



Sustainability Report

Financial Year Ending 28 March 2026



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Reporting Period: 1 April 2025 – 28 March 2026

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Approved by: Board of Directors

1. Important Notices & Compliance Statement

1.1 Compliance Statement

While not a mandatory requirement for Wightlink; this report has been prepared in alignment with and guided by the UK Sustainability Reporting Standards UK SRS S1 (General Requirements for Disclosure of Sustainability-related Financial Information) and UK SRS S2 (Climate-related Disclosures), published by the UK Department for Business and Trade on 25 February 2026.

UK SRS S1 and UK SRS S2 are based on the IFRS Sustainability Disclosure Standards (IFRS S1 and IFRS S2) with minor UK-specific amendments.

Standards Applied	UK SRS S1 and UK SRS S2 (published 25 February 2026, DBT)
Reporting Period	1 April 2025 to 28 March 2026
Materiality Approach	Single / financial materiality – risks and opportunities that could reasonably affect cash flows, access to finance or cost of capital
Basis of Preparation	<i>Emissions have been calculated in accordance with the principles and methodology of the GHG Protocol Corporate Accounting and Reporting Standard. Activity data has been converted into tonnes of CO2 equivalent using the relevant UK Defra greenhouse gas conversion factors.</i>
Assurance	<i>The CO2e Emissions data has assurance provided by McGrady Clark in relation to SECR reporting</i>
Safe Harbour	Sustainability disclosures in the Strategic Report benefit from s.463 Companies Act 2006 statutory safe harbour protections

1.2 Forward-looking Statements

This report contains forward-looking statements, estimates and projections subject to significant uncertainty. Actual outcomes may differ materially from those described. These statements represent management's best estimates at the date of this report and should not be construed as guarantees of future performance.

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2. Foreword & Executive Summary

2.1 Foreword

At Wightlink we take very seriously our responsibility as a provider of environmentally sustainable transport services, a lifeline link for communities on both sides of the Solent, and as a local employer. Sustainability is one of our key values and part of our core strategy and activities.

In 2024, we won the Net Zero Navigator Award from Maritime UK Solent, recognising our achievements to date and acknowledging our future ambitions. It was the latest in a series of awards that reflect the importance of sustainability to the company and our workforce.

Following the introduction of our hybrid flagship Victoria of Wight in 2018, which reduced emissions by 20%, engineers and our teams are working to optimise performance to improve efficiency still further.

Our ultimate aim is to build all-electric ferries once suitable shore power is available on both sides of the Solent to enable us to rapidly recharge batteries between crossings. In the last year we have installed additional solar panels to generate electricity on our buildings and installed EV chargers at ports. We have a rolling programme of refurbishment occurring within our premises and have implemented numerous measures which reduce our carbon emissions.

Wightlink's Green Solent Project recognises that climate change is happening and commits us to protect the land, air and sea that surrounds us for future generations.

We collaborate with marine scientists on various projects. These include Blue Marine Foundation working to restore native oysters to the Solent in the Lymington River and University of Portsmouth postgraduate marine biology students monitoring populations of cuttlefish at Portsmouth Harbour and Ryde Pier.

We are proud to employ around 600 people including engineers, ferry crew, port operators, baristas and other retail team members along with colleagues in support roles. Around one third of whom live on the Isle of Wight.

Every year, we sponsor a number of sporting teams and organisations with discounted travel. Our primary objective for sponsorship is to enhance the quality of life on the Isle of Wight, particularly for young people (under the age of 18), by providing travel benefits.

We share a duty of care to support and give back to the communities that we operate in, to leave a legacy for future generations. Throughout the course of the year, Wightlink supports a number of charity projects that bring benefits to our local communities.

We also hold memberships with a number of Island and mainland organisations, including Shaping Portsmouth, Maritime Solent and local Chambers of Commerce. Through these memberships, we actively participate in and support events that benefit the communities we serve.

A key element of operating responsibly and sustainably is ensuring the safety and wellbeing of our colleagues and our customers. We encourage high standards of workforce health and safety, beyond the regulations, holding post-accident learning reviews and discussing our safety performance with

similar organisations to understand how we can improve further. Our training team ensure all our staff have the corrected training and is in date.

As sustainability is one of our core values, people, governance, safety and the environment are all key parts of our business strategy. You will see evidence of this commitment throughout this Report.

Katy Taylor
Chief Executive Officer

2.2 Executive Summary

Wightlink is the leading cross-Solent ferry operator carrying 4.3million people a year to and from the Isle of Wight on three routes from Portsmouth and Lymington with a fleet of eight ships and catamarans. We operate up to 140 sailings a day.

Operating sustainably is a long-standing aspect of the Wightlink strategy, and the business was an early adopter in embracing the need to reduce carbon emissions.

The company has strong governance processes which are forward looking, and they recognise the effects of climate change that are already being felt in the Solent and in the working environment.

