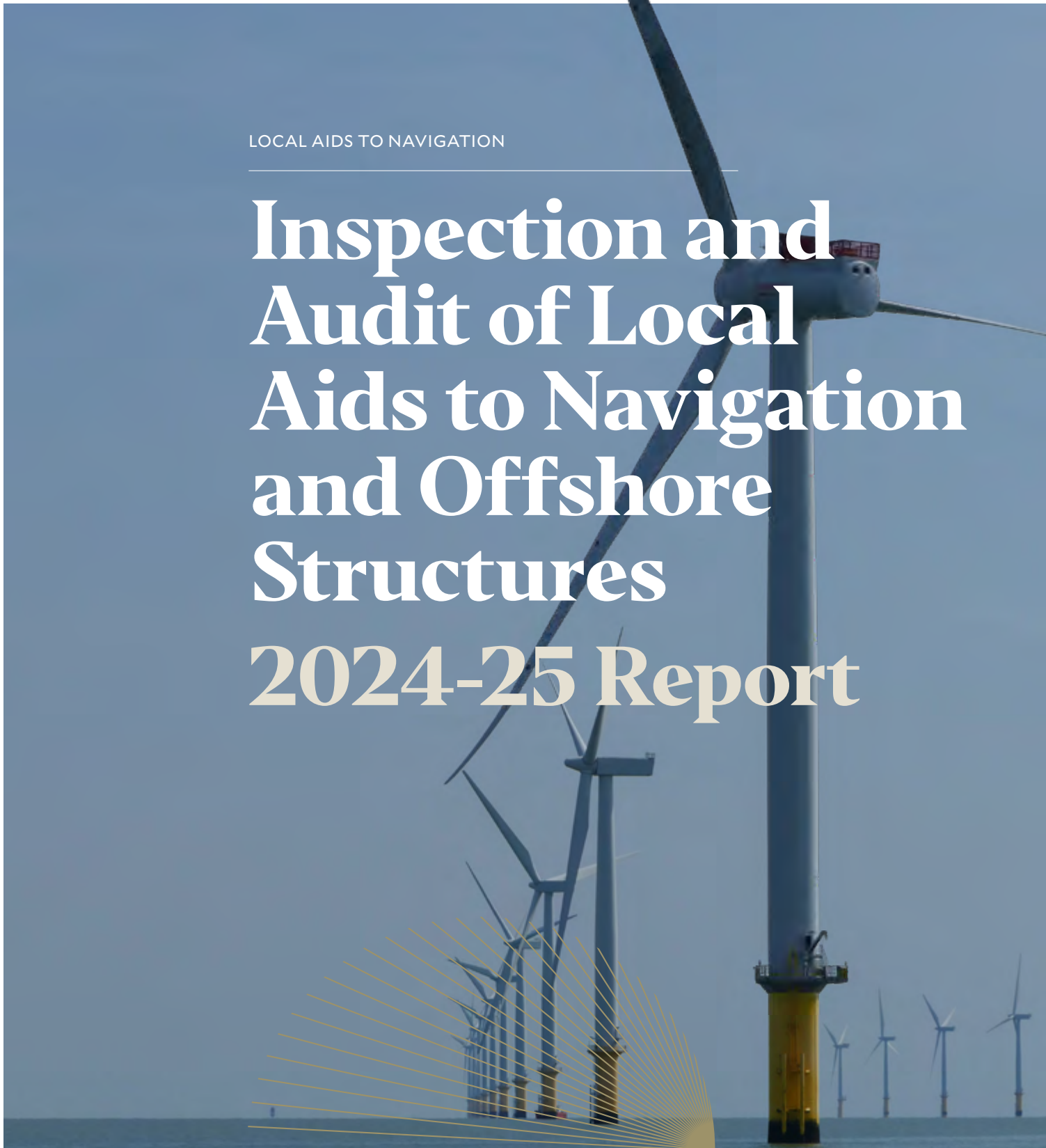




TRINITY HOUSE

LOCAL AIDS TO NAVIGATION

Inspection and Audit of Local Aids to Navigation and Offshore Structures 2024-25 Report





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Inspection and Audit of Local Aids to Navigation and Offshore Structures

2024-25 Report

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ACRONYMS USED IN THIS REPORT

AtoN	Aid(s) to navigation
ABP	Associated British Ports
CHA	Competent Harbour Authority
GLA	General Lighthouse Authority
IALA	International Organization for Marine Aids to Navigation
IOS	Inspector of Seamarks
LAM	Local Aids to Navigation Manager
LARS	Local Aids to Navigation Reporting System
LLA	Local Lighthouse Authority
NCN	Non-Conformance Notice
NOREL	Nautical and Offshore Renewables Energy Liaison
OREI	Offshore Renewable Energy Installations
OWF	Offshore Wind Farm
PANAR	Ports Aids to Navigation Availability Reporting
PIN	Potential Improvement Notice
TH	Trinity House
UKHO	United Kingdom Hydrographic Office

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EXECUTIVE SUMMARY

Trinity House (TH) exists for the benefit and safety of all mariners. We continue to actively encourage each of the 500 or so authorities we interact with through our Superintendence and Management function to improve the provision of aids to navigation (AtoN) services around our coasts. **Section 3.5 and 3.7 refer.**

In this reporting period (1 April 24 to 31 March 25), TH operational staff and TH vessels, alongside the much-appreciated cooperation of the AtoN providers, have satisfactorily **inspected 95.03% of the 11,302 local AtoN** in our statutory area.

