclosures of remuneration specified by HM Treasury's Government Financial Reporting Manual have not been made or parts of the Remuneration and Staff Report to be audited is not in agreement with the accounting records and returns; or
- the Governance Statement does not reflect compliance with HM Treasury's guidance.

Responsibilities of the Accounting Officer for the financial statements

As explained more fully in the Statement of the Responsibilities of the General Lighthouse Authorities' Boards, the Secretary of State for Transport and the Accounting Officer, the Accounting Officer is responsible for:

- maintaining proper accounting records;
- the preparation of the financial statements and Annual Report in accordance with the applicable financial reporting framework and for being satisfied that they give a true and fair view;
- ensuring that the Annual Report and accounts as a whole is fair, balanced and understandable;

- internal controls as the Accounting Officer determines is necessary to enable the preparation of financial statement to be free from material misstatement, whether due to fraud or error; and
- assessing the General Lighthouse Fund’s ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the Accounting Officer anticipates that the services provided by the General Lighthouse Fund will not continue to be provided in the future.

Auditor’s responsibilities for the audit of the financial statements

My responsibility is to audit and certify the financial statements in accordance with the Merchant Shipping Act 1995.

My objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue a certificate that includes my opinion. Reasonable assurance is a high level of assurance but is not a guarantee that an audit conducted in accordance with ISAs (UK) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

Extent to which the audit was considered capable of detecting non-compliance with laws and regulations including fraud

I design procedures in line with my responsibilities, outlined above, to detect material misstatements in respect of non-compliance with laws and regulations, including fraud. The extent to which my procedures are capable of detecting non-compliance with laws and regulations, including fraud is detailed below.

Identifying and assessing potential risks related to non-compliance with laws and regulations, including fraud

In identifying and assessing risks of material misstatement in respect of non-compliance with laws and regulations, including fraud, we considered the following:

- the nature of the sector, control environment and operational performance including the design of the General Lighthouse Fund’s accounting policies;
- Inquiring of management, internal audit and those charged with governance, including obtaining and reviewing supporting documentation relating to the General Lighthouse Fund’s policies and procedures relating to:

- identifying, evaluating and complying with laws and regulations and whether they were aware of any instances of non-compliance;
- detecting and responding to the risks of fraud and whether they have knowledge of any actual, suspected or alleged fraud; and
- the internal controls established to mitigate risks related to fraud or non-compliance with laws and regulations including the General Lighthouse Fund's controls relating to the General Lighthouse Fund's compliance with the Merchant Shipping Act 1995 and Managing Public Money.

- discussing among the engagement team regarding how and where fraud might occur in the financial statements and any potential indicators of fraud.

As a result of these procedures, I considered the opportunities and incentives that may exist within the General Lighthouse Fund for fraud and identified the greatest potential for fraud in the following areas: revenue recognition, posting of unusual journals, complex transactions and bias in management estimates. In common with all audits under ISAs (UK), I am also required to perform specific procedures to respond to the risk of management override of controls.

I also obtained an understanding of the General Lighthouse Fund's framework of authority as well as other legal and regulatory frameworks in which the

General Lighthouse Fund operates, focusing on those laws and regulations that had a direct effect on material amounts and disclosures in the financial statements or that had a fundamental effect on the operations of the General Lighthouse Fund. The key laws and regulations I considered in this context included the Merchant Shipping Act 1995, Managing Public Money, employment law, tax legislation and the Merchant Shipping (Light Dues) Regulations 1997 (as amended).

Audit response to identified risk

As a result of performing the above, the procedures I implemented to respond to identified risks included the following:

- reviewing the financial statement disclosures and testing to supporting documentation to assess compliance with provisions of relevant laws and regulations described above as having direct effect on the financial statements;
- enquiring of management and the Audit Committees of the General Lighthouse Authorities concerning actual and potential litigation and claims;
- reading and reviewing minutes of meetings of those charged with governance and the Boards of the General Lighthouse Authorities; and
- in addressing the risk of fraud through management override of controls, testing the appropriateness of journal entries and other adjustments; assessing

whether the judgements made in making accounting estimates are indicative of a potential bias; and evaluating the business rationale of any significant transactions that are unusual or outside the normal course of business.

I also communicated relevant identified laws and regulations and potential fraud risks to all engagement team members and remained alert to any indications of fraud or non-compliance with laws and regulations throughout the audit.

A further description of my responsibilities for the audit of the financial statements is located on the Financial Reporting Council's website at: www.frc.org.uk/auditorsresponsibilities. This description forms part of my certificate.

Other auditor's responsibilities

I am required to obtain evidence sufficient to give reasonable assurance that the income and expenditure reported in the financial statements have been applied to the purposes intended by Parliament and the financial transactions conform to the authorities which govern them.

I communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that I identify during my audit.

Gareth Davies
Comptroller and Auditor General

Signed 12 December 2022

National Audit Office
157-197 Buckingham Palace Road
Victoria
London
SW1W 9SP

5. Financial Statements

Statement of Comprehensive Net Income

for the period ended 31 March 2022

	Notes	2021/22 £'000	2020/21 £'000
Income			
Light dues	3	80,101	75,147
Other income	4	8,669	8,606
		88,770	83,753
Expenditure			
Staff costs	5	(36,410)	(37,332)
Amortisation	14	(469)	(415)
Depreciation (owned assets)	10	(10,443)	(11,016)
Depreciation (RoU assets)	11	(4,448)	(4,710)
Gain/(loss) on revaluation of property, plant and equipment	10	(2,138)	(483)
Other expenditure	6	(33,596)	(25,446)
		(87,504)	(79,402)
Net operating income/(expenditure)		**1,266**	**4,351**
Interest receivable	7	29	3
Interest payable	8	(1,653)	(2,010)
Revaluation of investment property	12	(14)	(26)
Income / (expenditure) for the financial year		**(372)**	**2,318**
Other comprehensive income			
Items that will not be classified to net operating costs:			
Gain/(loss) on revaluation of property, plant and equipment	10	12,849	(1,192)
Translation of euro reserves		(361)	(1,481)
Total comprehensive income / (expenditure)		**12,116**	**(355)**

Notes on pages 101-161 form part of these accounts

Statement of Financial Position

as at 31 March 2022

	Notes	2021/22 £'000	2020/21 £'000
Assets			
Non-current assets			
Property, plant and equipment (owned)	10	235,904	230,379
Right of use assets (leased)	11	29,571	33,270
Investment assets	12	1,597	1,624
Heritage Assets	13	287	-
Intangible assets	14	1,279	1,626
Non-current receivables	15	45	50
		268,683	266,949
Current assets			
Assets classified as held for sale	16	250	250
Inventories	17	5,498	4,844
Trade and other receivables	18	4,847	5,398
Cash & cash equivalents	19	41,544	41,105
		52,139	51,597
Total assets		320,822	318,546
Liabilities			
Current liabilities			
Trade and other payables	20	(13,096)	(13,626)
Provisions	21	(332)	(391)
Financial liabilities	22	(23,925)	(12,377)
		(37,353)	(26,394)
Non-current liabilities			
Provisions	21	(17,488)	(12,292)
Leases & other liabilities	23	(8,865)	(11,525)
Financial liabilities	22	(35,000)	(58,333)
		(61,353)	(82,150)
Total assets less total liabilities		**222,116**	**210,002**

Notes on pages 101-161 form part of these accounts

Reserves		
General fund	54,539	49,107
Revaluation reserve	167,577	160,895
Total equity	**222,116**	**210,002**

Dame Bernadette Kelly DCB

Signed 8 December 2022

Permanent Secretary and Accounting Officer

Department for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR

Notes on pages 101-161 form part of these accounts

Statement of Cash Flows

for the period e**nded 31 March** 2022

	Notes	2021/22 £'000	2020/21 £'000
Cash flows from operating activities			
Net income/(expenditure) after interest		(372)	2,318
Loss/(profit) on disposal of property plant and equipment	6	226	45
Loss/(profit) on disposal of assets held for sale	6	-	5
Loss on disposal of intangible assets	6	13	23
Depreciation	10 & 11	15,094	16,003
Amortisation	14	469	415
Impairments	9	2,013	1,044
Revaluation of PPE, RoU, Heritage and HfS assets*	10,11,13&16	2,134	486
(Increase)/decrease in trade and other receivables	15 & 18	556	(544)
(Increase)/decrease in inventories	17	(654)	(230)
Increase/(decrease) in trade payables	20 & 23	1,584	(1,042)
Increase/(decrease) in accrued borrowing costs	22	(118)	(204)
Increase/(decrease) in provisions	21	5,137	656
Revaluation of investment properties	12	14	26
Foreign exchange translation		(21)	59
Net cash inflow from operating activities		26,075	19,060

Notes on pages 101-161 form part of these accounts

Cash flow from investing activities			
Purchase of property, plant & equipment	10	(6,935)	(5,785)
Purchase of right of use assets	11	(1,969)	(710)
Purchase of intangible assets	14	(136)	(169)
Proceeds from disposal of property, plant & equipment		60	126
Net cash outflow from investing activities		(8,980)	(6,538)
Cash flows from financing activities			
Financing repaid	22	(11,667)	(20,000)
Capital element of payments in respect of leases liabilities	24	(4,989)	(5,218)
Net cash outflow from financing activities		(16,656)	(25,218)
Net cash inflow/(outflow) from all activities		439	(12,696)
Net increase/(decrease) in cash and cash equivalents in the period	19	**439**	**(12,696)**
Cash and cash equivalents at the beginning of the period	19	**41,105**	**53,801**
Cash and cash equivalents at the end of the period	19	**41,544**	**41,105**

