



TRINITY HOUSE

LOCAL AIDS TO NAVIGATION

Inspection and Audit of Local Aids to Navigation and Offshore Structures 2025-26 Report





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Contents

	Acronyms used in this report	3
	Table of figures	3
	Executive summary	4
1	Policy	5
2	Purpose and overview of inspections	6
3	Results of inspections and audits of inshore local AtoN	8
4	Audit regime and availability reporting	13
5	Offshore renewable energy installations	15
6	Seaward inspection of offshore structures (oil and gas)	20
7	Conclusion	21
8	Distribution list	22

ACRONYMS USED IN THIS REPORT

AtoN	Aid(s) to Navigation
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
MMO	Marine Management Organisation
NCN	Non-Conformance Notice
NOREL	Nautical and Offshore Renewables Energy Liaison
OREI	Offshore Renewable Energy Installations
OWF	Offshore Wind Farm
PIN	Potential Improvement Notice
TH	Trinity House
UKHO	United Kingdom Hydrographic Office

TABLE OF FIGURES

Figure 1	Comparison between CHA and other AtoN Providers	8
Figure 2	CHA defect breakdown	9
Figure 3	Percentage of AtoN inspected that are defective	9
Figure 4	Two-yearly comparison of poor performing AtoN Providers	10
Figure 5	Improving AtoN Providers	11
Figure 6	Comparison of defect types found	12
Figure 7	Comparison between AtoN Missing from Station and Seasonal/Occasional	12
Figure 8	Availability performance (Inshore Local AtoN)	13
Figure 9	AtoN Availability by IALA Category	14
Figure 10	Authorities failing to meet IALA targets	14
Figure 11	Trend of defect rates in OREI AtoN over five years	16
Figure 12	Individual OREI and Percentage of Defective AtoN	17
Figure 13	Percentage of availability compared to IALA target	18
Figure 14	Percentage of component availability compared to IALA target	18
Figure 15	Percentage availability of component category by OREI site	19
Figure 16	Oil and gas AtoN defects	20

EXECUTIVE SUMMARY

This report sets out the work undertaken by Trinity House over the past year in discharging its statutory Superintendence responsibilities. Trinity House exists for the benefit and safety of all mariners, and through this function we continue to encourage the authorities with which we engage to enhance the provision of aids to navigation (AtoN) around the coast. Trinity House provides independent assurance through inspection and audit to confirm that AtoN provision meets the standards required for the safety of navigation. **Section 3.5 and 3.7 refer.**

In this reporting period (1 April 2025 to 31 March 2026), the two Inspectors of Seamarks (IOS) and Trinity House Vessels (THV), alongside the much-appreciated cooperation of the AtoN providers, have satisfactorily inspected **96.21%** of the **11,528** AtoN in our statutory area. This exceeds the 95% benchmark that defines a successful year.

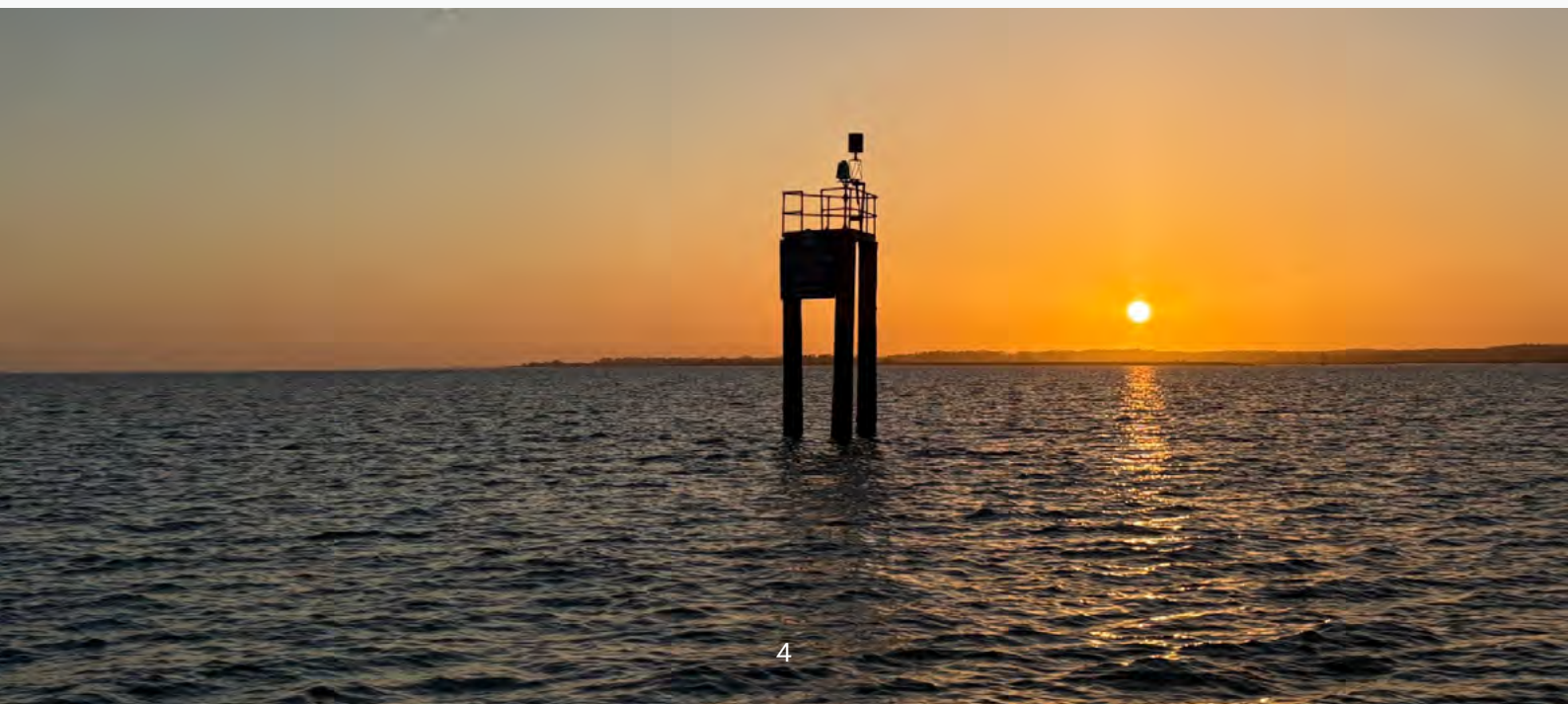
The defect rate for Local AtoN (excluding Offshore Renewable Energy Installations (OREI) and Oil/Gas Installations) for the reporting period has increased by little over **1.60%** from **10.13%** to **11.78%**. The Competent Harbour Authority (CHA) defect rate has seen another increase from the **9.76%** observed in 2024/25 to **10.23%** in 2025/26. This year there was a significant increase in the defect rate for “Other AtoN Provider” from **10.62%** in 2024/25 to

13.75% in 2025/26. **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 **16.26%** compared to **16.71%** in 2024/25. **Section 6 refers.**

In contrast to last year, OREI have seen a significant reduction in the deficiency rate, decreasing to **11.66%** from **15.96%** in the previous reporting period. It should be noted, however, that while the number of defects has reduced, there has been a further decline in AtoN availability within this sector, largely due to extended rectification periods. **Section 5 refers.**

Overall, the inspection outcomes for the reporting period reflect both the continued commitment of AtoN providers to maintaining safe and reliable aids to navigation and the strengthened capability within the Trinity House inspection team. The increased capacity within the team, coupled with the improved administrative systems introduced in recent years, has enabled more detailed scrutiny of individual AtoN. These developments support our statutory role by ensuring that deficiencies are identified promptly and that the standards required for the safety of navigation are consistently upheld.