The defect rate for local AtoN (excluding OREI and Oil/Gas Installations) for the reporting period has **increased by just over 1% from 9.07% to 10.13%**. The Competent Harbour Authority (CHA) defect rate has seen a significant increase from the 7.45% observed in 2023/24 to 9.76% in 2024/25. This year there was a slight decrease in the defect rate for 'Other AtoN Provider' from 11.11% in 2023/24 to 10.62% in 2024/25. **Section 3.8 refers.**

We have seen a slight decrease in the defect rate for Oil and Gas installations. The defect rate now stands at just below 17%. **Section 4 refers.**

Of probably most concern this year, Offshore Renewable Energy Installations (OREI) have seen a **significant increase in deficiency rate to 15.96%**. Enhanced cooperative work between TH and other statutory and regulatory bodies will continue in an effort to reduce this defect rate and highlight the critical role that AtoN play in maritime safety. **Section 5 refers.**

This is the second reporting period in which the TH Local AtoN Reporting System (LARS) has been active. The Navigation Directorate Team continues to encourage local providers of AtoN to make full use of the system. Indeed, it is apparent in the current AtoN availability figures that the system is being used and will have an increasingly positive effect on TH's ability to accurately report compliance going forward.



1 POLICY

This report is submitted to the Secretary of State pursuant to Section 198(4) of the Merchant Shipping Act, 1995. In assessing the standards of AtoN presentation, use, availability and management, TH uses the guidance and recommendations provided by the International Organization for Marine Aids to Navigation (IALA).

1.1. Section 198(1) of the Merchant Shipping Act 1995

Empowers the General Lighthouse Authorities¹ (GLA) to inspect all lighthouses, buoys and beacons under Local Lighthouse Authority management. In addition, Section 195(1) of the Act of 1995 vests in the GLA the superintendence and management of all lighthouses, buoys and beacons within their areas.

1.2. Port & Marine Facilities Safety Code

Under the UK Government's Port & Marine Facilities Safety Code (April 2025), all AtoN maintained by Harbour Authorities and any other existing Local Lighthouse Authorities must be maintained in accordance with the availability criteria laid down by the GLA and must be subject to periodic review. The characteristics of these AtoN must comply with the guidelines and recommendations laid down by IALA. The GLA require Harbour Authorities and any other existing Local Lighthouse Authorities to be responsible for ensuring that any third-party AtoN within their area of responsibility are also established and maintained to the same standards.

1.3. AtoN Outside of Statutory Harbours and Local Lighthouse Authorities

The GLAs also require those responsible for local AtoN, which lie outside statutory Harbour and Local Lighthouse Authorities' areas of jurisdiction (e.g. AtoN established because of the Marine and Coastal Access Act 2009, AtoN maintained by Government Agencies and the Ministry of Defence and others) to establish and maintain their AtoN to the same IALA standards.

1.4. Records of Availability and Failure Response Times Statistics

The GLAs require those responsible for local AtoN to keep appropriate records of availability statistics and failure response times and provide summaries of these records when requested.

1.5. Procedures for Responding to AtoN Casualties

Each authority is required to establish procedures for responding to casualties to AtoN within the timescales as laid down and applied by the GLAs.

¹ Trinity House, The Northern Lighthouse Board and the Commissioners of Irish Lights

The Merchant Shipping Act 1995 empowers the General Lighthouse Authorities to inspect all lighthouses, buoys and beacons under Local Lighthouse Authority management

2 PURPOSE AND OVERVIEW OF INSPECTIONS

2.1 Discharge of Trinity House's Statutory Duty

TH discharges its statutory duty as a GLA, with regards to local AtoN, through a combination of:

- Providing advice, and if necessary, direction on AtoN requirements;
- Granting consent, or approval where appropriate, to applications for changes to AtoN;
- Undertaking annual inspections and periodic audits;
- Acting as a primary advisor to Natural Resources Wales, The Marine Management Organisation and The North Sea Transitional Authority.