* Property Plant and Equipment, Right of Use and Held for Sale assets

Notes on pages 101-161 form part of these accounts

Statement of Changes in Taxpayer Equity

for the period ended 31 March 2022

		General Fund £'000	Revaluation Reserve £'000	Total Reserves £'000
	Balance at 31 March 2020	40,637	169,720	210,357
	Income / (expenditure) for the financial year	2,318	-	2,318
	Net gain/ (loss) on revaluation of property, plant and equipment	-	(1,192)	(1,192)
	Release of revaluation reserve to the general fund re depreciation	6,429	(6,429)	-
	Release of revaluation reserves to the general fund re disposals	133	(133)	-
	Release of revaluation reserves to the general fund re reclassifications	291	(291)	-
1	Foreign currency translation of euro reserves	(701)	(780)	(1,481)
	Balance at 31 March 2021	**49,107**	**160,895**	**210,002**

Notes on pages 101-161 form part of these accounts

		General Fund £'000	Revaluation Reserve £'000	Total Reserves £'000
	Balance at 31 March 2021	49,107	160,895	210,002
	Income / (expenditure) for the financial year	(372)	-	(372)
	Net gain/ (loss) on revaluation of property, plant and equipment	-	12,849	12,849
	Release of revaluation reserve to the general fund re depreciation	5,986	(5,986)	-
	Release of revaluation reserves to the general fund re disposals	1	(1)	-
1	Foreign currency translation of euro reserves	(183)	(180)	(363)
	Balance at 31 March 2022	**54,539**	**167,577**	**222,116**

1 The cumulative foreign currency translation of euro reserves is £-5.32m as measured from the inception of the Statement of Changes in Equity on 1 April 2009.

Notes on pages 101-161 form part of these accounts

6. Notes to the accounts for the year ended 31 March 2022

Notes to the financial statements provide additional information required by statute and accounting standards to explain a particular feature of the financial statements. The notes which follow will also provide explanations and additional disclosures to assist readers' understanding and interpretation of the financial statements.

6.1. Accounting policies

a) Accounting convention

These accounts have been prepared in accordance with the 2021-22 Government Financial Reporting Manual (FReM) issued by HM Treasury and accordingly are drawn up to give a true and fair view on that basis. The accounting policies contained in the FReM follow UK adopted International Accounting Standards 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 GLF's accounting policies have been applied consistently in dealing with items considered material in relation to the accounts. In addition, the accounts have been prepared in accordance with the accounts direction Annex 1 issued by the Secretary of State for Transport.

b) Basis of consolidation

In accordance with the accounts direction issued by the secretary of State for Transport 25 September 2019, these financial statements comprise a consolidation of the core GLF administration accounts, the Light Dues collection accounts along with the accounts of the Trinity House Lighthouse Service, the Commissioners of Northern Lighthouses (the Northern Lighthouse Board) and the Commissioners of Irish Lights (Irish Lights).

c) Basis of preparation

These financial statements have been prepared on a going concern basis under the historical cost convention modified to account for the revaluation of property, plant and equipment.

The going concern basis is considered appropriate, with consideration to the following factors. The GLF has adequate cash reserves and liquidity to withstand reasonable changes in market conditions. The GLF is funded from a tax (Light Dues) which the Secretary of State has discretionary powers to amend when required. The GLAs are NDPBs of the Department for Transport. The GLAs and GLF functions are the subject of primary legislation to which DfT has no plans to change.

Figures are presented in pounds sterling and are rounded to the nearest £1,000. Cash transactions between pounds sterling and a foreign currency are recorded using the exchange rate applicable on the day or that applied to the transaction by the bank. Euro payments and receipts are recorded in pounds sterling using the average rate for the preceding month, for all other in year transactions requiring translation to pounds sterling the average rate for the year is used £1=€1.1759 (2020-21 £1=€1.1209). Assets and liabilities denominated in foreign currencies are translated at the rate of exchange ruling at 31 March 2022 £1=€1.1835 (31 March 2021 £1=€1.1739). Translation differences are recognised in the Statement of Comprehensive Net Income.

d) New standards and interpretations adopted early

No new standards have been adopted during the year.

e) New standards and interpretations not yet adopted

The standards listed below are not yet effective for the year ended 31 March 2022 and have not been applied in preparing these financial statements.

IFRS 17 Insurance Contracts requires a discounted cash flow approach to accounting for insurance contracts. It has been endorsed by the UK Endorsement Board and will be applicable to the corporate sector for periods starting on or after 1 January 2023. Within central government, adoption has been deferred to periods starting on or after 1 April 2025 and the standard should be reflected in the 2025-26 FReM. It is not expected to have any material impact.

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

f) Income

In accordance with the Merchant Shipping Act 1995, 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 Republic of Ireland. 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 to IRL Light Dues the GLF receives a contribution from the Irish Government towards the work of Irish Lights in the Republic of Ireland. This income is recognised under IAS 20: as Irish Government funding is provided on a cost-reimbursement basis, this income is recognised in same period as Irish expenses are incurred.

g) Intangible assets

Computer Software has been capitalised at cost and is amortised on a straight-line basis over the estimated useful economic life of between 3 to 5 years dependent on the expected operating life of the asset. Intangible licences have been capitalised at cost and are amortised over the life of the licence. Amortisation is calculated on a monthly basis and is commenced in the month after original purchase or when the asset is brought into use and is continued up to the end of the month prior to disposal.

Intangible assets are held at cost less amortisation and are not revalued, since the impact of revaluing these assets is not deemed to be material.

h) Pension benefits

Past and present employees are covered by the provisions of the Principal Civil Service Pension Scheme (PCSPS) and or alpha a new pension scheme introduced in 1 April 2015 and described in Note 26. The defined schemes are unfunded and are mostly contributory except in respect of dependants' benefits.

The GLAs expense the contributions payable to the PSCPS as incurred. The PCSPS pays pension benefits and accounts for the liability. The Staff report in the Accountability section provides further details (see page 76).

The GLAs recognise liabilities for short-term employee benefits (which fall due within twelve months of the period in which they are earned). In practice, all material short-term employee benefits are settled during the period in which they are earned. The GLAs are required to pay, as termination benefits, the additional cost of benefits, beyond the normal PCSPS benefits, in respect of employees who retire early, unless the retirements are on approved medical grounds.

i) Property Plant & Equipment - 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 £5,000 (€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 intended manner, 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 in the SoCNI. For example dry docking 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 Statement of Comprehensive Net Income.

Internal staff and other costs that can be attributed directly to the construction of an asset, including renewals of structures that are capitalised, 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 Statement of Comprehensive Net Income when the asset is derecognised. Gains are not classed as revenue.

j) Property Plant & Equipment - Valuation

After recognition, the item of Property, Plant and Equipment is carried at Fair Value in accordance with IAS16 as adapted for the public sector in 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	RICS Valuation Statement (UKVS) 1.1 Professional valuation every 5 years. Value plus indices in Intervening years.
Specialised Property (e.g. Lighthouses)	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 (MV)	Specified as Obsolete, Assets Held for Sale or Investment Assets. Professional Valuation annually
Tenders, Ancillary Craft & Lightvessels	Fair Value (MV)	Professional Valuation Annually
Buoys	Fair Value	Internally using MV of recent purchases, thereafter annually using MV of recent purchases or recognised indices.
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 and short life	Depreciated Historic Cost	N/A

Asset Class	Valuation Method	Valued by
Plant & Machinery – Not included above	Fair Value	RICS Valuation Statement (UKVS) 4.1 & 4.3 Professional valuation as base cost, plus indices annually thereafter.
Plant and Machinery at Lighthouses	FV using Depreciated Replacement Cost principles (DRC)	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.

*Non-Operational in this context relates to property that is not required for the GLA 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 asset's 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 statement of Comprehensive Net Income to the extent that it reverses a revaluation decrease of that class of asset previously recognised in Comprehensive Net Income. If the asset's carrying amount is decreased as a result of revaluation, the decrease is recognised in the statement of

Comprehensive Net Income. 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.

k) Property Plant & Equipment - Depreciation

Depreciation is calculated on an annual basis and it is commenced in the financial year after original purchase and 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 Land and buildings	**Depreciation lives**	**Categories Buoys and beacons**	**Depreciation lives**
Land	Not Depreciated	Steel Buoys	Up to 50 years
Lighthouses (Building Structure)	25 - 150 years	Beacons	Up to 100 years
Lighthouse Improvements or remaining Life if less	25 years	Plastic Buoys	10 years
		Super Structures	5 - 15 years
Other Buildings	50 years	Solarisation Costs	10 years
Tenders and ancillary craft		**Plant and machinery**	
Tenders*	25 years	Lighthouses	15 - 25 years
Tenders (Dry Dock and Repair)	Up to 5 Years**	Automation equipment	15 - 25 years
Workboats	Up to 25 years	Racons & Radio Beacons	15 – 25 years
		Depots and Workshops	10 - 25 years
Lightvessels		Office Equipment	Up to 10 years
Lightvessel (hulls)	50 years	Vehicles	5 - 15 years
Lightvessel (hull conversions)	15 years	Computers - Major systems	5 years
Lightvessel (Dry Dock and Repair)	7 years**	Computers – Other	3 years
		AIS Equipment	7 - 10 Years
Intangible		DGPS	10 Years
Software	3 to 5 years		
Licences	Term of licence		

* Tenders leases are depreciated over 25 years, being the expected useful life. The primary lease period is less than this but a secondary period sufficient to cover the balance is available and expected to be utilised.