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, Trinity House 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 Authorities (GLA¹) to inspect all lighthouses, buoys and beacons under Local Lighthouse Authority (LLA) 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 LLAs 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 LLAs 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 GLA also require those responsible for Local AtoN, which lie outside statutory Harbour and LLAs 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

Through the proper use of LARS LLAs should update their records indicating failures and defects that in turn feed into availability statistics and failure response times allowing the GLA to access these records for analysis.

1.5. Procedures for Responding to AtoN Casualties

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

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

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

2 PURPOSE AND OVERVIEW OF INSPECTIONS

2.1 Discharge of Trinity House's Statutory Duty

Trinity House 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.

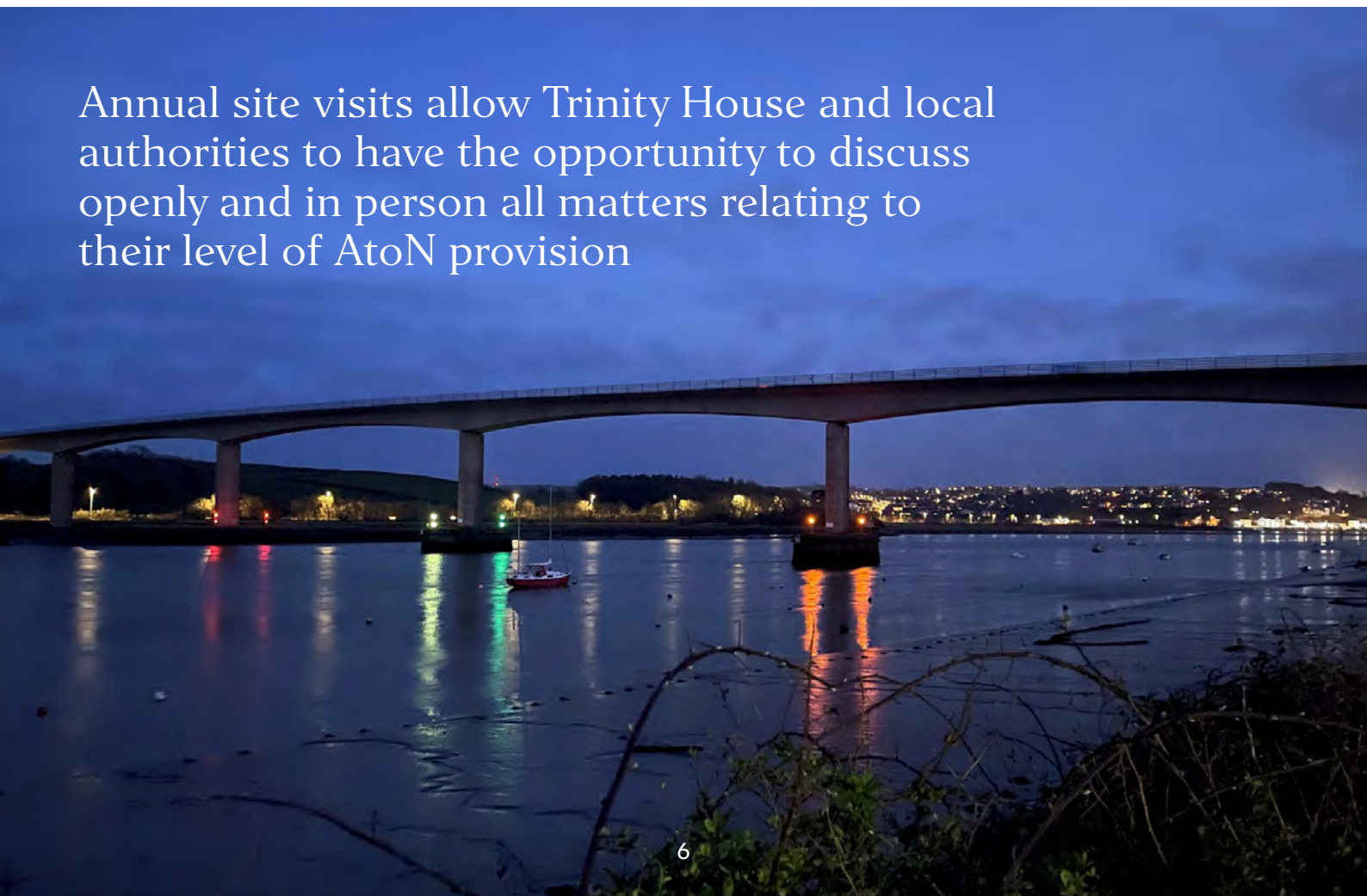
2.2 Scheduled Annual Site Visits

Scheduled annual site visits allow Trinity House and local authorities to have the opportunity to discuss openly and in person all matters relating to their AtoN provision. Site visits also enable Trinity House to accurately review and assess the level of AtoN service being provided. Trinity House 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 Trinity House 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 THV Tenders, or by the Inspector of Seamarks (IOS)² utilising a THV, or, as in this year, a chartered vessel. In this reporting period, the IOS joined both THV *Galatea* and THV *Alert* as well as the chartered vessel VOS *Glory* 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

Trinity House aims to inspect all local AtoN annually; however, this is not always achievable due to operational and availability constraints. During the reporting period, Trinity House fully inspected **11,091 AtoN (96.21%)** of the **11,528 active AtoN**, including those associated with OREI and Oil and Gas installations.

Of the **437 AtoN** that were uninspected or only partially inspected, **144** were newly established, re-established or re programmed during the year after inspections had already taken place. In addition, **37 AtoN** located in the Solent were not inspected due to the unavailability of a THV; these will be scheduled for inspection at the earliest opportunity during the next reporting period. Of the remaining **256 AtoN** not inspected of which **168** were recorded as 'Fog Signal Not Inspected', these and all others are attributable to a combination of adverse weather, operational factors, vessel availability, and other restrictions.

2.6 Internal Co-ordination

This reporting period has seen increased resilience within the Directorate with this being the first full reporting period where two IOS as well as the LAM have been employed. Through this we have been able to increase our capacity to inspect and audit an increased number of AtoN and providers within the inspection period. The flexibility provided by the second inspector has also allowed us the opportunity to revisit authorities to re-inspect, continue suspended inspections, inspect seasonally and conduct corrective audits, where required (**section 3.5 refers**). Throughout this period, we have been able to re-visit authorities where inspections have been suspended due to adverse weather/sea conditions or the availability of the authority to provide a suitable vessel to conduct the inspection. These AtoN would otherwise have gone uninspected due to lack of time and resources. By sharing inspection results within the Navigation Directorate, LAM and the IOS will identify authorities for additional/corrective audits. Furthermore, the monitoring of availability statistics possible through LARS enables Trinity House 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

LLAs continue to welcome annual visits, as they consider the Trinity House 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.

² The individual responsible for conducting visits to Local AtoN providers and for compiling this report

3 RESULTS OF INSPECTIONS AND AUDITS OF INSHORE LOCAL ATO N

3.1 Total Local Inshore AtoN inspected

The total number of inshore Local AtoN during the inspection period was **10,427** (this excludes OREIs and Oil/Gas Installations). Of the Local AtoN available **10,159** were inspected, therefore an inspection percentage of **97.43%** was achieved.

3.2 Deficiency Rate

Of the inspected AtoN (10159) **1197** had reported defects, giving a deficiency rate of **11.78%**. The deficiency rate represents an increase of **1.65%** from the previous inspection year.

3.3 Competent Harbour Authorities (CHAs) Comparison with Other Local AtoN

Of the AtoN inspected, **55.89%** are under the responsibility of CHAs where the defect rate

within this group has increased this year to **10.23%**. Other AtoN provider rates have seen a significant increase on 2024/25 to **13.75%**. *Figure 1* provides a direct comparison between the defect rates for CHAs against other AtoN providers over the latest three-year period.