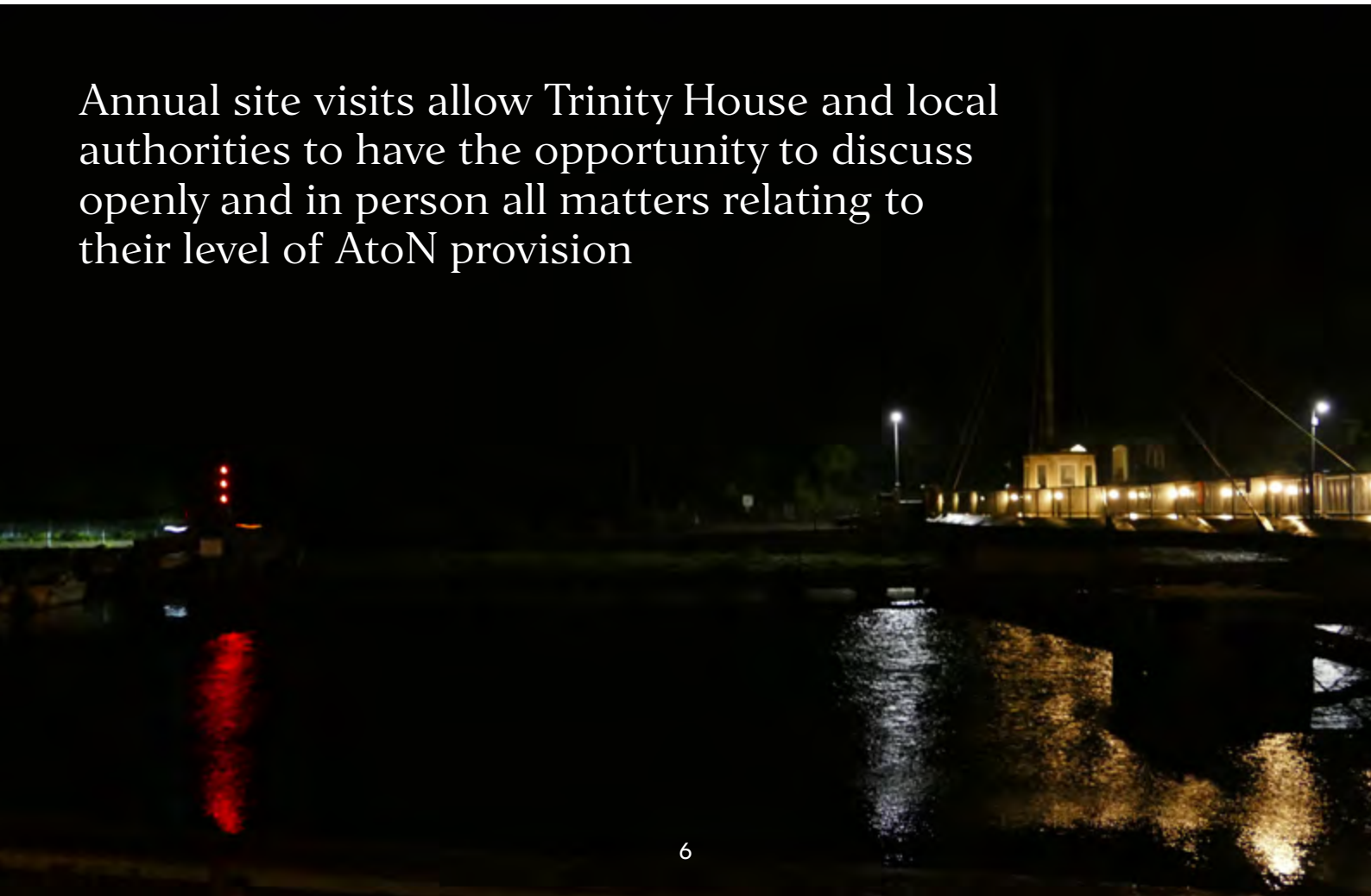
2.2 Scheduled Annual Site Visits

Scheduled annual site visits allow TH and local authorities to have the opportunity to discuss openly and in person all matters relating to their AtoN provision. Site visits also enable TH to accurately review and assess the level of AtoN service being provided. TH may, during the visit, highlight recommended changes to the number and position of AtoN and make recommendations about maintenance regimes. Advice and direction is provided while considering the experience and knowledge of the local team, the international guidelines and standards, the safety of navigation requirements and environmental considerations.

2.3 Inspections

These are arranged by direct contact with the authorities legally responsible for the local AtoN. The local authorities are invited to provide a representative during the inspection.

Annual site visits allow Trinity House and local authorities to have the opportunity to discuss openly and in person all matters relating to their level of AtoN provision



The IOS can be supported by a member of the TH Examiners Committee where necessary when inspecting selected Ports and Harbours.

2.4 Seaward Inspections

In several geographical areas, inspections of Local AtoN are best viewed from seaward and where local authorities are unable to make a boat available, inspections are carried out by the Commanding Officers of TH Tenders, or by the Inspector of Seamarks (IOS) utilising a TH launch. This year, as in the past, the IOS joined all three TH Tenders at different stages of the year to complete the offshore platform inspections on the East and West coasts, as well as the inspection of the Lower Thames and the rivers Deben, Stour and Orwell.

2.5 Inspection Scope

TH aims to inspect all local AtoN annually, however this cannot always be achieved for a variety of operational/availability reasons. TH fully inspected 10740 (95.03%) of all 11302 active AtoN (including OREI and Oil/Gas Installations). Of the 562 AtoN uninspected or partially inspected, 44 were newly established in-year, after the inspection had occurred. The remaining 518 of all active AtoN were not inspected due to a culmination of factors including weather, operational considerations, availability of Trinity House vessels, and other restrictions.

2.6 Internal Co-ordination

This has been a challenging reporting period for the Navigation Directorate which is

responsible for delivering the superintendence and management role. The unexpected loss of our IOS meant that the audit regime was suspended temporarily and the auditor became the inspector. To increase the resilience of the Directorate, and to improve the service we can provide, we have now recruited two new IOS. One of the individuals has seven years previous experience in the role and the second IOS will improve both resilience and our capacity to inspect and audit all AtoN within the inspection period. The flexibility provided by the second inspector also allows us the opportunity to revisit AtoN providers to review progress and conduct corrective audits which may include an inspection element (section 3.5 refers). The close internal liaison between the Local AtoN Manager (LAM) and the IOS is a key enabler in TH's duty of superintendence. By sharing inspection results within the Navigation Directorate, LAM and the IOS can identify authorities for additional/corrective audits. Furthermore, the monitoring of availability statistics possible through LARS enables TH to undertake a continuous assessment of local AtoN provider performance that underpins the planning of the audit regime.

2.7 Local Lighthouse Authority Quality Management Systems

Local Lighthouse Authorities continue to welcome annual visits, as they consider the TH audit and inspection process to form an important part of their individual quality management systems, effectively providing an independent third party audit of AtoN provision.

To increase the resilience of the Directorate, and to improve the service we can provide, we have recruited an additional Inspector of Seamarks

3 RESULTS OF INSPECTIONS AND AUDITS OF INSHORE LOCAL AtoN

3.1 Total Local Inshore AtoN inspected

The total number of Inshore local AtoN during the inspection period was 10,370 (this excludes Rigs and OREI's). Of the local AtoN available 9,919 were inspected, therefore an inspection percentage of 95.65% was achieved.

3.2 Deficiency Rate

Of the inspected AtoN (9,919) 1,005 had reported defects, giving a deficiency rate of 10.13%. The deficiency rate represents a small increase of 1.06% from the previous inspection year.

3.3 Deficiency Breakdown by Legal Status (CHA and Others)

Competent Harbour Authorities (CHAs) experienced a deficiency rate of 9.76% in comparison to other AtoN providers. The CHA

deficiency rate has significantly increased from 7.45% the previous year with details provided in Figure 1 below. Meanwhile, the other AtoN providers have decreased slightly from 11.11% the previous year to 10.62% in this reporting period.