** Depending on Dry Docking Schedule.

l) Leases

Scope and classification

In accordance with 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 £5,000 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 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 HMT (1.99% from 1 April 2019 to 31 December 2019, 1.27% for calendar year 2020, 0.91% for calendar year 2021 & 0.95% for calendar year 2022). The payments included in the liability are those that are fixed or in-substance fixed, excluding changes arising, for example, from future rent reviews or changes in an index.

The right-of-use (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. Right of use assets are depreciated on a straight line basis over the lease term.

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 right-of-use 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 right-of-use 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.

m) Inventories

As per IAS 2, Inventories are permitted to be valued using the Average Cost method (AVCO) or First in-First Out (FIFO). NLB and IL use AVCO, TH value Inventories on a FIFO basis. This departure does not have a material effect on the Inventory values reported.

n) Research and Development

Research and Development work is co-ordinated by the GLA Research and Development (GRAD) Policy Committee for Major Research and Development. Direct expenditure incurred via this channel or any other research and development activity is charged to the Statement of Comprehensive Net Income.

o) Taxation

The fund is exempt from Corporation Tax under provisions of Section 221 of the Merchant Shipping Act 1995. The GLA are liable to account for VAT on charges rendered for services and are able to reclaim VAT on all costs under the provisions of the Value Added Tax Act 1983.

p) 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 or 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.

q) Government Grants

Government Grants are recognised in full in the Statement of Comprehensive Net Income in the year in which they are received.

r) Investment properties

The GLAs hold a small number of properties that are considered surplus to requirements and are currently held for their income generation potential. It has been agreed that this alternative use is in the best interests of the GLA and the General Lighthouse Fund. These properties are treated in accordance with IAS 40: Accounting for Investment Properties and are accordingly valued to open market value each year.

s) 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.

Financial liabilities

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

Embedded derivatives

Some hybrid contracts contain both a derivative and a non-derivative component. In such cases, the derivative component is termed an embedded derivative. Where the economic characteristics and risks of the embedded derivatives are not closely related to those of the host contract, and the host contract itself is not carried at fair value through profit or loss, the embedded derivative is split out and reported at fair value with gains and losses being recognised in the Income and Expenditure Account. As at 31 March 2022 no contracts contained embedded derivatives (31 March 2021 nil).

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.

t) Estimates

The GLF may be liable as described in **Note 26** for any shortfall in the MNOPF pension fund. The GLF takes advice from qualified actuaries in determining the extent of any shortfall and whether it may be required to make further contributions.

Provisions are estimated based on the best information available at time of reporting see **Note 21** for further details covering estimates and judgements.

Aside from this, key estimates in the GLF accounts related to asset valuations. A number of qualified surveyors are engaged to provide professional valuations of different elements of the asset base as disclosed in **Notes 10, 11, 12 & 13**.

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 10**. 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. 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 lighthouse 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 GLF’s 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.

6.2. Analysis of operating segments

	TH	NLB	Irish Lights	GLF	2021/22	2020/21
	£'000	£'000	£'000	£'000	£'000	£'000
Light dues income	-	-	-	80,101	80,101	75,147
GLA drawdowns	35,900	23,220	13,192	(72,312)	-	-
Other income	1,972	982	874	4,841	8,669	8,606
Total income	37,872	24,202	14,066	12,630	88,770	83,753
Gross expenditure	(44,071)	(26,831)	(14,786)	(1,816)	(87,504)	(79,402)
Net expenditure	(6,199)	(2,629)	(720)	10,814	1,266	4,351
Total assets	**133,762**	**98,956**	**46,174**	**41,930**	**320,822**	**318,546**

For a further breakdown please refer to the individual GLA accounts.

6.3. Light dues

	2021/22	2020/21
	£'000	£'000
Light dues income in United Kingdom	73,669	68,950
Light dues income in Republic of Ireland	6,432	6,197
	80,101	**75,147**

6.4. Other income

	Tri GLA £'000	TH £'000	NLB £'000	Irish Lights £'000	GLF £'000	2021/22 £'000	2020/21 £'000
Buoy rental	-	419	411	235	-	1,065	1,250
Property rental	-	325	92	608	-	1,025	796
Other commercial income	-	-	45	-	-	45	30
Tender hire	-	683	423	12	-	1,118	1,212
Republic of Ireland contribution	-	-	-	-	4,841	4,841	4,800
Grant income	-	21	16	1	-	38	74
Sundry receipts	11	513	(5)	18	-	537	444
	11	**1,961**	**982**	**874**	**4,841**	**8,669**	**8,606**

6.5. Staff costs

	TH Permanent £'000	TH Others £'000	NLB Permanent £'000	NLB Others £'000	Irish Lights Permanent £'000	Irish Lights Others £'000	Total 2021/22 £'000	Total 2020/21 £'000
Wages & salaries	11,579	403	8,460	670	5,737	424	27,273	27,914
Social security costs	1,269	-	937	-	424	16	2,646	2,717
Employers pension	3,039	-	2,147	-	1,488	19	6,693	6,754
Sub total	**15,887**	**403**	**11,544**	**670**	**7,649**	**459**	**36,612**	**37,385**
Other pension costs	19	-	35	-	-	-	54	61
Redundancy costs[1]	-	-	17	-	94	-	111	65
Sub total	**15,906**	**403**	**11,596**	**670**	**7,743**	**459**	**36,777**	**37,511**
Capitalised costs	(171)	-	-	-	(196)	-	(367)	(179)
Total net costs	**15,735**	**403**	**11,596**	**670**	**7,547**	**459**	**36,410**	**37,332**

1 includes pay in lieu of notice and liquidated leave

6.6. Other expenditure

	TH £'000	NLB £'000	Irish Lights £'000	GLF & Tri-GLA £'000	2021/22 £'000	2020/21 £'000
Running costs	13,994	6,334	4,089	463	24,880	22,289
Variable lease costs	479	463	39	-	981	761
Auditors remuneration	-	-	-	103	103	103
Research and development	-	-	-	243	243	402
Impairments	2,013	-	-	-	2,013	1,043
Loss/(profit) on disposal of HfS1	-	-	-	-	-	5
Loss/(profit) on disposal of PPE[2]	126	86	14	-	226	45
Loss/(profit) on disposal of Int[3]	13	-	-	-	13	23
Movement in provision[4]	5,260	(67)	(56)	-	5,137	775
	21,885	**6,816**	**4,086**	**809**	**33,596**	**25,446**

1 Held for sale assets, 2 Property plant & equipment, 3 Intangible assets, 4 Provisions are detailed in Note 21

6.7. Interest receivable

	TH £'000	NLB £'000	Irish Lights £'000	GLF £'000	2021/22 £'000	2020/21 £'000
Bank interest receivable	-	-	-	29	29	3

6.8. Interest payable

	TH £'000	NLB £'000	Irish Lights £'000	GLF £'000	2021/22 £'000	2020/21 £'000
Interest on DfT loan	-	-	-	1,303	1,303	1,523
Interest on leases	124	184	42	-	350	487
	124	**184**	**42**	**1,303**	**1,653**	**2,010**

6.9. Impairments

Assets which have decreased in value as a result of revaluations have been separately identified as revaluation losses on the Statement of Comprehensive Net Income, except to the extent that a previous revaluation gain was already recognised. Other impairments are as follows:

2021-22

During the year a number of TH capital projects were completed including work to THV Alert, THV Patricia, St Catherine's Lighthouse and Lynmouth Foreland Lighthouse. As of 31 March 2022, the costs of these projects exceeded the Depreciated Replacement Cost valuation by £1,114,000. In addition, TH agreed to sell Lightvessel 9 resulting in an impairment of £899,000. In line with the requirements of FReM, £2,013,000 has been impaired and transferred to the Statement of Comprehensive Net Income.

No impairments were reported at NLB or IL in the period to 31 March 2022.

2020-21

During the year a number of TH capital projects were completed including work to THV Alert, THV Patricia, Lundy North and Trwyn Du Lighthouses. As of 31 March 2021, the costs of these projects exceeded the Depreciated Replacement Cost valuation by £1,044,000 and in line with the requirements of FReM, these have been treated as impairments and transferred to the Statement of Comprehensive Net Income.

No impairments were reported at NLB or IL in the period to 31 March 2021.