3.4 Deficiency Breakdown by Legal Status (CHA and Others)

CHAs experienced a deficiency rate of **10.23%** in comparison to **13.75%** from other AtoN providers. The CHA deficiency rate has again increased from **9.76%** the previous year with details provided in *Figure 2*. Meanwhile, the other AtoN providers defect rate has significantly increased from **10.62%** the previous year to **13.75%** in this reporting period.

Figure 1: Comparison between CHA and other AtoN Providers

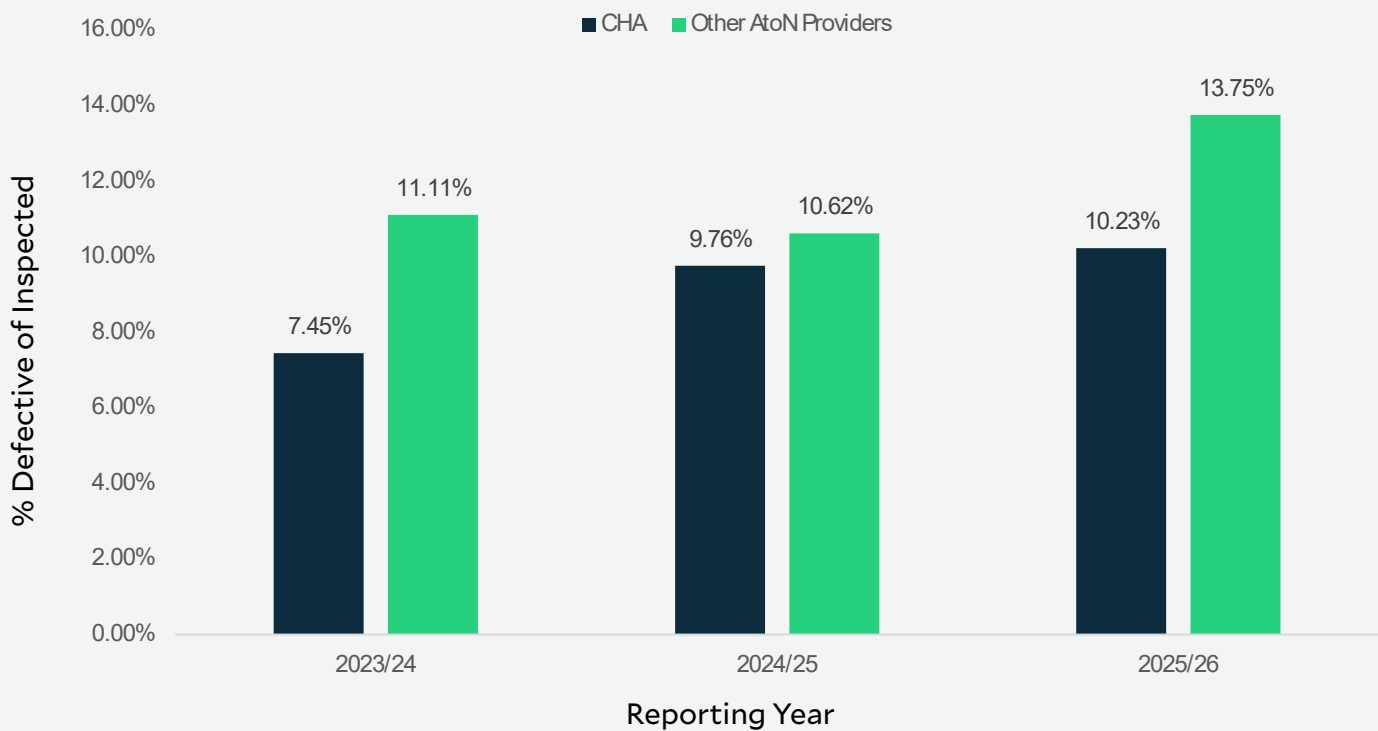


Figure 2: CHA defect breakdown

CHA Defects	2024/25	2025/26
Light extinguished	151	189
Requires painting	66	67
Missing from Station	64	60
Light character incorrect	35	53
Lower light extinguished	54	43
Upper light extinguished	37	34
Requires cleaning	19	26
Topmark missing	31	20
Fit for purpose (not Trinity House-approved)	9	11
Obscured by vegetation	6	10
Other	8	10
Reduced range	11	10
Out of position	0	9
ID marking incorrect	26	8
Renewal required	6	8
AIS inoperative/incorrect	1	5
Bent/defective topmark	3	4
Fog signal inoperative/incorrect	2	4
Racon code inoperative/incorrect	0	4
Advised discontinued	7	3
Leaning (not upright)	9	3

3.5 Defects Reported over the last 5 Inspection Years

Figure 3 illustrates defect levels over the last five years. After remaining relatively stable at around **9%** during the first three years and increasing in the fourth year, the deficiency rate has continued to rise in the current reporting period, reaching **11.78%**.

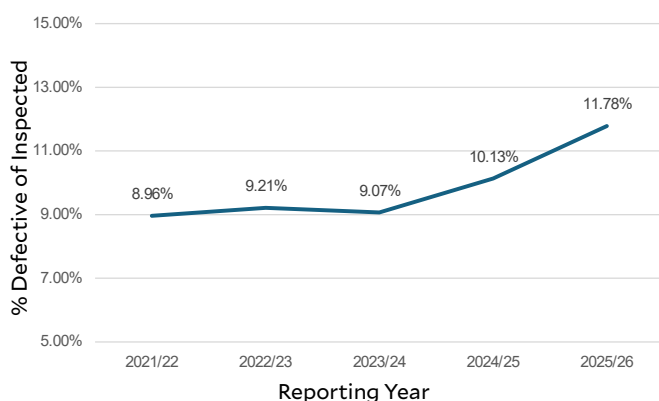


Figure 3. Percentage of AtoN inspected that are defective

3.6 Poor Performing AtoN Providers

Figure 4 details those local inshore authorities responsible for 10 or more AtoN with a defect rate of $\geq 25\%$ in 2025/26 compared with their performance in 2024/25. Of note, 10 of the 23 poor performers seen here were included in the 2024/25 poor performer's list. Trinity House concerns will continue to be reinforced during the upcoming inspections and audits of these poor performers, with Non-Conformance Notices (NCN) / Potential Improvement Notices (PINs) being issued where necessary as well as corrective audits being conducted where required and resource allows. It should be noted that the Environment Agency (River Welland), listed in this table, assumed responsibility for the aids in question during the 2024/25 inspection period, following the transfer of responsibility from Fosdyke Yacht Haven, which had been listed previously. An audit was proposed to assist in reducing the defect rate; however, the authority was unable to attend.

Tollesbury Marina reappears in this reporting period, having not featured in the 2024/25 report due to the inability to arrange an inspection. During 2025/26, a corrective audit and inspection were completed to address the missed visit, followed later in the year by a full inspection and subsequent LAM audit. Although Trinity House were aware that new AtoN lights had been procured, these had not been installed at the time of the inspection and audit; the defects remain outstanding. These, along with other defects, are being actively managed within the directorate through ongoing monitoring and follow-up.

A long-standing casualty owned by The Coal Authority was identified, with progress achieved following successful escalation to the MMO, resulting in the reinstatement of the affected AtoN and the defect being rectified during this reporting period.