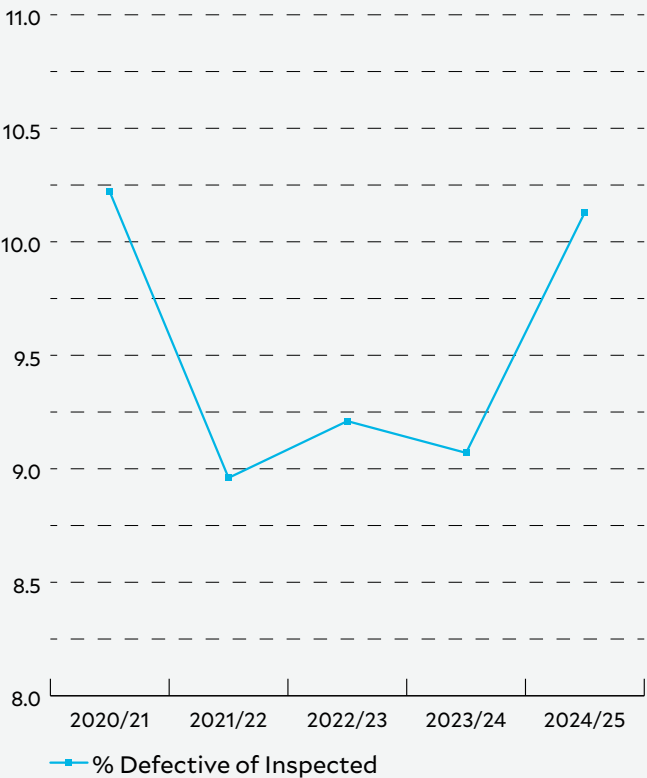
3.4 Defects Reported over the last five Inspection Years

Figure 2 shows the level of defects over 5 inspection years. Despite seeing a decrease and then a steady range of around 9% over the previous four years, this year there has been a rise this year in the deficiency rate. The continued close working relationship between TH and AtoN providers, as well as the increased capacity with two IOS now in post, will provide an enhanced inspection capacity that will seek to address the increased defect rate and reverse this trend.

Figure 1: CHA defect breakdown

CHA Defects	2023/24	2024/25
Light Extinguished	107	151
Missing From Station	34	64
Lower Light Extinguished	31	54
Upper Light Extinguished	27	37
Topmark Missing	4	31
ID Marking Incorrect	5	26
Requires Cleaning	12	19
Reduced Range	4	11
Fit for Purpose (Not TH Approved)	5	9
Leaning (Not Upright)	3	9
Obscured by Vegetation	1	6
Renewal Required	4	6
AIS Inoperative/Incorrect	0	1
Topmark Requires Cleaning	0	1

Figure 2: Percentage of AtoN Inspected that are defective



3.5 Poor Performing AtoN Providers

In this section we highlight poor performing AtoN providers, particularly those that repeatedly choose not to take our advice and therefore feature in more than one of these annual reports.

Figure 3 details those local inshore authorities responsible for ten or more AtoN with a defect rate of $\geq 25\%$ in 2024/25 compared with their performance in 2023/24. Of note, eight of the twenty poor performers seen here were included in the 2023/24 poor performer's list. TH concerns will continue to be re-enforced during the upcoming inspections and audits of these poor performers, with Non-Conformity Notices (NCN)s / Performance Improvement Notices (PINs) being issued where necessary as well as corrective audits being conducted where required.

It should be noted that the Environment Agency at Welland listed in this table became responsible for the aids in question during the 2024/25 inspection period, taking over the responsibility from Fosdyke Yacht Haven who were listed in this table previously. Some action has already been noted towards AtoN improvement and TH will assist the Environment Agency where possible to improve their performance during the 2025/26 inspection period.

Of note, Tollesbury Marina, a regular listee on the poor performers list, does not feature in Figure 3 during this reporting period as it was not possible to arrange an inspection during the reporting period.

Figure 3: Two year comparison of poor performing AtoN providers

AtoN Provider	2023/24	2024/25	Comments
	Defects (%)		
Gosport Borough Council	40.00	80.00	8 of 10 AtoN require painting
Melton Boatyard Ltd.	7.14	64.29	9 of 13 AtoN with defects
Havant Borough Council	22.22	63.64	21 of 33 AtoN with defects
Environment Agency (Welland)	n/a	56.25	Agency inherited defects, action underway to correct
Sandwich Port and Haven Commissioners	0.00	54.55	Lack of engagement with authority being addressed
North Norfolk District Council	37.21	46.51	Numerous groyne AtoN require attention
British Telecom	45.57	45.45	BT continues to be a challenging customer
Lancaster City Council	50.00	42.86	6 of 14 AtoN with defects
Sutton Harbour Company	0.00	40.00	4 of 10 AtoN with lights extinguished.
Royal National Lifeboat Institution	0.00	38.46	5 of 13 AtoN require painting
Dover District Council	38.46	38.46	5 of 13 AtoN with defects
Ministry of Defence	41.38	37.93	96 AtoN, primarily range buoys,
Whitstable Oyster Company Ltd.	31.25	31.25	5 defective AtoN with no improvement in year
East Suffolk Council	27.42	30.65	77 AtoN primarily Coastal groyne markers
Associated British Ports	10.00	30.00	997 AtoN across numerous sites.
Isle of Wight Council	18.87	29.41	115 AtoN with an increasing defect rate
Falmouth Harbour Commissioners	15.00	28.81	Defects primarily in seasonal beach marks
Stena Line Ports Ltd	2.13	27.66	Issues with maintenance at Holyhead to be monitored
Maldon District Council	19.23	26.92	7 of 26 AtoN with defects
Dorset Council	5.88	25.00	8 defects 4 of which are seasonal

3.6 Major Reportable Audit Findings

NCN/PINs Issued. The following were issued during the 2024/2025 period.

- a. **Non-Conformance Notices** against the provisions of the MSA1995 were issued to:
 - i. Dwr Cymru – Welsh Water – Failure to maintain AtoN - Large number of long-term casualties.
 - ii. Havant Borough Council – Changing AtoN position without consent.
- b. **Potential Improvement Notices** were issued to:
 - i. Portland Harbour Authority – For a single long-term casualty.
 - ii. Port of London Authority – Multiple Casualties (Operated by third parties).