6.10. Property plant and equipment

Current year

	Land £000	Buildings £000	Vessels £000	Light-Vessels £000	Buoys £000	IT Equip. £000	Plant & Mach. £000	AUC* £000	Total £000
Cost or valuation									
1 April 2021	11,091	154,372	2,689	9,810	16,207	3,102	37,281	3,527	238,079
Additions	13	1,226	923	313	179	616	999	2,666	6,935
Write-offs	-	-	-	-	-	-	-	(90)	(90)
Disposals	-	-	(173)	(100)	-	(178)	(204)	-	(655)
Impairments	-	-	-	-	-	-	(516)	-	(516)
Reclassifications	-	2	-	(900)	(48)	-	46	-	(900)
Revaluations	(108)	2,934	(1,682)	(313)	3,221	(211)	(937)	-	2,904
Transfers	-	2,376	-	-	-	-	1,334	(3,710)	-
Foreign exchange	(29)	(205)	(14)	-	(26)	(2)	(69)	(4)	(349)
At 31 March 2022	**10,967**	**160,705**	**1,743**	**8,810**	**19,533**	**3,327**	**37,934**	**2,389**	**245,408**
Depreciation									
1 April 2021	-	11	10	-	1,827	1,197	4,655	-	7,700
Charged in year	-	3,370	500	568	903	592	4,510	-	10,443
Disposals	-	-	(173)	5	-	(111)	(183)	-	(462)
Impairments	-	-	-	-	-	-	(20)	-	(20)
Reclassifications	-	1	-	-	(16)	-	15	-	-
Revaluations	-	(3,256)	(321)	(573)	(306)	(223)	(3,451)	-	(8,130)

Foreign exchange	-	-	-	-	(2)	(1)	(24)	-	(27)
At 31 March 2022	**-**	**126**	**16**	**-**	**2,406**	**1,454**	**5,502**	**-**	**9,504**
NBV at 31 March 2021	**11,091**	**154,361**	**2,679**	**9,810**	**14,380**	**1,905**	**32,626**	**3,527**	**230,379**
NBV at 31 March 2022	**10,967**	**160,579**	**1,727**	**8,810**	**17,127**	**1,873**	**32,432**	**2,389**	**235,904**
Asset Financing									
Owned	10,967	160,579	1,727	8,810	17,127	1,873	32,432	2,389	235,904
	10,967	**160,579**	**1,727**	**8,810**	**17,127**	**1,873**	**32,432**	**2,389**	**235,904**

*Assets under Construction and Payments on Account.

The net revaluation gain for PPE is £11,034,000 (increase of £8,130,000 from rebased depreciation and £2,904,000 increase in gross value).

Asset revaluation gains and losses have been recognised as follows:

	TH £000	NLB £000	CIL £000	Total £000
Net revaluation gains/(losses) on property plant & equipment	8,720	804	1,510	11,034
Net revaluation gains/(losses) on RoU assets (see Note 11)	(248)	(368)	-	(616)
Net revaluation gains/(losses) on Heritage assets (see Note 13)	-	-	287	287
Net revaluation gains/(losses) on held for sale assets (see Note 15)	-	-	6	6
Total gains / (losses)	**8,472**	**436**	**1,803**	**10,711**
Of which:				
Revaluation gains/(losses) charged to SoCNI	214	(1,785)	(567)	(2,138)
Net revaluation gains/(losses) posted to revaluation reserve	8,258	2,221	2,370	12,849
Total gains / (losses)	**8,472**	**436**	**1,803**	**10,711**

Prior year

	Land	Buildings	Vessels	Light-Vessels	Buoys	IT Equip.	Plant & Mach.	AUC*	Total
	£000	£000	£000	£000	£000	£000	£000	£000	£000
Cost or valuation									
1 April 2020	11,408	158,218	3,639	10,660	15,580	2,960	41,331	4,303	248,099
Additions	-	626	478	-	-	551	718	3,412	5,785
Disposals	-	(36)	-	-	(1)	(163)	(153)	-	(353)
Impairments	-	(192)	-	-	-	-	(278)	-	(470)
Reclassifications	-	(330)	-	-	(29)	-	29	-	(330)
Revaluations	(182)	(4,851)	(1,464)	(850)	769	(265)	(4,814)	-	(11,657)
Transfers	-	1,859	125	-	-	27	763	(4,186)	(1,412)
Foreign exchange	(135)	(922)	(89)	-	(112)	(8)	(315)	(2)	(1,583)
At 31 March 2021	**11,091**	**154,372**	**2,689**	**9,810**	**16,207**	**3,102**	**37,281**	**3,527**	**238,079**
Depreciation									
1 April 2020	-	10	4	-	1,247	1,097	4,522	-	6,880
Charged in year	-	3,453	723	932	878	532	4,498	-	11,016
Disposals	-	(1)	-	-	-	(163)	(141)	-	(305)
Impairments	-	(4)	-	-	-	-	(39)	-	(43)
Reclassifications	-	-	-	-	(14)	-	14	-	-
Revaluations	-	(3,447)	(717)	(932)	(277)	(265)	(4,090)	-	(9,728)

Foreign exchange	-	-	-	-	(7)	(4)	(109)	-	(120)
At 31 March 2021	**-**	**11**	**10**	**-**	**1,827**	**1,197**	**4,655**	**-**	**7,700**
NBV at 31 March 2020	**11,408**	**158,208**	**3,635**	**10,660**	**14,333**	**1,863**	**36,809**	**4,303**	**241,219**
NBV at 31 March 2021	**11,091**	**154,361**	**2,679**	**9,810**	**14,380**	**1,905**	**32,626**	**3,527**	**230,379**
Asset Financing									
Owned	11,091	154,361	2,679	9,810	14,380	1,905	32,626	3,527	230,379
	11,091	**154,361**	**2,679**	**9,810**	**14,380**	**1,905**	**32,626**	**3,527**	**230,379**

* Assets under construction and payments on account.

Valuations

Professional valuations were obtained from the following:

Asset	Valuer	Organisation	Date of last full valuation
TH land, buildings & beacons	Mr Richard Bryan MRICS & Mr Stephen Jones MRICS	DVS Property Specialists*	31st March 2018
TH plant, machinery & lightvessels	Mr Andrew Lloyd MRICS	DVS Property Specialists*	31st March 2018
NLB land, buildings, beacons, lighthouses, plant & machinery	Mr John McClimens MRICS.	DVS Property Specialists*	31st March 2018
IL (RoI) land, building & beacons	Mr Niall Deegan MRICS	Irish Valuation Office	31st March 2018
IL (NI) land, building & beacons	Mr Neil McCall MRICS	LPS Mapping & Valuation services	31st March 2018
IL (RoI) lighthouse AtoN plant	Mr Niall Deegan MRICS	Irish Valuation Office	31st March 2018
IL (NI) lighthouse Aton plant	Mr Neil McCall MRICS	LPS Mapping & Valuation services	31st March 2018
IL (RoI & NI) plant & machinery	Robert McKay MSCSI MRICS	McKay Asset Valuers & Auctioneers	31st March 2018
All GLA Vessels	Edward Molyneux	Braemar ACM Valuations Ltd	31st March 2022
Navigation buoys	Internally valued based on recent purchases taking into account age		31st March 2018

Heritage Assets	Mr M.D. Bernon MNAEA	O’Reilly’s Auction Rooms	31st March 2022

*	DVS Property Specialist is the commercial arm of the Valuation Office Agency

6.11. Right of Use Assets

Current year

	Land	Buildings	Vessels	Plant & Mach.	Total
	£000	£000	£000	£000	£000
Cost or valuation					
1 April 2021	3,646	187	23,343	9,587	36,763
Additions	-	-	1,969	-	1,969
Disposals	-	-	(344)	-	(344)
Impairments	-	-	(618)	-	(618)
Revaluations	-	-	(2,966)	-	(2,966)
Remeasurements	-	6	-	223	229
Foreign exchange	(12)	-	-	(7)	(19)
At 31 March 2022	**3,634**	**193**	**21,384**	**9,803**	**35,014**
Depreciation					
1 April 2021	260	60	343	2,830	3,493
Charged in year*	139	30	3,034	1,448	4,651
Disposals	-	-	(344)	-	(344)
Revaluations	-	-	(2,350)	-	(2,350)
Foreign exchange	(1)	-	-	(6)	(7)
At 31 March 2022	**398**	**90**	**683**	**4,272**	**5,443**
NBV at 31 March 2021	**3,386**	**127**	**23,000**	**6,757**	**33,270**
NBV at 31 March 2022	**3,236**	**103**	**20,701**	**5,531**	**29,571**

RoU assets include four of the six GLA vessels operated by GLA staff (along with one smaller vessel operated by a third party). These leases are subject to fixed term and cover the majority of the vessels estimated lives.

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

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

Land and building includes depots, remote offices, forward operating stations, pier/quay facilities and various small pieces of land required for AtoN operations. These are predominantly long-term leases.

Variable lease costs are charged directly to the SOCNI see **Note 24** for further detail.

*Where helicopter flying hours are separately identified as supporting capital projects, such as lighthouse modernisations, a portion of the depreciation for the year has been charged to capital additions as permitted by IAS 16 in cases where lease costs directly contribute to bringing another asset into use.

	TH	**NLB**	**Irish Lights**	**2021/22**	**2020/21**
	£'000	**£'000**	**£'000**	**£'000**	**£'000**
RoU depreciation charged to SOCNI	1,729	2,372	347	4,448	4,710
RoU depreciation charged to capital additions	45	149	9	203	277
Total	**1,774**	**2,521**	**356**	**4,651**	**4,987**

Prior year

	Land £000	Buildings £000	Vessels £000	Plant & Mach. £000	Total £000
Cost or valuation					
1 April 2020	3,704	187	25,616	5,235	34,742
Additions	-	-	710	-	710
Disposals	-	-	(339)	-	(339)
Impairments	-	-	(617)	-	(617)
Revaluations	-	-	(2,724)	-	(2,724)
Remeasurements	-	-	-	4,379	4,379
Transfers	-	-	697	-	697
Foreign exchange	(58)	-	-	(27)	(85)
At 31 March 2021	**3,646**	**187**	**23,343**	**9,587**	**36,763**
Depreciation					
1 April 2020	121	30	266	1,426	1,843
Charged in year*	141	30	3,384	1,432	4,987
Disposals	-	-	(339)	-	(339)
Revaluations	-	-	(2,968)	-	(2,968)
Foreign exchange	(2)	-	-	(28)	(30)
At 31 March 2020	**260**	**60**	**343**	**2,830**	**3,493**
NBV at 31 March 2020	**3,583**	**157**	**25,350**	**3,809**	**32,899**
NBV at 31 March 2021	**3,386**	**127**	**23,000**	**6,757**	**33,270**

6.12. Investment property

	TH £'000	NLB £'000	Irish Lights £'000	2021/22 £'000	2020/21 £'000
At 1 April	-	-	1,624	1,624	1,385
Transfers	-	-	-	-	330
Revaluations	-	-	(14)	(14)	(26)
Foreign exchange	-	-	(13)	(13)	(65)
At 31 March	**-**	**-**	**1,597**	**1,597**	**1,624**

IL hold a number of non-operational properties from which commercial income is derived.