Figure 4: Two-yearly comparison of poor performing AtoN Providers

Poor performing AtoN Providers (10 or more AtoN with a defect rate of >25%)				
AtoN Provider (*Denotes CHA)	Defects (%)			Comments
	2024/25	2025/26	Change	
Melton Boatyard Ltd.	64.29	100.00	+35.71	All AtoN identified as 'Fit for Purpose (Not TH Approved)'.
Environment Agency (River Welland)	56.25	93.75	+37.50	An increase in defects with 11 of the 16 defects identified being 'Topmark Missing'.
Great Yarmouth Borough Council	9.52	80.95	+71.43	12 of the 17 defects identified were 'Renewal Required'.
Environment Agency (Birchington)	0.00	66.67	+66.67	10 of 15 AtoN 'Require Painting'.
Brancaster Fairways Committee	18.18	63.64	+45.45	6 out of 11 AtoN 'Missing From Station'.
Tollesbury Marina	N/A	61.11	+61.11	Progress has been slower than expected. New equipment purchased but yet to be fitted.
Metropolitan Borough of Wirral	20.00	60.00	+40.00	An increase in defects noted with 'Requires Painting' comprising 9 of the 12 identified defects.
Ministry of Defence (Shoeburyness area)	37.93	52.00	+14.07	Almost half of the defects arising from 'Missing From Station'.
Arun District Council	22.58	50.79	+28.21	Over half of these defects are 'Missing From Station' from a ski lane that was not deployed.
Environment Agency (River Welland and Witham Haven)	0.00	50.00	+50.00	5 out of 10 AtoN require painting.
North Norfolk District Council	46.51	46.51	+/- 0.00	Ongoing issues with numerous groynes with continued outstanding defects.
Sandwich Port and Haven Commissioners*	54.55	45.45	-9.09	Ongoing engagement with the authority.
British Telecom	45.45	42.86	-2.60	A decrease but still a challenging authority.
Worthing Borough Council*	20.00	36.36	+16.36	All defects arising from 'Missing From Station'.
East Devon District Council	10.53	34.21	+23.68	A rise in defects with 10 of the 13 identified as 'Missing From Station'.
Dover District Council	38.46	33.33	-5.13	4 of 12 AtoN with defects.
Associated British Ports (River Wyre and Fleetwood)*	2.94	31.43	+28.49	An increase in defects noted, 'Marking Incorrect' being the most prominent defect identified.
Gwynedd Council*	4.17	29.17	+25.00	Half of the defects identified were 'Requires Painting' and over a quarter were 'Missing From Station'.
Lancaster City Council	42.86	28.57	-14.29	An improvement on 2025 but still 4 out of 14 AtoN with defects.
Falmouth Harbour Commissioners*	28.81	27.66	-1.15	Most defects arising from AtoN 'Out of Position' with a quarter coming from 'Light Extinguished'.
Environment Agency (South Kent area)	0.00	27.27	+27.27	3 of 11 AtoN with defects.
Isle of Wight Council	29.41	25.49	-3.92	An improvement on 2024/25.
East Suffolk Council (Southwold Harbour and River Blyth)*	0.00	25.00	+25.00	4 out of 16 AtoN with defects.

3.7 Major Reportable Audit Findings

The following NCN/PINs were issued during the 2025/2026 period;

- a **Non-Conformance Notices** against the provisions of the MSA1995 were issued to;
- i. Kings Harbour Master Plymouth – Non-Maintenance, Long Term Casualty
 - ii. Ministry of Defence – Shoeburyness - Non-Maintenance, Long Term Casualty
 - iii. Associated British Ports Fleetwood -Non-Maintenance, Long Term Casualty
- b **Potential Improvement Notices** to;
- i. Cumberland County Council – Non-maintenance and unidentified AtoN responsibilities.
 - ii. Environment Agency – Suffolk- Non-Maintenance, Long Term Casualty
 - iii. Anglian Water - Non-Maintenance, Long Term Casualty
 - iv. Port of London Authority – Non-maintenance by third Parties
 - v. Port of Ramsgate – Not furnishing Trinity House with information (LARS)
 - vi. Dover District Council – Not responding to Correspondence
 - vii. Port of Great Yarmouth – Not furnishing Trinity House with information (LARS)

3.8 Improving AtoN Providers

While there are still further improvements to be made, *Figure 5* shows AtoN operators that have improved and have been removed from the poor performing authority list.

Figure 5: Improving AtoN Providers

AtoN Provider	2026 Defects (%)
Dorset Council	6.25
Havant Borough Council	6.25
Associated British Ports (Silloth)	10.00
Sutton Harbour Company	10.00
East Suffolk Council (excluding Southwold Harbour and River Blythe)	17.74
Whitstable Oyster Company Ltd.	18.75

3.9 Types of Defects in relation to AtoN

Figure 6 shows defect types over a three-year period, with ‘Light Extinguished’ again the most reported and continuing to rise. This year, **4.30%** of lit AtoN within CHAs were identified as ‘Light Extinguished’, compared to **6.10%** for other providers. The Port of London Authority accounts for **22.50%** of the total, with **9.24%** of all inspected AtoN under its authority affected, it should be highlighted the majority are third party-owned and maintained; a further **87** authorities make up the remainder.

Concerningly, the ‘Missing From Station’ category has risen sharply this year, overtaking ‘Requires Painting’ to become the second most reported defect. It accounts for **10.33%** of defects in CHAs and **29.55%** among other providers. The separation of seasonal AtoN into standalone or revisit inspections, where required, has led to a significant reduction in the use of ‘Seasonal/Occasional’. While this is not a defect code, the change correlates with an increase in AtoN recorded as ‘Missing From Station’. Of the **242 AtoN** reported as ‘Missing From Station’, **90** were in fact seasonal AtoN and have been recorded accurately as ‘Missing From Station’ rather than ‘Seasonal/Occasional’ as would have previously been the case. This reflects the targeted inspection of seasonal AtoN during their deployment period, which was undertaken during the reporting year and will continue going forward as a result of the increased capacity within the Directorate. See *Figure 7*.

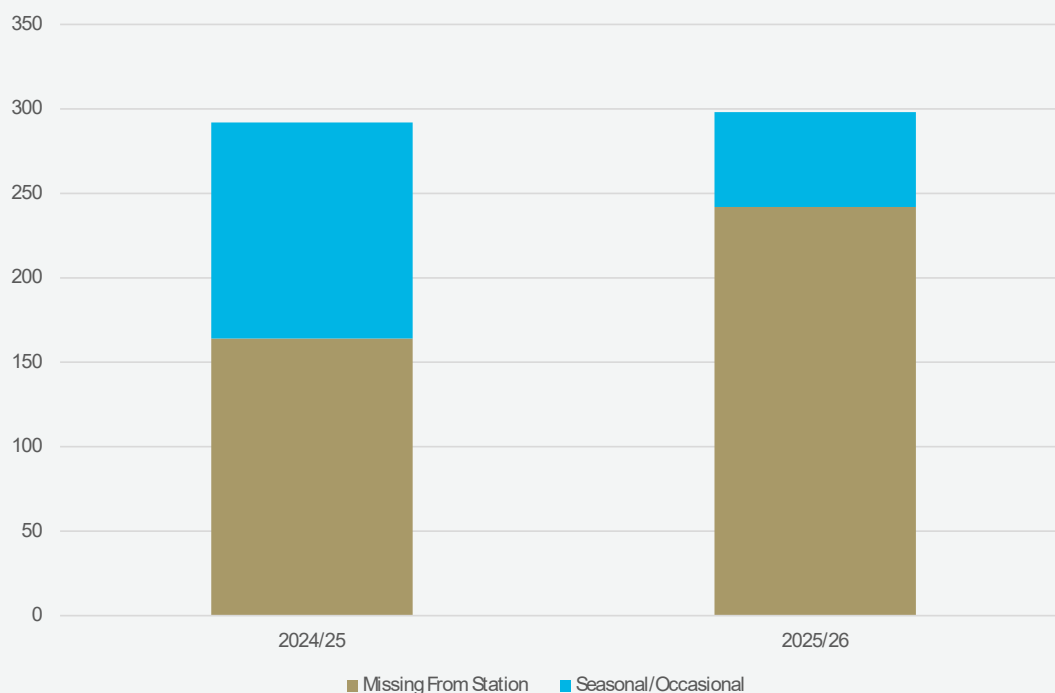
There has also been a sharp increase in the number AtoN found with ‘Light Characteristic Incorrect’ as well as ‘Fit for Purpose (Not Trinity House Approved)’ throughout the reporting period.