3.7 Improving AtoN Providers

Figure 4 shows AtoN operators that have improved and have been removed from the poor performing authority list.

3.8 CHA Comparison with Other Local AtoN Providers

Of the AtoN inspected, 56.41% are under the responsibility of CHAs and the defect rate within this group has significantly increased this year to 9.76%. Other AtoN provider rates have seen a slight decrease on 2023/24 to 10.62%. Figure 5 provides a direct comparison between the defect rates for CHAs against other AtoN providers over the latest three-year period.

3.9 Types of Defects in relation to AtoN

The analysis presented in Figure 6 shows the number of defects by type over a three-year period. 'Light Extinguished' appears as the most reported defect this year and had seen a rise in the preceding three years, overtaking "Requires Painting" which remains the second most reported defect. Whist AtoN 'Missing from Station' numbers reduced in the 2023/24 inspection period in the 2024/25 period the number increased to 2022/23 levels. There has also been a steady increase in the number AtoN found with their 'Topmark Missing' throughout the three-year period.

Figure 4: Improving AtoN Providers (defects (%))

AtoN Provider	2023/24	2024/25
Allerdale Borough Council	26.32	5.26
Metropolitan Borough of Wirral	40.00	20.00
Carmarthenshire County Council	26.32	10.53
Newport City Council	35.71	n/a
Devon County Council	29.17	20.83
National Grid Electricity Distribut	29.41	5.88
Environment Agency	43.75	0.00
Port Flair Ltd.	46.15	0.00
Kyson Fairway Committee	28.57	0.00
Great Yarmouth Borough Council	52.38	9.52
Environment Agency	41.94	0.00
Fosdyke Yacht Haven	78.95	0.00

Figure 5: Comparison between CHA and Other AtoN Providers

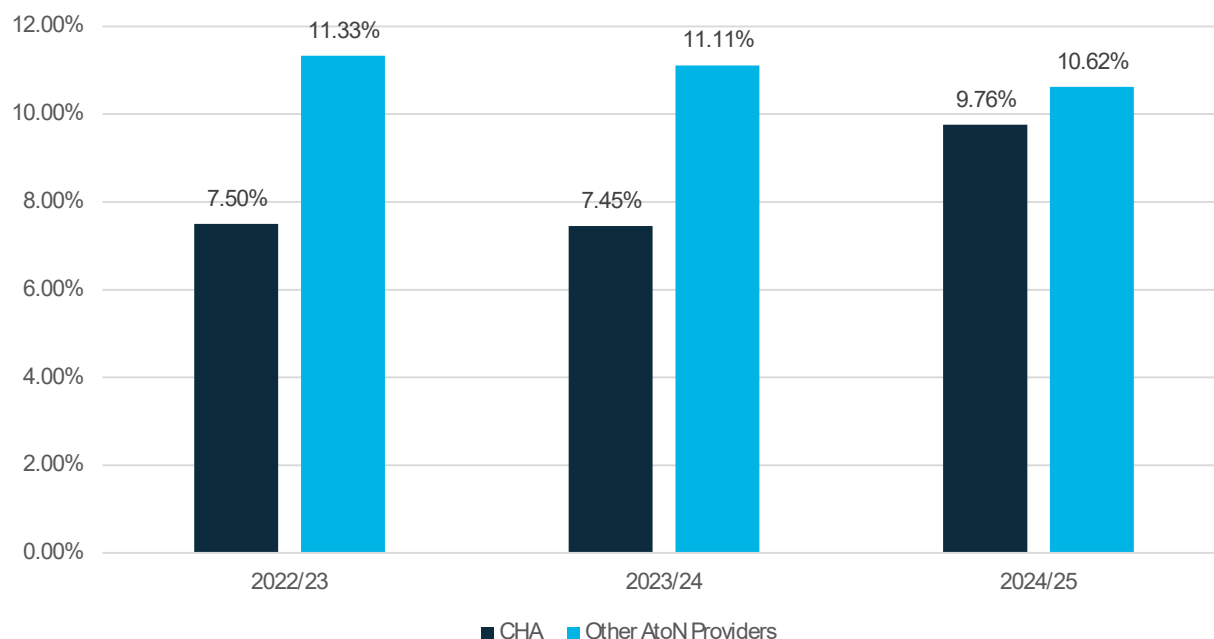


Figure 6: Comparison of Defect Types Found

Defect	2022/23	2023/24	2024/25
Light Extinguished	152	183	225
Requires Painting	276	271	205
Missing From Station	165	135	164
Topmark Missing	30	32	58
Lower Light Extinguished	27	35	58
Leaning (Not Upright)	18	29	51
Light Character Incorrect	75	70	46
Requires Cleaning	9	22	43
Upper Light Extinguished	29	31	40
ID marking Incorrect	25	9	27
Renewal Required	17	16	24
Reduced Range	20	5	13
Other	22	11	10
Obscured by Vegetation	5	5	9
Fit for Purpose (Not TH Approved)	10	9	9
Bent/Defective Topmark	13	10	8
Advised Discontinued	6	12	8
Fog Signal Inoperative/Incorrect	14	2	3
Out of Position	6	4	2
Topmark Requires Cleaning	4	4	1
AIS Inoperative/Incorrect	0	0	1
Multiple Defects	0	0	0
Racon Code Inoperative/Incorrect	1	0	0
Buoy Body Requires Cleaning	11	3	0
Nameboard Not Illuminated/ Reflective	0	1	0
Lights Not Synchronised	0	6	0
Total	935	905	1,005

4 SEAWARD INSPECTION OF OFFSHORE STRUCTURES (OIL AND GAS)

Figure 7 shows the 2024/2025 seaward inspection of Offshore Structures. A total of 395 AtoN were inspected, 66 of which were found to be defective. This gave a total defect rate of 16.71% for 2024/25 which represents a decrease of 0.77% from last year.

The number of platforms with defects also decreased slightly from 47 to 46 with 17 of those having multiple AtoN defects.