Investment properties are professionally revalued annually (see **Note 1-j**) by the same valuers used for property, plant and equipment disclosed at **Note 10** above.

6.13. Heritage Assets

	TH £'000	NLB £'000	Irish Lights £'000	2021/22 £'000	2020/21 £'000
At 1 April	-	-	-	-	-
Revaluations	-	-	287	287	-
At 31 March	**-**	**-**	**287**	**287**	**-**

During the year Irish Lights recognised a number of artefacts and artworks held for their historical significance. These collections were professionally valued at £287,000 or €339,000 and are now being recognised as Heritage Assets on the Statement of Financial Position. This created a revaluation reserve gain of £287,000 or €339,000. Prior year balances have not been restated as the value is not considered material to users reading these accounts. There are no similar items at TH or NLB.

6.14. Intangible assets

Current year

	Software £'000	Licences £'000	Total £'000
Cost or valuation			
At 1 April 2021	4,739	165	4,904
Additions	136	-	136
Disposals	(94)	-	(94)
Foreign exchange	(4)	-	(4)
At 31 March 2022	**4,777**	**165**	**4,942**
Amortisation			
At 1 April 2021	3,166	112	3,278
Charged in year	438	31	469
Disposals	(81)	-	(81)
Foreign exchange	(3)	-	(3)
At 31 March 2022	**3,520**	**143**	**3,663**
NBV at 31 March 2021	**1,573**	**53**	**1,626**
NBV at 31 March 2022	**1,257**	**22**	**1,279**

Intangible assets - Prior year

	Software £'000	Licences £'000	Total £'000
Cost or valuation			
At 1 April 2020	4,127	165	4,292
Additions	169	-	169
Disposals	(254)	-	(254)
Transfers	715	-	715
Foreign exchange	(18)	-	(18)
At 31 March 2021	**4,739**	**165**	**4,904**
Amortisation			
At 1 April 2020	3,002	104	3,106
Charged in year	407	8	415
Disposals	(231)	-	(231)
Foreign exchange	(12)	-	(12)
At 31 March 2021	**3,166**	**112**	**3,278**
NBV at 31 March 2020	**1,125**	**61**	**1,186**
NBV at 31 March 2021	**1,573**	**53**	**1,626**

6.15. Non-current trade and other receivables

	TH £'000	NLB £'000	Irish Lights £'000	GLF £'000	2021/22 £'000	2020/21 £'000
Amounts falling due after one year:						
Prepayments and accrued income	-	45	-	-	45	50
	-	**45**	**-**	**-**	**45**	**50**

6.16. Assets classified as held for sale

	TH £'000	NLB £'000	Irish Lights £'000	2021/22 £'000	2020/21 £'000
At 1 April	-	-	250	250	378
Disposals	-	-	-	-	(129)
Transfers	900	-	-	900	-
Revaluations	-	-	6	6	10
Impairment	(900)	-	-	(900)	-
Foreign exchange	-	-	(6)	(6)	(9)
At 31 March	**-**	**-**	**250**	**250**	**250**

6.17. Inventories

	TH £'000	NLB £'000	Irish Lights £'000	2021/22 £'000	2020/21 £'000
Marine fuel and stores	4,171	829	498	5,498	4,844

Stores primarily consist of chain, mooring equipment, buoys and spares for Lighthouses.

6.18. Trade receivables and other current assets

	TH £'000	NLB £'000	Irish Lights £'000	GLF £'000	2021/22 £'000	2020/21 £'000
Amounts falling due within one year:						
Trade receivables	517	204	80	723	1,524	768
Deposits and advances	-	8	-	-	8	11
Other receivables	55	-	152	809	1,016	2,205
Prepayments and accrued income	946	275	237	14	1,472	1,303
VAT recoverable	393	371	63	-	827	1,111
	1,911	**858**	**532**	**1,546**	**4,847**	**5,398**

6.19. Cash and cash equivalents

	2021/22 £'000	2020/21 £'000
Balance at 1 April	41,105	53,801
Net changes in cash and cash equivalent balances	439	(12,696)
Balance at 31 March	**41,544**	**41,105**
The following balances were held at:		
Government banking service	29,610	30,626
Commercial banks and cash in hand	11,934	10,479
Balance at 31 March	**41,544**	**41,105**

6.20. Trade payables and other current liabilities

	TH £'000	NLB £'000	Irish Lights £'000	GLF £'000	2021/22 £'000	2020/21 £'000
Amounts falling due within one year:						
Other taxation and social security	350	-	240	-	590	656
Trade payables	772	2,361	535	-	3,668	2,449
Other payables	378	-	328	279	985	882
Accruals and deferred income	2,500	871	1,589	-	4,960	4,634
Leases*	1,266	1,267	360	-	2,893	5,005
	5,266	**4,499**	**3,052**	**279**	**13,096**	**13,626**

* for leases see Note 24

6.21. Provisions for liabilities and charges

	Retirement £000	Litigation £000	*DGPS £000	*Royal Sovereign £000	Other £000	Total £000
Balance at 1 April 2021	191	142	1,765	10,348	237	12,683
Provided in the year	7	-	165	5,095	194	5,461
Provision written back	-	-	-	-	(25)	(25)
Provisions utilised	(15)	(142)	-	-	(95)	(252)
Unwinding of discount	-	-	(43)	-	-	(43)
Foreign exchange	(2)	-	-	-	(2)	(4)
Balance at 31 March 2022	**181**	**-**	**1,887**	**15,443**	**309**	**17,820**

Analysis of expected of discounted flows

In one year or less or on demand	16	142	-	-	233	391
Between one and five years	49	-	961	10,348	4	11,362
Later than five years	126	-	804	-	-	930
Balance at 31 March 2021	**191**	**142**	**1,765**	**10,348**	**237**	**12,683**
In one year or less or on demand	23	-	-	-	309	332
Between one and five years	37	-	1,126	15,443	-	16,606
Later than five years	121	-	761	-	-	882
Balance at 31 March 2022	**181**	**-**	**1,887**	**15,443**	**309**	**17,820**

* Decommissioning projects

The GLAs have provided for:

Retirement costs - Irish lighthouse attendants accrued earnings payable on retirement.

Litigation – IL disputed claim from a contractor.

DGPS – the three GLA have given notice to withdraw their Differential GPS system from March 2022. Provision is made to dismantle and remove transmitters at seven UK locations.

Royal Sovereign – TH has given notice to discontinue the Royal Sovereign Lighthouse. Accordingly, this offshore concrete structure, which has reached the end of its design life, will require removal by a specialist marine salvage contractor. The provision is calculated based on professional advice provided to TH by marine specialists along with market testing. Key estimates include market rates for marine assets and personnel, along with the number of days estimated to complete the project and remove the structure. TH is in the process of a formal tender, this provision will be updated as the project progresses. A contingent liability is also disclosed relating to the sea bed see N**ote 27.**

Other – IL provision to repair storm damage to Irish property and for responsible withdrawal at remote sites.

Other – IL & NLB have provided for asbestos related works.

Provisions provided and written back during the year have been charged to staff costs or other expenditure in the SoCNI.

6.22. Financial liabilities

The GLF received a loan from DfT which was used to fund the transfer of GLA pension liabilities to the PCSPS on 1 April 2014. The loan is for a fixed term of 10 years commencing 1 April 2014 and has a fixed interest rate of 2.03%. Repayments are due every 6 months on 1 April and 1 October whilst interest is calculated based on the outstanding balance at each repayment point. During the year a revised schedule of repayments was agreed with DfT which paused repayments for six months and increased future repayments to maintain the end-date of the loan.

	2021/22 £'000	**2020/21 £'000**
Balance at 1 April	(70,710)	(90,914)
Principal repaid	11,667	20,000
Interest paid	1,421	1,727
Interest accrued	(1,303)	(1,523)
Balance at 31 March	**(58,925)**	**(70,710)**
Amount due within 12 months	(23,925)	(12,377)
Amount due after 12 months	(35,000)	(58,333)

6.23. Non-current trade payables and other liabilities

	TH £'000	NLB £'000	Irish Lights £'000	GLF £'000	2021/22 £'000	2020/21 £'000
Amounts falling due after one year:						
Payables, accruals and deferred income	-	-	464	-	464	462
Leases (see Note 24)	2,864	3,157	2,380	-	8,401	11,063
	2,864	**3,157**	**2,844**	**-**	**8,865**	**11,525**

6.24. Leases

The GLF implemented IFRS 16 (leases) from 1 April 2019 using the cumulative catch up method.