The increases of defects within these highlighted categories are of concern to the Directorate as they have a direct impact on the availability of the AtoN and vastly contribute to the overall reduction availability figures.

Figure 6: Comparison of Defect Types Found

Defect	2023/24	2024/25	2025/26
Light extinguished	183	225	280
Missing from Station	135	164	242
Requires painting	271	205	230
Light character incorrect	70	46	89
Lower light extinguished	35	58	52
Topmark missing	32	58	51
Upper light extinguished	31	40	44
Requires cleaning	22	43	33
Renewal required	16	24	32
Fit for purpose (not Trinity House-approved)	9	9	30
Leaning (not upright)	29	51	20
Obscured by vegetation	5	9	17
Reduced range	5	13	14
Out of position	4	2	13
Other	11	10	11
ID marking incorrect	9	27	10
Bent/defective topmark	10	8	9
Fog signal inoperative/incorrect	2	3	8
AIS inoperative/incorrect	0	1	5
Racon code inoperative/incorrect	0	0	4
Advised discontinued	12	8	3
Topmark requires cleaning	4	1	0
Buoy body requires cleaning	3	0	0
Nameboard not illuminated/reflective	1	0	0
Lights not synchronised	6	0	0
Total	905	1005	1197

Figure 7: Comparison between AtoN missing from Station and Seasonal/Occasional



4 AUDIT REGIME AND AVAILABILITY REPORTING

4.1 Audit Regime

The audit methodology has been expanded to include all Local AtoN operators within a two year cycle. Smaller authorities are now incorporated through simplified audits conducted by video call or telephone, enabling efficient assessment of AtoN management practices and compliance with Trinity House obligations while maintaining effective engagement with post-inspection correspondence.

For the 2025/2026 period, the programme was structured to audit as many authorities as possible within a single year following the introduction of LARS and to ensure broad and consistent coverage across the full range of operators.

A total of **337 audits** were completed during the period, covering all major ports and Offshore Renewable Energy Generation Sites. This is an increase of **257 audits** compared to the previous year, reflecting the expanded inclusion of smaller authorities within the audit framework.

Audits were arranged with a further **24 authorities** but could not be completed due to cancellation or non-attendance. These cases have been recorded, and non-conformance action will be considered if audits cannot be undertaken next year. In addition, **165 authorities** were unreachable by phone and unresponsive to email communications regarding audit arrangements. Targeted efforts will be made to establish contact with these authorities during the next audit period.

4.2 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 Trinity House from IALA guidelines.

Figure 8 and 9 shows the overall availability by IALA category for the 2025/26 reporting period. Column three shows the availability in comparison to the IALA guideline targets and column 4 shows the comparison with the

previous year.

IALA availability Categories 1 and 3 show an overall reduction, as illustrated in Figure 9, while very minor improvements are evident in Category 2 availability. The most significant change is the marked decline in availability for Category 3 AtoN, which had shown recovery during the previous reporting period.

The scale of this reduction reflects the larger population of AtoN within Category 3 and is likely influenced by increased engagement with smaller authorities, which typically operate predominantly Category 3 AtoN. Enhanced inspection coverage and improved reporting accuracy, resulting from increased capacity within the Directorate and expanded use of LARS, are also contributory factors. This has included sustained follow-up with authorities not previously established on LARS and the auditing of previously unaudited authorities, during which LARS has been explained and demonstrated in person.

As observed elsewhere in this report, improved casualty identification and reporting accuracy tends to result in lower recorded availability figures; however, these figures provide a more reliable and representative assessment of actual AtoN performance.

Figure 10 highlights all authorities with Category 1 and 2 AtoN that are not meeting IALA availability targets, along with the poorest performing authorities with Category 3.

Figure 8: Availability performance (Inshore Local AtoN)

IALA Category	Availability	Above or Below Target	Cf. 2024/25
1	99.32%	0.48% below target	Down 0.17%
2	98.62%	0.37% below target	Up 0.04%
3	94.82%	2.11% below target	Down 1.21%

Figure 9: AtoN Availability by IALA Category

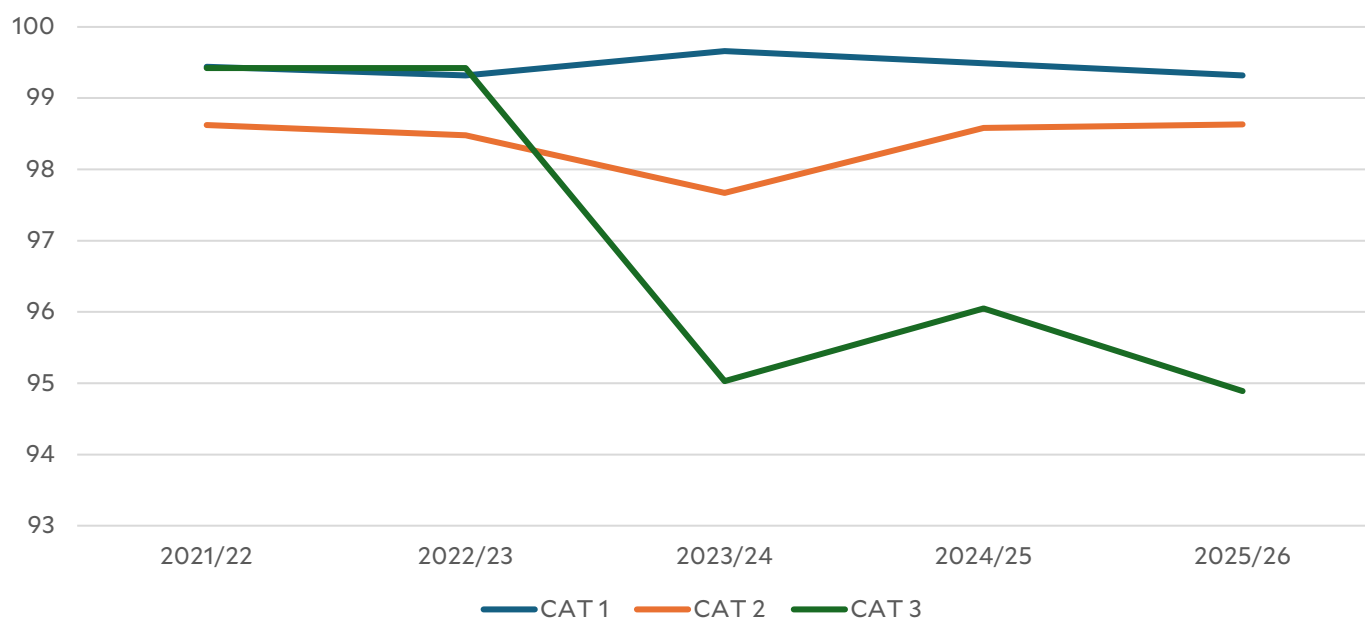


Figure 10: Authorities failing to meet IALA targets

Authority	IALA Category	Availability %
Holyhead - Stena Line Ports Ltd	1	95.89
Kings Harbour Master Portsmouth	1	98.95
Port of Tyne Authority	1	99.18
Associated British Ports - Southampton	1	99.44
Dover Harbour Board	1	99.52
Peel Ports Heysham	1	99.75
Associated British Ports - Southampton	2	88.25
Exeter City Council	2	90.49
Fishguard - Stena Line Ports Ltd	2	91.46
Port of Ramsgate	2	96.01
Blyth Harbour Commission	2	96.99
Falmouth Harbour Commissioners	2	97.78
Caernarfon Harbour Trust	2	97.93
Fenland District Council	2	98.17
Crouch Harbour Authority	2	98.59
Corus	3	48.26
Scotts Claremont Pier Ltd	3	55.99
Northumbrian Water Limited Sunderland to Amble	3	61.64
Royal Temple Yacht Club	3	62.62
National Trust: Plas Newydd	3	63.75
Teignbridge District Council	3	64.75
Anglian Water: Ingoldmells	3	64.94
Family Amusements Ltd	3	65.43
Cockerham Salt Marsh Lamb	3	65.66
Burnham Overy Harbour Trust	3	70.81
Ministry of Defence: ST. Peters & Dengie Flats	3	73.77
Hythe and Saltwood Sailing Club	3	75.43

5 OFFSHORE RENEWABLE ENERGY INSTALLATIONS

5.1 Inspections

Of the **708 active AtoN** associated with the OREI sector, **549** were inspected, of which **64** were found to be defective, giving a defect rate of **11.66%**.