The total number of platforms requiring inspection is currently decreasing as platforms are decommissioned and removed; Figure 7 below refers.

Figure 7: Oil and gas AtoN defects

	2022-23		2023-24		2024-25	
Total Platforms Inspected	119		114		103	
Total AtoN Inspected	457		429		395	
Total and % of AtoN Defective	68	14.88%	75	17.48%	67	16.95%
Total and % of Platforms with Defects	41	34.45%	47	41.23%	46	44.66%
Total and % of Platforms with Multiple Defects	18	15.13%	21	18.42%	17	16.50%



5 OFFSHORE RENEWABLE ENERGY INSTALLATIONS

5.1 Inspections

As of 31 March 2025, 37 OREI sites had active AtoN, all of which were visited in 2024/25. Of the 521 active AtoN relating to the 37 sites, 426 were inspected and 68 were found to be defective, giving a defect rate of 15.96%. The 2024/25 defect rate is a significant increase on the 13.23% of last year and the 5-year trend below is concerning. Figure 8 shows the trend relating to this sector's AtoN provision over the last five years.

5.2 Inspection Results by Percentage of AtoN Defective

Figure 9 shows the 37 OREI sites that were visited and their respective percentage of defective AtoN. The 12 sites highlighted in red had a defect rate of more than 20% and account for 78% of the total defects reported.

Of note the fog signals at the Blyth Met Mast and East Anglia Zone Met Mast sites were not inspected and a N/A is therefore used in Figure 9.

5.3 AtoN Component Availability Statistics

All 37 OREI sites continue to report their AtoN component availability and Figure 10 provides an overview of the OREI sector as a whole.

Figure 11 shows data for all AtoN components within each IALA category in relation to the required IALA target availability standards.

Figure 11 clearly shows a failure to meet the IALA target availability for Category 2 Light components, as well as Category 3 AIS and Fog Signal. These failures are a direct result of the performance of authorities responsible for Category 2 and 3 components at the sites detailed in the table below.

Figure 12 highlights the eighteen sites that are failing to meet IALA target availability.

5.4 Major Reportable Findings for OREI

The following NCN/PINs were recorded during audits.

- i. A **NCN** was issued to Barrow OWF – Orsted for failure to satisfactorily maintain AtoN and for having several long-term AtoN casualties.
- ii. A **PIN** was issued to West of Duddon Sands OWF – Orsted – for having multiple AtoN casualties.