6.24.1 Lease liabilities (lessee)

	TH £'000	NLB £'000	Irish Lights £'000	2021/22 £'000	2020/21 £'000
Lease liabilities (at 31 March 2022)					
Current	1,266	1,267	360	2,893	5,005
Non-current	2,864	3,157	2,380	8,401	11,063
	4,130	**4,424**	**2,740**	**11,294**	**16,068**
Amounts falling due:					
Not later than one year	1,266	1,267	360	2,893	5,005
Later than one year and not later than five years	1,591	3,155	997	5,743	7,978
Later than five years	1,273	2	1,383	2,658	3,085
	4,130	**4,424**	**2,740**	**11,294**	**16,068**

	TH £'000	NLB £'000	Irish Lights £'000	2021/22 £'000	2020/21 £'000
Amounts recognised in expenditure					
Depreciation expense	1,729	2,372	347	4,448	4,710
Interest expense	124	184	42	350	487
Rental on leases of low-value assets	6	1	-	7	11
Rental of leases expiring within 12 months	-	13	-	13	10
Variable Leasing costs	473	449	37	959	733
	2,332	**3,019**	**426**	**5,777**	**5,951**

Cash flows					
Interest	139	203	43	385	471
Repayment of lease liability	1,919	2,728	342	4,989	5,218
	2,058	**2,931**	**385**	**5,374**	**5,689**

6.24.2 Movement in leases

	TH £'000	NLB £'000	Irish Lights £'000	2021/22 £'000	2020/21 £'000
At 1 April	5,982	7,041	3,045	16,068	16,960
Add new leases in year	-	-	-	-	-
Remeasurements	67	111	51	229	4,379
Lease Payments (inc. interest)	(2,043)	(2,912)	(385)	(5,340)	(5,705)
Interest	124	184	42	350	487
FX Adjustment	-	-	(13)	(13)	(53)
At 31 March	**4,130**	**4,424**	**2,740**	**11,294**	**16,068**

6.24.3 Lease income (lessor)

The GLF has no income from subleasing right of use assets
The GLF has no income from finance leases

Lessor income from operating leases	TH £'000	NLB £'000	Irish Lights £'000	2021/22 £'000	2020/21 £'000
Lease income	588	149	645	1,382	1,401
Variable income not dependent on index/ rate	63	-	10	73	260
	651	**149**	**655**	**1,455**	**1,661**
Maturity analysis of operating lease payments receivable					
Amounts due:					
Within 1 year	404	17	457	878	932
Between 1 and 2 years	363	8	407	778	734
Between 2 and 3 years	363	5	362	730	668
Between 3 and 4 years	338	3	289	630	609
Between 4 and 5 years	321	3	248	572	493
After 5 years	591	13	1,621	2,225	2,264
	2,380	**49**	**3,384**	**5,813**	**5,700**

6.25. Capital Commitments

Contracted capital commitments at 31 March not otherwise included in these financial statements.

	2021/22 £'000	2020/21 £'000
Property plant and equipment	1,891	1,244
Intangible assets	12	29
	1,903	**1,273**

6.26. Pension Commitments

GLA employees are members of the Principal Civil Service Pension Scheme (PCSPS) or alpha - details are included in the Remuneration and Staff reports.

Merchant Navy Officers' Pension Fund & 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, officers 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 (2020-21, £nil).

On 1 April 2016 the Ensign Retirement Plan was created to replace the MNOPF. During 2021-22 contributions of £38 (2020-21 £13,370) 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 NLB paid £12,500 in administration fees (2020-21, £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 a gross surplus of £58m as at 31 March 2021. Accordingly, the MNOPF trustees determined that no additional contributions would be required at this time.

MNOPF fund assets have been moved away from equities to more secure asset types as part of the winding-down of the scheme, this shields the fund from global market volatility e.g. the COVID-19 pandemic.

The trustees will review the need for additional deficit contributions as part of the next actuarial valuation due 31 March 2024.

6.27. Contingent liabilities

Merchant Navy Officers Pension Fund

An actuarial valuation carried out as at 31 March 2021 (see **Note 26**) resulted in no further calls for employer contributions. The next valuation is due at 31 March 2024 with publication expected in 2024. It is impractical to estimate any potential financial effect.

Coastal Estate

As a result of regular surveys, the GLAs recognise that there is a raised degree of risk at a number of lighthouse stations and operating bases that may demand a currently unquantified level of future investment as a result of coastal erosion, subsistence and unstable ground/rock formation. Due to the uncertain nature of these events, no provision has been made in the accounts.

Employers' Liability

Prior to February 1988, NLB was self-insured for Employers' Liability risks under a Certificate of Exemption from the then Board of Trade. Marine staff have been covered since 1965 under Protection & Indemnity insurance. Therefore, should a claim materialise (and liability/causation be established) in respect of matters arising prior to the date that Employers' liability or P&I insurance came into effect, there may be a period for which the NLB is responsible for damages and costs as part of any settlement.

Prior to February 1988, TH was self-insured for Employer’s Liability risks under a Certificate of Exemption from the then Board of Trade. Marine staff have been covered since 1962 under Protection & Indemnity insurance. Therefore, should a claim materialise (and liability/causation be established) in respect of matters arising prior to the date that Employers’ Liability or P&I insurance came into effect, there may be a period for which TH is responsible for damages and costs as part of any settlement.

It is impractical to estimate any potential financial effect.

Royal Sovereign Lighthouse Structure

Provision has been made, see **Note 21**, to remove the Royal Sovereign Lighthouse structure, removing the base of the structure from the seabed is considered a contingent liability.

The lease of the seabed requires removal of the base at the end of the lease, the lease has a remaining term of 111 years and there appears to be little appetite from the Landlord, Crown Estates, to enforce this removal at this stage.

Since this removal of the base element could take place up to the year 2133, assuming it remains necessary over the long passage of time, there is significant uncertainty on the method and timing of its removal, as well as the effect of discounting, which means it is not possible to arrive at a reliable estimate of this element of the removal costs despite the decommissioning announcement. As a result, this is accounted for as a contingent liability rather than as a provision under IAS 37.

TH contractual obligations and litigation

Over time, the organisation deals with a number of individual contractual disputes. The organisation is not able to reliably quantify the likely outflow associated with these due to the extent of the uncertainties associated with estimation.

Marine Protection and Indemnity

The GLAs' marine protection and indemnity risks are insured through The Standard Club (Europe) Limited, which is a member of the International Group of Protection and Indemnity Clubs.

The Club has adopted a conservative underwriting policy and concentrates on insuring vessels operating in European inland waterways, harbours and coastal trades.

The mutual method of insuring these risks includes a re-insurance programme and the payments (Supplementary Calls) to cover any claims which cannot be met from funds available. The Standard Club has closed the years up to and including 2018/19 and there will be no Supplementary Call for these years. The Club have advised the GLAs that it does not anticipate

Supplementary Calls for the years 2019/20, 2020/21 and 2021/22. As a result, the GLAs have 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 GLAs could be liable for additional premium.

6.28. Related-party transactions

The GLF is administered by DfT which sponsors the three GLAs. For governance purposes, each GLA is considered to be a Non-Departmental Public Body (NDPB).

The GLAs and DfT are regarded to be related parties. Neither the Secretary of State for Transport nor any key officials with responsibilities for the GLF or any of the GLA board members, key managerial staff or other related parties have undertaken any material transactions with the GLF during the year.

Irish Lights and DoT are regarded to be related parties. DoT make a contribution towards the running costs of Irish lights which is explained in **Note 1f** and shown as income in **Note 4**.

Note 22 describes a loan between the GLF and the DfT which was provided to fund transfer of GLA pension scheme liabilities in 2014.

Trinitas Services Ltd

TH has entered into an agreement to lease lighthouse cottages to Trinitas Services Limited (TSL), a wholly owned subsidiary of the Corporation of Trinity House. The agreement provides for some 37 lighthouse cottages at 13 locations, to be leased to Trinitas until 2032. Trinitas has refurbished the cottages and has a contract with Rural Retreats to let 32 of these as holiday cottages.

The freehold interest in the properties remains with TH. The potential uplift in value at the end of the lease period arising from the refurbishments is uncertain. A ground rent is payable during the currency of each lease but there is no premium.

Dr M Amos, Non-Executive Director of the Lighthouse Board, is appointed to the Board of TSL as Chair. Commodore R Dorey, Director of Operations, is appointed to the Board of TSL as a nominee of the Corporate Board, responsible for Trinity House charities. Commodore M Atherton, A Groom and M Glaister are appointed to the Board of TSL as nominees of the Corporate Board responsible for Trinity House Charities, none of whom are members of the Trinity House Lighthouse Board.

Corporation of Trinity House

The Corporation of Trinity House owns Trinity House Tower Hill and provides accommodation for the use of TH. TH reimburses the Corporation for service charges in proportion to the floor area occupied. During 2021-22

TH paid £321,436 to the Corporation of Trinity House in respect of service charges incurred in using office space and facilities at Trinity House, London (2020-21, £317,513).

Conversely, the Corporation of Trinity House reimburses TH for the provision of services during the year. The Corporation paid £78,974 to TH in respect of these services during the year (2020-21, £75,010).

6.29. Third Party Assets

There are other assets held by NLB on behalf of the Commissioners. These assets are a collection of furniture, books, maps, paintings and silver and do not form part of the GLF.

	2021/22	**2020/21**
	£'000	**£'000**
Heritage collection	228	228
	228	**228**

6.30. Financial Instruments

Due to the largely non-trading nature of their activities and the method of funding from the GLF, the GLAs are not exposed to the degree of financial risk faced by other business entities. The GLAs have borrowing powers under the Merchant Shipping Act 1995 but limited powers to invest in surplus assets or funds.

Aside from trade and other receivables (**Note 18**) and trade and other payables (**Note 20**) the only financial instruments held by the GLAs are leases described in **Note 24.**

The core GLF holds a loan from the DfT described in **Note 22**.