Figure 11 shows the trend relating to this sector's AtoN inspection deficiency rates over the last 5 years.

5.2 Inspection Results by Percentage of AtoN Defective

Figure 11 details all OREI sites against their respective percentage of AtoN defective. **Eight** of the sites below (highlighted in red) had a defect rate of **20% or more** and account for **58%** of the total defects reported.

It should be noted that AtoN at the Hornsea Three OWF were not inspected, as they were established in February 2026. Therefore, a N/A has been inserted as the '% defective', as shown in *Figure 12*.

5.3 AtoN Component Availability Statistics

All OREI site operators continue to report their AtoN component availability and *Figure 13* provides an overview of the OREI sector as a whole.

Notably, the Category 2 components failed to meet the IALA availability target, and this is now an area of significant concern.

Figure 14 shows data for all AtoN components within each IALA category in relation to the required IALA target availability standards.

Figure 14 clearly shows a failure to meet the IALA target availability for Category 2 Light components. This is a worrying statistic and the unreliability of this component will be adversely impacting on mariner safety.

The above failure is a direct result of the performance of authorities responsible for Category 2 components at the sites detailed in the table below.

Figure 15 highlights the sites that are failing to meet IALA target availability.

5.4 Major Reportable Findings for OREI

The following were issued during audits:

a. Non-Conformance Notices;

- i. London Array OWF – RWE – Non-Maintenance, Long term casualty – AtoN availability below target.
- ii. Barrow OWF – Orsted – Non-Maintenance, Long term casualty – AtoN availability below target.
- iii. Walney OWF – Orsted – Non-Maintenance, Long term casualty – AtoN availability below target.
- iv. Walney Extension OWF – Orsted – Non-Maintenance, Long term casualty – AtoN availability below target
- v. West of Duddon Sands OWF – Orsted – Non-Maintenance, Long term casualty – AtoN availability below target.
- vi. Burbo Bank OWF – Orsted – Non-Maintenance, Long term casualty – AtoN availability below target.
- vii. Burbo Bank Extension OWF – Orsted – Non-Maintenance, Long term casualty – AtoN availability below target.
- viii. South West Wave Hub – Wave Hub Limited – Non-Maintenance, Long term casualty – AtoN availability below target.

b. Potential Improvement Notices;

- i. Rhyl Flats OWF – RWE – Insufficient planning for AtoN blackout.
- ii. North Hoyle OWF – RWE – AtoN availability below target.
- iii. Rampion OWF – RWE – Discontinuing AtoN without consent.