Figure 8: Five Year Trend of OREI Defective AtoN

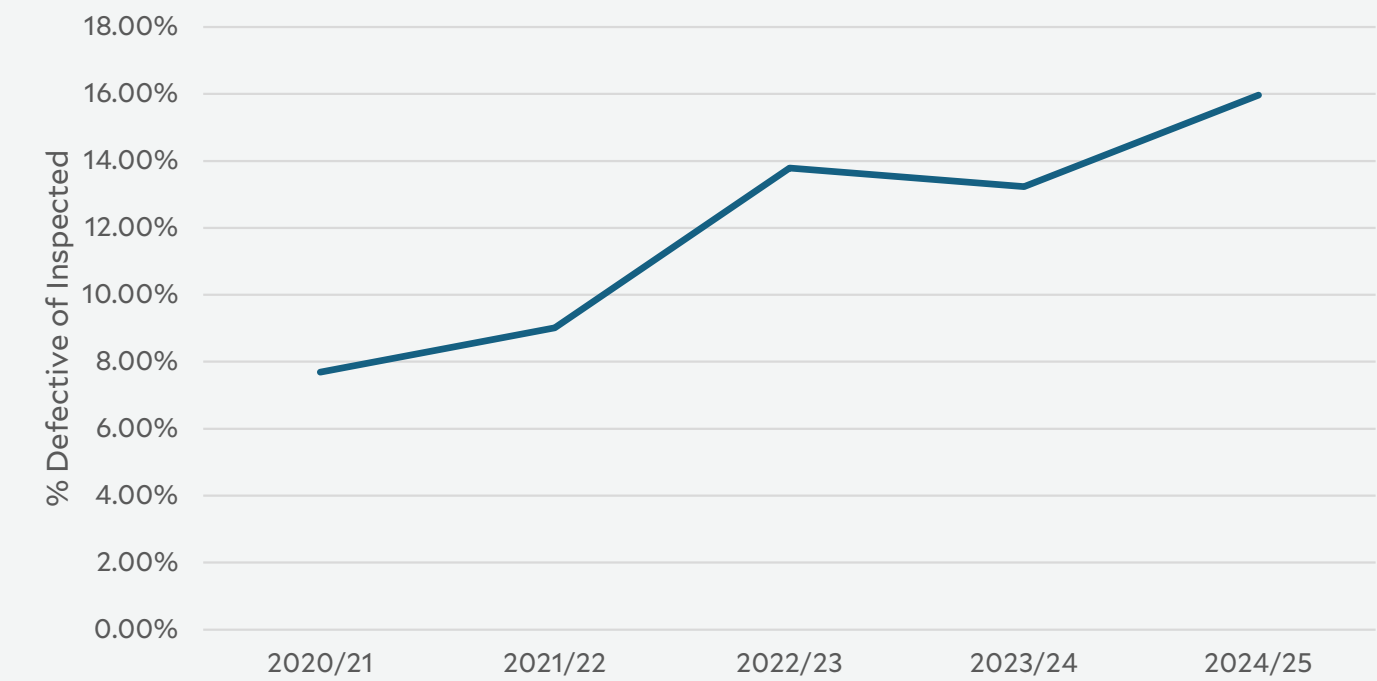


Figure 9: Individual OREI and Percentage of Defective AtoN

OREI	AtoN Inspected	No. Defective	% Defective
Barrow OWF	10	4	40.00
Blyth Demonstrator OWF	3	0	0.00
Blyth Met Mast	0	0	N/A
Burbo Bank Extension OWF	11	0	0.00
Burbo Bank OWF	2	0	0.00
Dogger Bank A, B & C OWFs	50	0	0.00
Dudgeon OWF	13	3	23.08
East Anglia One OWF	10	3	30.00
East Anglia Three OWF	15	0	0.00
East Anglia Zone Met Mast	0	0	N/A
Galloper OWF	11	1	9.09
Greater Gabbard OWF	12	0	0.00
Gunfleet Sands OWF	14	2	14.29
Gwynt y Mor OWF	14	1	7.14
Hornsea One OWF	24	9	37.50
Hornsea Two OWF	17	10	58.82
Humber Gateway OWF	9	1	11.11
Kentish Flats OWF	8	0	0.00
Lincs OWF	6	0	0.00
London Array OWF	18	5	27.78
Lynn & Inner Dowsing OWFs	5	2	40.00
North Hoyle OWF	6	0	0.00
Ormonde OWF	8	1	12.50
Race Bank OWF	9	0	0.00
Rampion OWF	19	2	10.53
Rhyl Flats OWF	5	2	40.00
Scroby Sands OWF	5	1	20.00
Sheringham Shoal OWF	7	0	0.00
Sofia OWF	20	5	25.00
South West Wave Hub	6	1	16.67
Teesside OWF	3	0	0.00
Thanet OWF	11	1	9.09
Triton Knoll OWF	24	7	29.17
Walney Extension OWF	13	2	15.38
Walney OWF	13	2	15.38
West of Duddon Sands OWF	15	1	6.67
Westermost Rough OWF	10	2	20.00

Figure 10: Sector percentage of availability compared to IALA target

Category of Components	Total No. of AtoN Components	IALA Target Availability %	AtoN Component availability %
1	0	99.8	N/A
2	911	99	97.21
3	868	97	98.77

Figure 11: Percentage of component availability compared to IALA Target

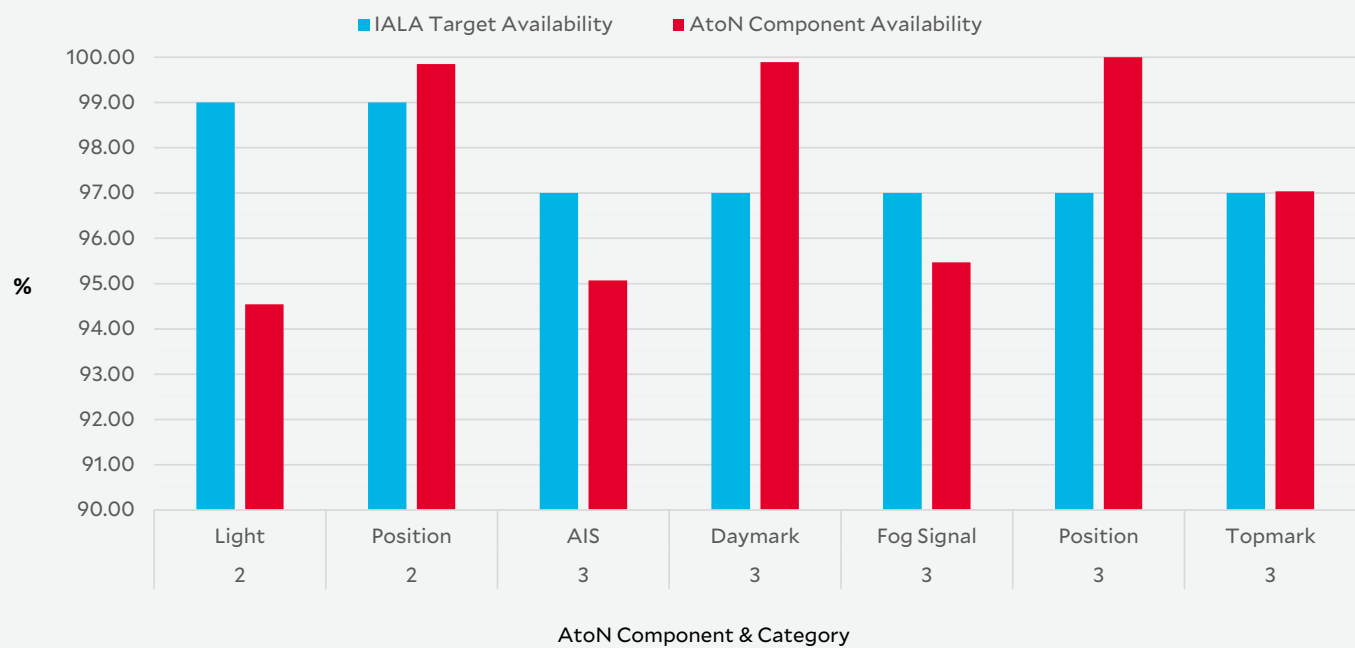


Figure 12: Percentage availability of component category by OREI site

OREI	Category of Components	IALA Target Availability %	Availability % of Active Components
Barrow OWF	2	99	84.08
North Hoyle OWF	2	99	88.35
Sheringham Shoal OWF	2	99	92.04
Ormonde OWF	2	99	92.08
West of Duddon Sands OWF	2	99	92.59
East Anglia Zone Met Mast	2	99	93.63
Walney OWF	2	99	94.43
London Array OWF	2	99	95.28
Burbo Bank OWF	2	99	95.92
Dudgeon OWF	2	99	96.10
Thanet OWF	2	99	96.23
Rampion OWF	2	99	96.50
Walney Extension OWF	2	99	96.96
Burbo Bank Extension OWF	2	99	97.45
Sofia OWF	2	99	97.66
South West Wave Hub	2	99	97.75
Rhyl Flats OWF	2	99	98.15
Gwynt-y-Mor OWF	2	99	98.88
East Anglia Zone Met Mast	3	97	87.59
Ormonde OWF	3	97	93.85
Sofia OWF	3	97	94.23
Rampion OWF	3	97	94.64



6 AUDIT REGIME AND AVAILABILITY REPORTING

6.1 Audit Regime

In the reporting period **115** authorities were audited at which **8** NCNs were issued and **10** PINs. Overall authority performance is good with authorities managing their AtoN effectively with written policies and procedures. One of the main issues being found during audits with the authorities is protracted delays in maintenance for varying reasons.