The GLF has no publicly traded derivatives or trading and available for sale securities.

All financial assets and liabilities are measured at amortised cost.

Liquidity risk

Liquidity risk for all three GLAs resides with the GLF through the operation of cash funds held with the Government Banking Service and is largely dependent on the flow of Light dues levied on ships calling at UK and IRL ports.

GLA cash requirements are managed through weekly and monthly management reporting, in addition to annual forecasts for GLA requirements. A ten-year GLF funding model is refreshed bi-annually to ensure adequate financing is available. Short-term and medium-term financing issues are addressed by holding sufficient cash reserves in the GLF, whilst longer-term GLA budgets and/or the Light dues tariffs would be considered when reviewing the ten-year forecast.

Credit risk

Credit risk is the risk of suffering financial loss should any customers or counterparties fail to fulfil their contractual obligations to the GLF or GLAs. There are no loans receivable in the GLF accounts and the main income source is Light Dues, a tax payable on arrival into port. UK Light Dues collection is via a network of TH collectors, most of which are also members of the Institute of Chartered Shipbrokers. Collectors must pass an approval process and sign up to payment by Direct Debit. IRL Light dues are collected via Irish Revenues and Customs offices. Light Dues credit risk is considered to be very low.

Interest rate risk

GLAs

The GLAs have leases on vessels THV Galatea, THV Alert, NLV Pole Star and NLV Pharos. It is not considered that these present any exposure to interest rate risk because the rates are fixed.

The GLAs hold working funds in a money market accounts and actively managed the balances to ensure they are at the minimum required to meet short-term cash requirements. Interest on these deposits is not material.

GLF

The GLF has no liabilities that will lead to an exposure to rising interest rates. However falling or low interest rates impact on the returns the GLF earns from cash reserves held in an HSBC Liquidity Fund and GBS Deposit Account.

Currency Risks

Due to the operating currency of Irish Lights being in Euros, and partially funded by the GLF from Light Dues received in the UK in sterling, the GLF has an exposure to movements in the Euro/Sterling exchange market.

Euro income from IRL Light dues and contributions from the Irish Government are retained in a Lloyds euro account until needed for Irish Lights GLF advances. The balance at 31 March 2022 was £1.97m (€2.33m).

Market Risk

The GLF has no investment market risk.

Fair Values

The carrying value of GLF financial assets and liabilities as at 31 March 2022 is not considered to be materially different from their Fair Value.

6.31. Events after reporting period

There are no events after the reporting period requiring disclosure.

Authorised for issue

These financial statements are laid before the Houses of Parliament by the Secretary of State for Transport. The Accounting Officer has authorised these financial statements to be issued on the same day as the Comptroller and Auditor General signs the audit certificate.

Annex 1

Accounts Direction for the General Lighthouse Authorities and the General Lighthouse Fund

ACCOUNTS DIRECTION GIVEN BY THE UNITED KINGDOM SECRETARY OF STATE FOR TRANSPORT WITH THE CONSENT OF HER MAJESTY'S TREASURY, IN ACCORDANCE WITH SECTION 218(1) OF THE MERCHANT SHIPPING ACT 1995 (SECTION 664 OF THE MERCHANT SHIPPING ACT 1894 FOR IRELAND).

1. This direction applies to the Trinity House Lighthouse Service, the Commissioners of Northern Lighthouses (the Northern Lighthouse Board) and the Commissioners of Irish Lights; and to the consolidated accounts of the General Lighthouse Fund.

2. The accounts of Trinity House Lighthouse Service, the Commissioners of Northern Lighthouses (the Northern Lighthouse Board) and the Commissioners of Irish Lights and the consolidated accounts of the General Lighthouse Fund shall be prepared for the financial

year ended 31 March 2019 and subsequent financial years in compliance with the accounting principles and disclosure requirements of the edition of the Government Financial Reporting Manual (the FReM) issued by Her Majesty's Treasury which is in force for the financial year for which the accounts are being prepared, together with any additional disclosure or other requirements as agreed with the Department for Transport.

3. The accounts shall be prepared so as to:

(a) give a true and fair view of the state of affairs at 31 March 2019 and subsequent financial year-ends and of the comprehensive income and expenditure, changes in reserves and cash flows for the financial year then ended;

(b) provide disclosure of any material expenditure or income that has not been applied to the purposes intended by Parliament or material transactions that have not conformed to the authorities which govern them;

(c) (where applicable) comply with additional provisions that may be required under the legislation of the Republic of Ireland.

4. The accounts of the General Lighthouse Authorities' accounts shall be authorised for issue by the Chief Executive or Executive Chairman. The accounts of the General Lighthouse Fund shall be authorised for issue

by the Principal Accounting Officer of the Department for Transport.

5. Compliance with the requirements of the FReM will, in all but exceptional circumstances, be necessary for the accounts to give a true and fair view. If, in exceptional circumstances, compliance with the requirements of the FReM is inconsistent with either the Merchant Shipping Act 1995 or the requirement to give a true and fair view, the requirements of the FReM should be departed from only to the extent necessary to ensure compliance with legislation or to give a true and fair view. In such cases, informed and unbiased judgement should be used to devise an appropriate alternative treatment which should be consistent with both the economic characteristics of the circumstances concerned and the spirit of the FReM. Any material departure from the FReM should be discussed with the Department for Transport and Her Majesty's Treasury.

6. The FReM shall be interpreted accordingly so that the consolidated accounts of the General Lighthouse Fund are prepared in the form described in the Annex to this direction.

7. The accounts of the General Lighthouse Authorities and the General Lighthouse Fund shall adopt IFRS 16 from 1 April 2019.

8. This direction supersedes the direction dated 27 February 2013.

Signed: ……Geoff Hawker…………….
Date:………25/09/2019……

Name: ……Geoff Hawker…………….

Position: …Deputy Head of Financial Accounting and Control

Annex: Basis of consolidation for the General Lighthouse Fund accounts

1. Section 211(1) of the Merchant Shipping Act 1995 (the Act) establishes the General Lighthouse Fund (GLF), administered by the Secretary of State, and section 211(2) clarifies the scope of the Fund as defined by its streams of income and expenditure. These include items incurred or accruing to the General Lighthouse Authorities; light dues receivable; and a number of matters reserved to the Secretary of State.

2. It is a requirement, under section 211(4) of the Act, for the Comptroller and Auditor General to examine the accounts of the GLF each year and, under section 211(5) of the Act, the Secretary of State shall lay copies of the accounts before each House of Parliament.

3. To ensure this process is completed in an expedient manor, and recognising the scope of the Fund as described above and defined in full in section 211(2) of the Act, the annual report and financial statements for the General Lighthouse Fund (GLF) shall continue to be prepared on a consolidated basis. As agreed with HM Treasury, and mindful of the unitary basis on which the Fund is defined in the Act, this is interpreted to mean that the primary statements for these

accounts will be presented in a single column. Where appropriate, the notes to the accounts will separately present the transactions and balances of the General Lighthouse Authorities and the GLF respectively. Income and expenditure of each GLA and the GLF shall be disaggregated and presented on a gross basis in the notes to the account, to the extent that it is considered useful to readers of the accounts.

4. The accounting boundary for the GLF will include, as per the Act, the administration and Light Dues collection accounts along with the accounts of the Trinity House Lighthouse Service, the Commissioners of Northern Lighthouses (the Northern Lighthouse Board) and the Commissioners of Irish Lights.

5. The accounts of the GLF group for the financial year ended 31 March 2019, and subsequent financial years, will comply with the accounting principles and disclosure requirements of the edition of the Government Financial Reporting Manual issued by Her Majesty's Treasury ("the FReM") which is in force for the financial year for which the accounts are being prepared.

Annex 2 - TH Sustainability Reporting Tables (unaudited)

Greenhouse Gas Gross Emissions		2021-22	2020-21	2019-20	2018-19	Baseline
Scope 1 Direct Emissions (sources owned or controlled)						
Gas (natural)	tonnesCO2	**76**	63	52	47	76
Gas (LPG)	tonnesCO2	**4**	4	5	5	2
Scope 2 Indirect Emissions (energy supplied by another party)						
Electricity	tonnesCO2	**394**	468	562	638	729
Scope 3 Emissions from business travel						
Domestic air travel	tonnesCO2	*				
International air travel	tonnesCO2	*				
Diesel (road fuel)	tonnesCO2	**98**	92	139	167	157
Petrol (road fuel)	tonnesCO2	**16**				
Marine Gas Oil (ship fuel)	tonnesCO2	**7443**	6917	7736	7937	7616
Liquid to Gas (ship fuel)	tonnesCO2	**600**	255	*	*	*
GLA Helicopter	tonnesCO2	**217**	123	200	202	189
Rail/underground/tram	tonnesCO2	*	*	*	*	*
Bus/coach	tonnesCO2	*	*	*	*	*
Hire car/taxi	tonnesCO2	**47**	49	37	60	81
Private vehicle (owned by staff)	tonnesCO2	**2**	*	*	*	*

* data not collected

Related energy Consumption		2021-22	2020-21	2019-20	2018-19	Baseline
Office Electricity	kWh	**503,867**	597,815	574,735	521,066	254,635
Non-office Electricity	kWh	**1,352,392**	1,252,489	1,453,306	1,556,119	1,641,414
Renewable Electricity1	%	**88%**	*	*	*	*
Gas - Natural	kWh	**416,193**	340,878	284,044	255,303	410,600
Gas - LPG	Ltrs	**2,835**	18,790	22,037	21,615	11,568
Marine fuel	Ltrs	**2,920,031**	2,579,901	2,769,844	2,851,579	2,762,960
Aviation Fuel	Ltrs	**85,232**	48,720	78,652	79,744	74,592