Figure 11: Trend of defect rates in OREI AtoN over 5 years

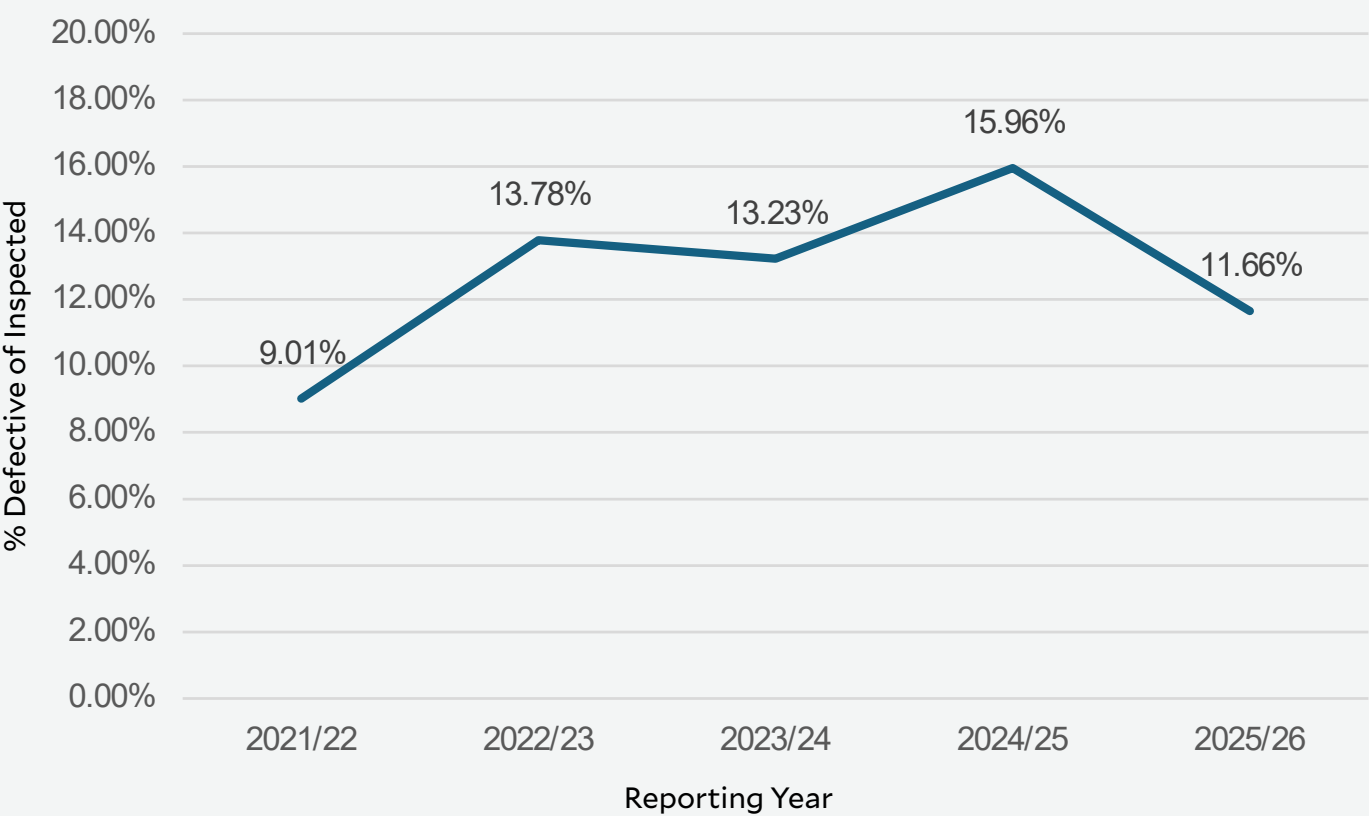


Figure 12: Individual OREI and Percentage of Defective AtoN

OREI	AtoN Inspected	No. Defective	% Defective
Barrow OWF	10	5	50.00
Barrow Substation	1	0	0.00
Blyth Demonstrator OWF	3	0	0.00
Blyth Met Mast	1	0	0.00
Burbo Bank Extension OWF	10	3	30.00
Burbo Bank Extension Substation	1	0	0.00
Burbo Bank OWF	4	0	0.00
Dogger Bank A, B & C OWFs	52	7	13.46
Dudgeon OWF	17	5	29.41
East Anglia One OWF	16	0	0.00
East Anglia Three OWF	16	0	0.00
East Anglia Zone Met Mast	2	0	0.00
Gallopier OWF	18	1	5.56
Greater Gabbard OWF	25	0	0.00
Gunfleet Sands OWF	17	4	23.53
Gwynt y Mor OWF	18	1	5.56
Hornsea One OWF	22	1	4.55
Hornsea Three OWF	0	0	N/A
Hornsea Two OWF	19	0	0.00
Humber Gateway OWF	13	0	0.00
Kentish Flats OWF	12	1	8.33
Lincs OWF	10	1	10.00
London Array OWF	23	1	4.35
Lynn & Inner Dowsing OWFs	9	1	11.11
North Hoyle OWF	10	2	20.00
Ormonde OWF	12	5	41.67
Race Bank OWF	16	9	56.25
Rampion OWF	25	2	8.00
Rhyl Flats OWF	8	1	12.50
Scroby Sands OWF	13	1	7.69
Sheringham Shoal OWF	15	1	6.67
Sofia OWF	21	3	14.29
South West Wave Hub	6	0	0.00
Teesside OWF	5	0	0.00
Thanet OWF	11	0	0.00
Triton Knoll OWF	25	0	0.00
Walney Extension OWF	17	0	0.00
Walney Extension Substations	2	0	0.00
Walney OWF	11	4	36.36
Walney Substations	2	0	0.00
West of Duddon Sands OWF	16	3	18.75
West of Duddon Sands Substation	1	0	0.00
Westermost Rough OWF	14	2	14.29

Figure 13: 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	1003	99	95.67
3	1028	97	99.66

Figure 14: Percentage of component availability compared to IALA target

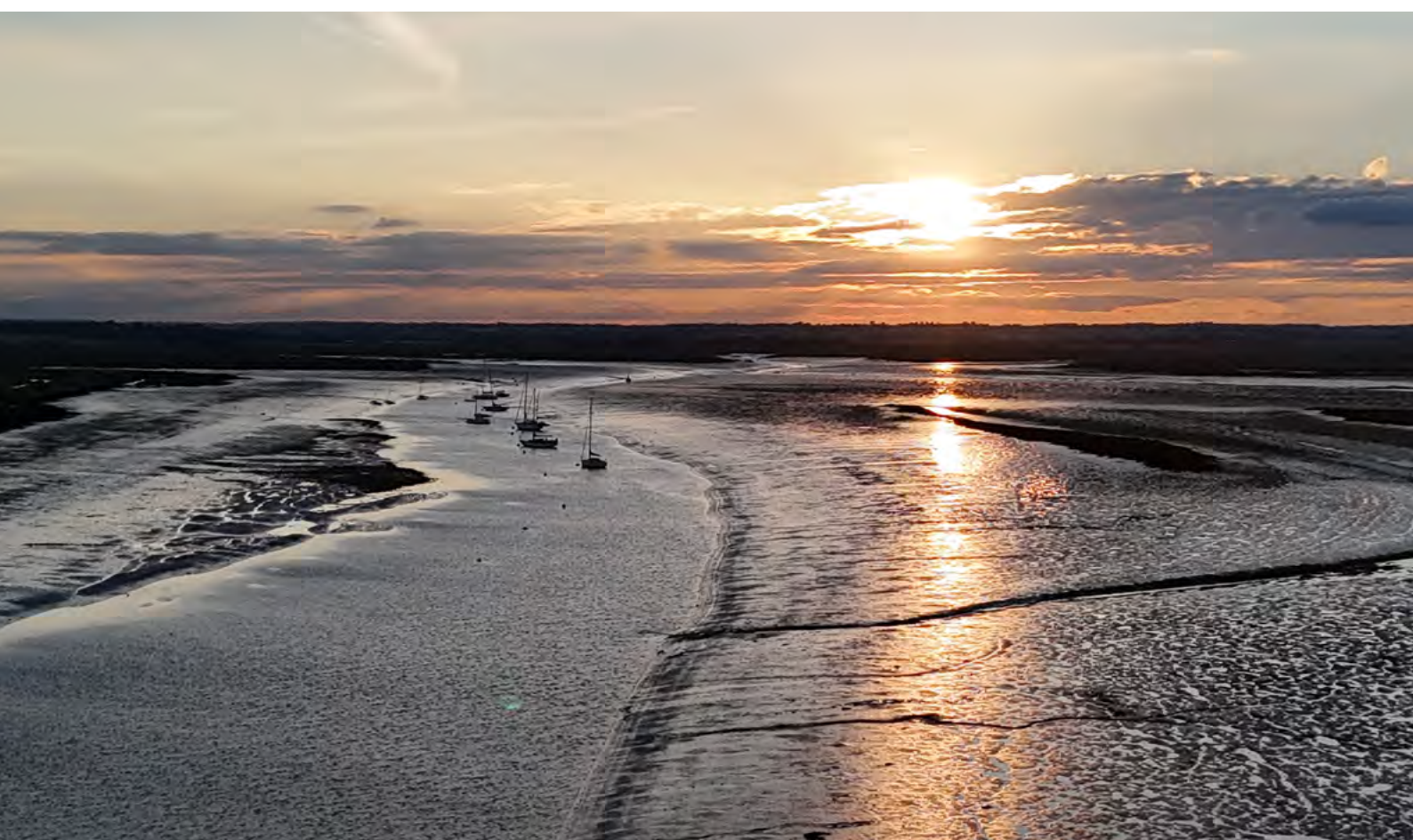
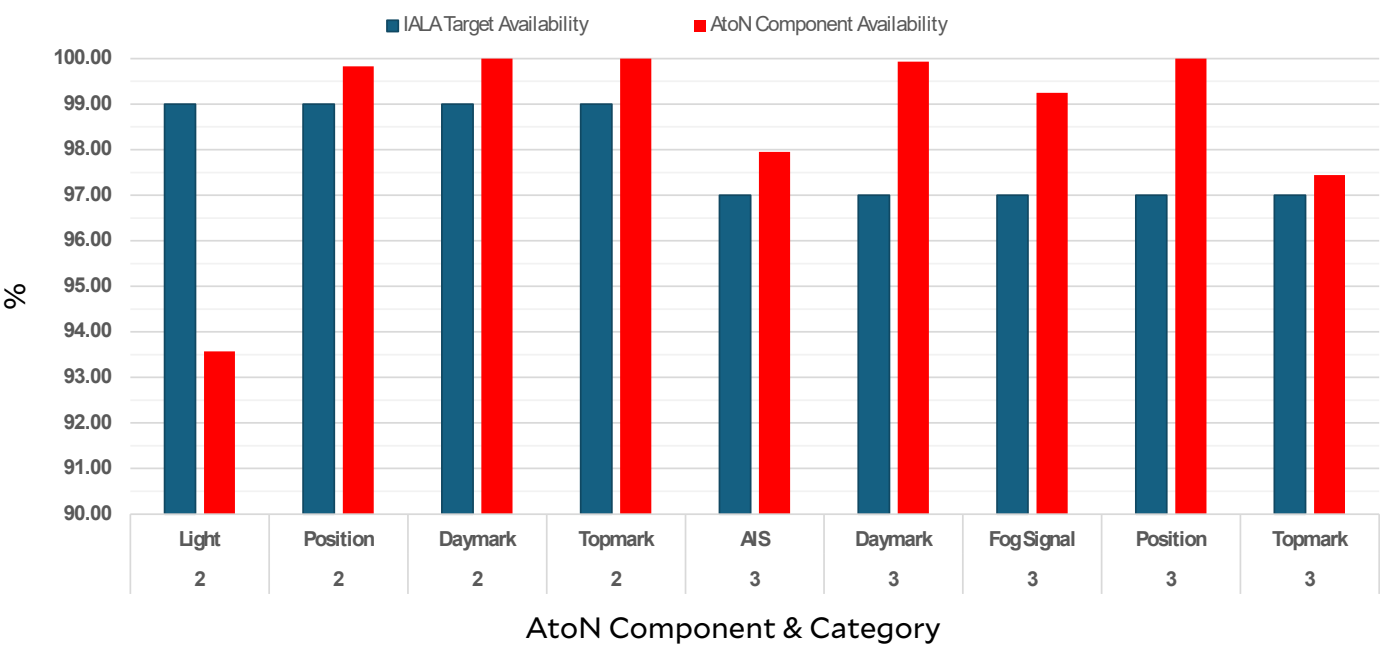