6.2 Local AtoN Availability

Availability is calculated using the data provided by authorities via LARS combined with the results of annual inspections. Availability is then compared with the targets adopted by TH from IALA guidelines.

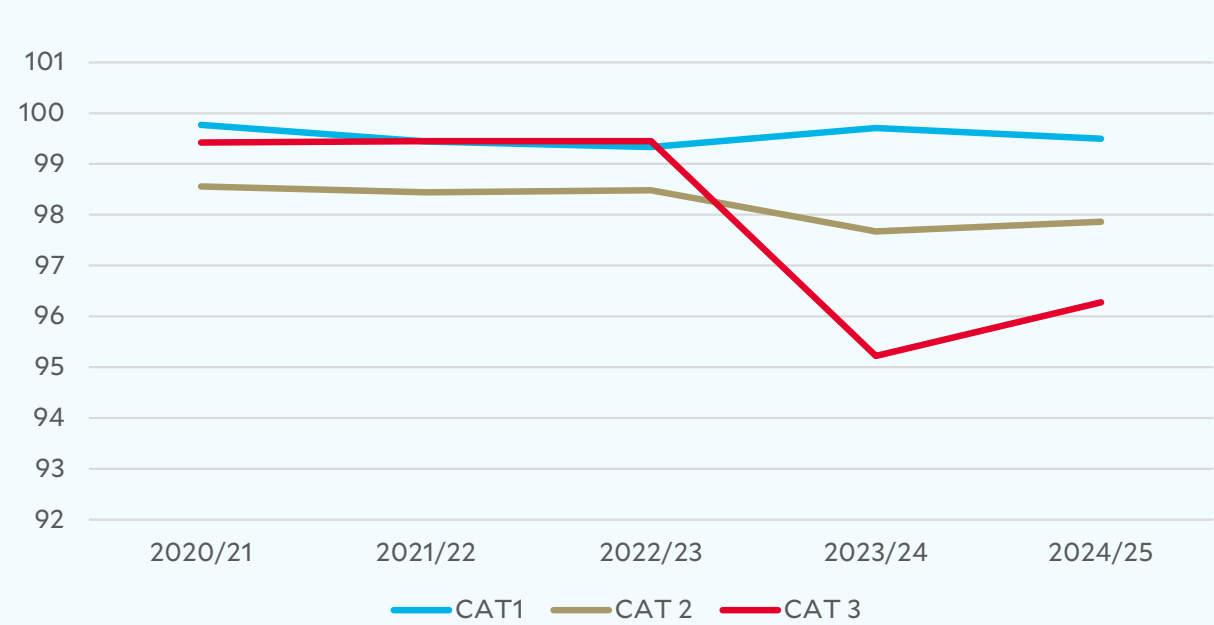
Figure 13 & 14 shows the availability by IALA category for the 2024/25 reporting period. Column three shows the availability in comparison to the IALA guideline targets and column 4 shows the comparison with the previous year.

Table 14 above shows that there has been a slight decline in Category 1 AtoN performance (down 0.21% on last year) and while the trend is almost flat, performance remains below IALA target levels. Category 2 AtoN has seen some improvement in year up 0.19% but again remains below IALA targets. Category 3 has also seen improvement, up 1.06%, but also remains below IALA targets.

Figure 13: Availability performance (Inshore Local AtoN)

IALA Category	2023/24 Availability	Above or below Target	Comparison on 2022/23
1	99.5%	0.3% below target	Down 0.21%
2	97.86%	1.14% below target	Up 0.19%
3	96.28%	0.72% below target	Up 1.06%

Figure 14: AtoN Availability (%) by IALA Category



7 CONCLUSION

This annual report provides a high-level summary of the performance of Local AtoN authorities/providers resulting from our programme of audits and inspections and from the record of AtoN serviceability shared between TH and the local AtoN authorities. The risk to the mariner and to the environment resulting from poorly maintained AtoN is all too real and the importance of the GLA statutory responsibility for this area of AtoN provision cannot be over emphasised. IALA sets exacting recommendations and guidelines for availability and presentation of AtoN and it is our role to ensure those standards are met.

Overall, defect rates for AtoN remain similar to last year except for OREI where we have seen a continuation of an upward trend in defects, in particular in lights, AIS and fog signals. We work closely with the with Government Departments and key stakeholders involved in the oversight of OREI and will ensure our findings are made available to them to support improvements.

Some trends, such as the increased number of damaged or missing top marks, may have resulted from greater incidents and magnitude of bad weather, but there are otherwise no clearly discernible trends in AtoN availability related to climate change at present.

We continue to monitor the decommissioning of offshore oil and gas structures as they reach the end of their serviceable lives. More are being made hydrocarbon free and placed

in a cold storage mode. This has led to more platforms being unattended, so failed AtoN do not get rectified as quickly as they did when the structures were manned. Furthermore, some cold-stored platforms have had their permanent fixed AtoN replaced by buoyage around the structure which facilitates easier maintenance but increases the risk of AtoN failure. Nonetheless, as more of these platforms are removed from the marine environment the overall effect is that the defect rate of their AtoN is likely to continue to decrease.

The Navigation Directorate continues to work with providers of AtoN, in all sectors, to ensure the provision of AtoN improves and all marine users are operating in a safe environment. LARS continues to have a significant and positive impact on the collection and management of information relating to AtoN performance. Not only will the figures produced this year provide even greater awareness and accuracy of AtoN provision around our coast than in previous years, LARS has facilitated a welcome increase in the number of authorities engaging with the Directorate.

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18 July 2025

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8 DISTRIBUTION LIST

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Navigation Directorate





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