* data not collected. 1 Supplies from renewable tariffs

Related business travel		2021-22	2020-21	2019-20	2018-19	Baseline
Fleet road travel	litres of fuel	**49,354**	36,318	47,394	48,667	49,812
Fleet road travel	km	**553,368**	451,164	627,479	697,443	646,314
Non-fleet travel	km	**295,118**	283,152	210,476	334,450	442,942
Public transport	km	*	*	*	*	*

Domestic flights	km	*	*	*	*	*
International flights	km	*	*	*	*	*
GLA Helicopter	Flying Hours	**304**	174	281	284	266

* data not collected

Financial indicators

Energy expenditure		**2021-22**	**2020-21**	**2019-20**	**2018-19**	**Baseline**
Electricity - office	£000	**100**	88	76	50	30
Electricity - non-office	£000	**231**	218	225	208	210
Gas - office	£000	**1**	1	1	1	1
Gas - non-office	£000	**30**	24	26	23	19
Diesel - marine	£000	**1206**	589	1069	1128	941
Diesel/petrol - road	£000	**141**	42	*	*	*
Business travel	£000	**236**	119	420	393	338
GLA Helicopter	£000	**73**	38	70	69	62

* data not collected

Car/Vehicle Fleet Composition		**2021-22**	**2020-21**	**2019-20**	**2018-19**	**Baseline**
Ultra-Low emissions	% of total	**11%**	*	*	*	0%
Zero Emissions	% of total	**23%**	*	*	*	0%
Other	% of total	**66%**	*	*	*	100%
Target		100% zero or low emissions by 2027				

* data not collected

Waste Management and Minimisation		**2021-22**	**2020-21**	**2019-20**	**2018-19**	**Baseline**
Total waste arising	Tonnes	**512**	601	885	766	646
Total waste recycled	Tonnes	**478**	559	834	702	614
Total ICT waste recycled	Tonnes	**24**	12	11	3	2
Total waste composted/ food waste	Tonnes	**0**	0	0	0	0
Incinerated with energy recovery	Tonnes	**0.29**	0.29	0.29	0.29	0.29
Incinerated no energy recovery	Tonnes	**0**	0	0	0	0
Total waste to landfill	Tonnes	**10**	30	40	61	30
Total expenditure on waste	£000	**88**	98	119	85	76

FINITE RESOURCES

Consumption		2021-22	2020-21	2019-20	2018-19	Baseline
Paper	reams A4 equivalent	**535**	387	789	883	948
Water Consumption - office	m3	**4,603**	3,063	5,060	4,318	4,304
Water Consumption - estate	m3	**7,227**	7,872	10,522	7,443	7,303
Financial indicators						
Paper	£000	**1**	1	2	2	2
Water - office	£000	**8.7**	5.6	9.8	8.4	8.3
Water - estate	£000	**14**	16	20	24	20

Annex 3 – NLB Sustainability Reporting Tables (unaudited)

Greenhouse Gas Gross Emissions		NLB				
Scope 1 Direct Emissions (sources owned or controlled)		**2021-22**	2020-21	2019-20	2018-19	Baseline
Gas (natural)	tonnesCO2	**135**	119	146	127	140
Gas (LPG)	tonnesCO2	**0**	0	0	0	0
Scope 2 Indirect Emissions (energy supplied by another party)						
Electricity	tonnesCO2	**280**	335	502	610	688
Scope 3 Emissions from business travel						
Domestic air travel	tonnesCO2	**8**	8	29	23	16
International air travel	tonnesCO2	**0**	0	8	0	13
Diesel (road fuel)	tonnesCO2	**36**	43	43	36	38
Petrol (road fuel)	tonnesCO2	**0**	0	0	0	0
Marine Gas Oil (ship fuel)	tonnesCO2	**4732**	5960	5512	5067	5411
Liquid to Gas (ship fuel)	tonnesCO2	**0**	0	0	0	0
GLA Helicopter	tonnesCO2	**287**	286	277	229	313
Rail/underground/tram	tonnesCO2	**1**	0	1	0	1
Bus/coach	tonnesCO2	**0.1**	0	0	0	0
Hire car/taxi	tonnesCO2	**58**	60	40	58	38
Private vehicle (owned by staff)	tonnesCO2	*	*	*	*	*

* data not collected

Related energy Consumption		**2021-22**	2020-21	2019-20	2018-19	Baseline
Office Electricity	kWh	**432,989**	417,174	570,386	426,312	580,851
Non-office Electricity	kWh	**883,474**	906,659	1,240,590	1,560,120	1,209,537
Renewable Electricity1	%	**100%**	100%	*	*	*
Gas - Natural	kWh	**738,054**	649,008	794,395	687,965	756,695
Gas - LPG	Ltrs	**0**	0	0	0	0
Marine fuel	Ltrs	**532,097**	473,751	437,751	246,448	455,495
Aviation Fuel	Ltrs	**112,504**	112,140	108,584	89,908	122,864

* data not collected. 1 Supplies from renewable tariffs

Related business travel		**2021-22**	2020-21	2019-20	2018-19	Baseline
Fleet road travel	litres of fuel	**23,834**	22,964	22,340	18,521	14,205
Fleet road travel	km	**176,374**	174,528	169,785	140,762	107,956
Non-fleet travel	km	**299,459**	347,166	230,675	337,130	221,298
Public transport	km	**32,463**	*	*	*	*
Domestic flights	km	**62,444**	33,931	119,056	90,464	110,000
International flights	km	**0**	0	101,390	0	102,000

GLA Helicopter	Flying Hours	**402**	401	388	321	439

*	data not collected

Financial indicators						
Energy expenditure		**2021-22**	2020-21	2019-20	2018-19	Baseline
Electricity - office	£000	**99**	75	80	47	85
Electricity - non-office	£000	**202**	163	174	172	177
Gas - office	£000	**25**	21	21	16	17
Gas - non-office	£000	**0**	0	0	0	0
Diesel - marine	£000	**611**	525	675	649	584
Diesel/petrol - road	£000	**45**	32	43	40	37
Business travel	£000	**227**	162	381	299	296
GLA Helicopter	£000	**96**	87	97	78	102

Car/Vehicle Fleet Composition		**2021-22**	2020-21	2019-20	2018-19	Baseline
Ultra-Low emissions	% of total	**0%**	*	*	*	0%
Zero Emissions	% of total	**8%**	8	8	0	0%
Other	% of total	**92%**	92%	92%	100%	100%
Target		100% zero or low emissions by 2027				

Waste Management and Minimisation		**2021-22**	**2020-21**	**2019-20**	**2018-19**	**Baseline**
Total waste arising	Tonnes	**87**	101	99	101	106
Total waste recycled	Tonnes	**61**	65	63	66	66
Total ICT waste recycled	Tonnes	**0**	8	11	10	12
					0	
					0	
					0	
Total waste composted/ food waste	Tonnes				0	0
Incinerated with energy recovery	Tonnes	**0**	0	0	0	0
Incinerated no energy recovery	Tonnes	**0**	0	0	0	0
Total waste to landfill	Tonnes	**27**	35	36	36	39
Total expenditure on waste	£000	**34**	39	35	37	44

FINITE RESOURCES Consumption		**2021-22**	2020-21	2019-20	2018-19	Baseline
Paper	reams A4 equivalent	**19**	80	80	134	137
Water Consumption - office	m3	**4,024**	6,858	6,858	6,858	6,858
Water Consumption - estate	m3	*	*	*	*	*

Financial indicators

Paper	£000	**0**	0	0	1	1
Water - office	£000	**17**	21	21	26	30
Water - estate	£000	**17**	18	14	11	14

Scottish water consumption is estimated not metered

* data not collected

Annex 4 – IL Sustainability Reporting Tables (unaudited)

All IL data is calendar years

Greenhouse Gas Gross Emissions						Baseline
Scope 1 Direct Emissions (sources owned or controlled)		**2021**	2020	2019	2018	2009
Transport	tonnesCO2	**2,109**	2,580	1,964	2,278	2,946
Thermal	tonnesCO2	**190**	184	209	320	747
Scope 2 Indirect Emissions (energy supplied by another party)						
Electricity	tonnesCO2	**411**	363	470	525	1,219

<u>Related Energy Consumption</u>

Scope 1 Direct Emissions (sources owned or controlled)		**2021**	2020	2019	2018	2009
Transport	MWh	**8,815**	10,775	8,212	9,520	12,325
Thermal	MWh	**906**	873	981	1,424	3,197
Scope 2 Indirect Emissions (energy supplied by another party)						
Electricity	MWh	**2,251**	2,236	2,664	2,701	5,081

<u>Financial Indicators</u>

Energy expenditure		**2021**	2020	2019	2018	2009
Electricity - office	€000	**104**	102	109	106	137
Electricity - non-office	€000	**111**	82	97	88	108
Gas - office	€000	**32**	30	23	23	39
Oil/Coal	€000	**31**	17	28	41	93
Diesel - marine	€000	**368**	279	330	387	348
Diesel/petrol - road	€000	*	*	*	*	*
Business travel	€000	*	*	*	*	*
GLA Helicopter	€000	**27**	39	45	50	*

* data not collected

E02819561
978-1-5286-3764-0