Figure 15: Percentage availability of component category by OREI site

OREI	Category of Components	IALA Target Availability %	Availability % of Active Components
Barrow OWF	2	99	75.42
West of Duddon Sands OWF	2	99	84.64
Burbo Bank OWF	2	99	84.83
Walney OWF	2	99	87.25
Ormonde OWF	2	99	89.47
North Hoyle OWF	2	99	90.82
Sheringham Shoal OWF	2	99	91.01
East Anglia Zone Met Mast	2	99	91.05
Burbo Bank Extension OWF	2	99	92.65
London Array OWF	2	99	92.99
Rhyl Flats OWF	2	99	93.4
Walney Extension OWF	2	99	94.42
East Anglia Three OWF	2	99	95.01
Dudgeon OWF	2	99	95.99
South West Wave Hub	2	99	96.16
Walney Extension Substations	2	99	96.26
Gunfleet Sands OWF	2	99	96.3
Thanet OWF	2	99	96.37
Triton Knoll OWF	2	99	97.47
Sofia OWF	2	99	97.62
Race Bank OWF	2	99	97.63
Hornsea One OWF	2	99	98.01
Barrow Substation	2	99	98.06
Rampion OWF	2	99	98.31
Scroby Sands OWF	2	99	98.7
Humber Gateway OWF	2	99	98.84
Westermose Rough OWF	2	99	98.86
Sofia OWF	3	97	96.14

6 SEAWARD INSPECTION OF OFFSHORE STRUCTURES (OIL & GAS)

Figure 16 shows the 2025/2026 seaward inspection of Offshore Structures. A total of 369 AtoN were inspected, **60** of which were found to be defective. This gave a total defect rate of **16.26%** for 2025/26 which represents a very slight decrease from last year.

The number of platforms with defects remained constant at **46** with **10** of those having multiple AtoN defects.

The total number of platforms requiring inspection is currently decreasing as platforms are decommissioned and removed; Figure 16 below refers.

Four platforms were removed following the IOS inspection but coded as ‘Advised Discontinued’ during the inspection and are not included in the figures or table below.

Figure 16: Oil and gas AtoN defects

	2023/24		2024/25		2025/26	
Total Platforms Inspected	114		103		96	
Total AtoN Inspected	429		395		369	
Total and % of AtoN Defective	75	17.48%	66	16.71%	60	16.26%
Total and % of Platforms with Defects	47	41.23%	46	44.66%	46	47.92%
Total and % of Platforms with Multiple Defects	18	15.79%	16	15.53%	10	10.42%



7 CONCLUSION

This annual report provides a high level overview of the performance of Local AtoN authorities and providers, based on audit and inspection outcomes and shared serviceability data. The risks to mariners and the environment arising from poorly maintained AtoN remain significant, underscoring the importance of the GLA's statutory responsibilities. IALA sets rigorous standards for AtoN availability and presentation, and Trinity House plays a central role in upholding these standards, though it does not have the powers to enforce compliance.

Overall AtoN defect rates increased during the reporting period. Defects reported for OREI reduced, but concerns remain regarding the availability of associated lights. Decommissioning of offshore oil and gas structures continues, with more assets now hydrocarbon free and unattended. This has slowed rectification of AtoN failures, although reported defects have slightly reduced. Over time, as more structures are removed from the marine environment, a gradual reduction in associated AtoN defects is expected.

This year's figures show an increase in defects and a reduction in availability which will be of concern to our stakeholders. Through continued engagement, proportionate intervention where necessary, and ongoing monitoring, Trinity House remains committed to reducing risk to mariners and the marine environment and to supporting the reliable provision of safe and effective AtoN.

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15 July 2026

The risks to mariners and the environment arising from poorly maintained AtoN remain significant, underscoring the importance of the GLA's statutory responsibilities

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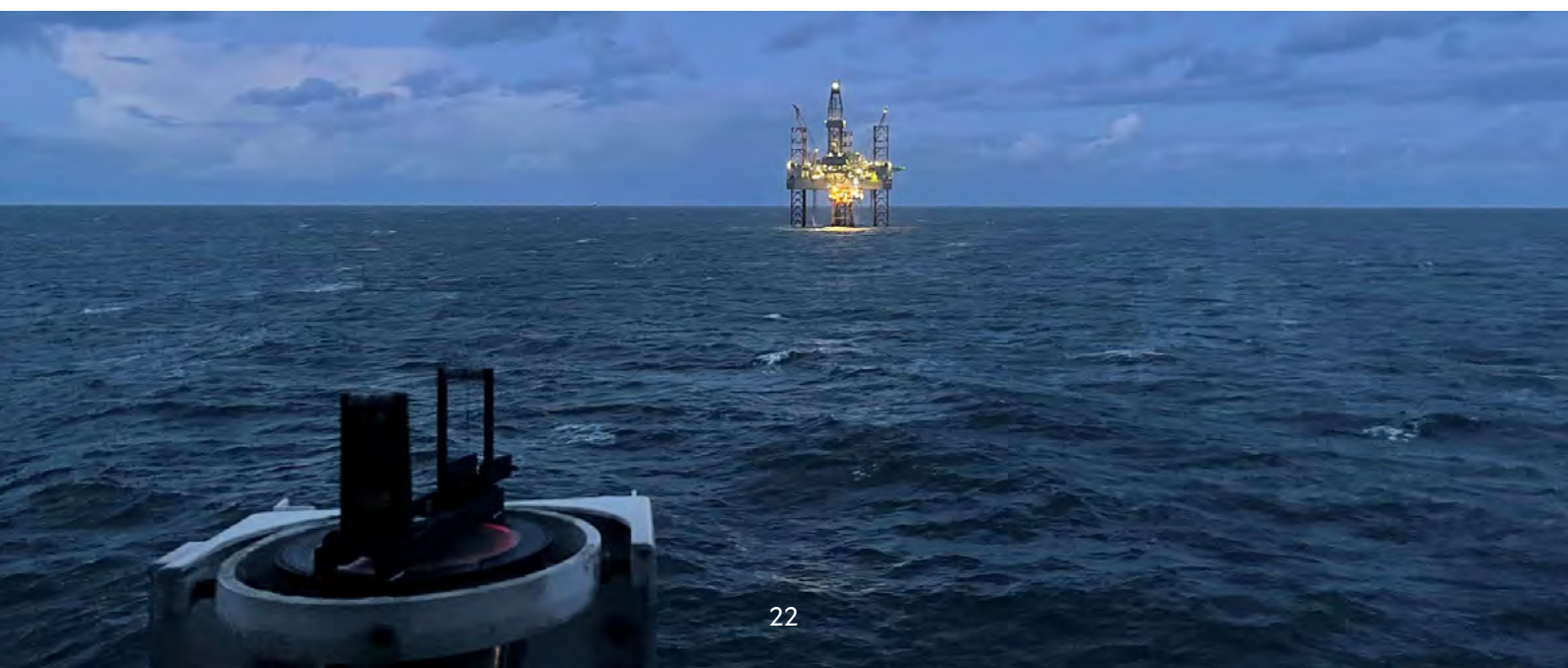
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