This recognition of the need to operate sustainably is evident in our strategy, having invested in the first hybrid electric ferry operating in the Solent, implementing an active decarbonisation strategy both onshore and on our vessels, reducing waste while actively supporting the surrounding marine environment and communities we serve are all now everyday actions for the team.

This report details how Wightlink governs and manages its risks in relation to sustainability.

2.3 Key Performance Highlights

Scope 1+2 GHG Emissions	Self-Generated Renewable Energy	Reduction in Energy Use per Sailing	Assurance Level
21,123 tCO₂e (-5% vs prior year)	5.2% of total energy consumed is self-generated	4.5 KG CO₂e per tonne carried (-15% reduction vs prior year]	Reasonable

Port Electricity (kWh)	Waste	Water Consumption	MIAB
169,021 monthly average 2024/25 – 178,207	99.3% is either recycled or repurposed. 2024/25 – 100%	2128 Monthly Average m3 2024/25 - 2148	4 Target = 0 2024/25 – 0

RIDDOR	LTI	Near Misses	Employee Engagement
2 Target = 0 2024/25 – 4	0.9 Lost Time Injuries (per 100,000 hours worked) Monthly Average 2024/25 – 1.2	5.8 Target = 5 (ratio of near miss reports per accident) 2024/25 – 6.8	83% Feb 2026 staff survey

3. About This Report

3.1 Reporting Scope and Boundary

This sustainability report relates to Wightlink Limited. The report details the activities of the company relating to Sustainability and Climate matters for the reporting period. The extent and boundary of the data and disclosures detailed reflects the operational control, leadership and management applied to the company.

Legal Entity / Group	<i>The Wightlink Group (or 'the Group') consists of Wightlink Limited, Arca Shipping Limited, Arca Bidco Limited, Arca Midco Limited, and Arca Holdco Limited. The trading operations of the Group sit within Wightlink Limited.</i>
Operational Boundary	<i>Wightlink Limited and its operational activities across onshore facilities and fleet of vessels.</i>

3.2 Frameworks and Methodologies

This report aligns with the following frameworks and methodologies:

- UK SRS S1 – General Requirements for Disclosure of Sustainability-related Financial Information
- UK SRS S2 – Climate-related Disclosures
- GHG Protocol Corporate Accounting and Reporting Standard (Scope 1 and 2 emissions) has been used to determine CO₂e emissions.
- SECR

3.3 Materiality

Wightlink considers the materiality of its sustainability and climate risks and opportunities and the importance of each impact to the business. A materiality assessment was conducted during 2023 using a specialist external consultancy. This considered the views of the key stakeholders within the business across 6 key areas, including Workplace, Environment and the impact on external Stakeholders. A structured and consistent scoring was applied using a mechanism ranging from very low to very high impact.

The materiality of specific climate change related factors will be further reviewed in the autumn of 2026 as Wightlink have engaged support from an external consultancy to lead a Climate Adaptation workshop which will consider the impact of climate scenarios specific to the operational locations of the business. This process will assess the risks and opportunities they present and determine the materiality of these for the business. This process will involve Wightlink's senior management team. The process of understanding our material issues from a financial and impact perspective is and will be ongoing.

3.4 Stakeholder Engagement

Wightlink is a privately owned and operated company. The beneficial owners are represented on our Board to ensure ongoing and active engagement with them as stakeholders.

These stakeholders not only follow the financial performance of Wightlink, they also take an active interest in the Environmental, Social, Governance actions and performance of the business, requiring regular reporting to the Board and Executive team throughout the year to track progress.

4. Sustainability and Climate Disclosures

The following sections discuss the material risks and opportunities which may impact Wightlink, and these are considered in regards four key reporting pillars: Governance, Strategy, Risk Management, and Metrics and Targets.

As a critical ferry and transportation provider, working in a sensitive marine environment and supporting an island community which cherishes its natural capital, the business is very aware of its responsibilities in regards environmental social governance.

The challenges presented by changing weather patterns, tidal movements, greater weather extremes and the need to protect the natural assets while maintaining first class service provision are an everyday operational feature for the Wightlink team. As a result, Wightlink approaches the risks and opportunities presented by Sustainability and Climate change through an integrated and common governance and management model.

4.1 Governance

Wightlink has an established Governance Charter which underpins how we operate.

The Board currently comprises seven Directors, including an independent Chair, who possess a broad range of skills and experience. The Wightlink Board is responsible for the oversight of the Group's long-term climate change strategy, including sustainability and climate-related risks, opportunities and impacts.

The Board is responsible for setting the purpose and values of the Group that influence the culture of the business. The Board promotes good, safe behaviour and ethical values throughout the organisation and ensures these guide the Group's objectives and strategy. Ethical values and behaviours are incorporated into the policies of the Group that our colleagues are expected to abide by, thereby influencing the culture through all aspects of the business.

The Board meets bi-monthly and standing items for consideration include Health & Safety, financial reporting, risk management and sustainability performance. Wightlink also undertakes annual audits and operates a Remuneration Committee to provide additional oversight of key governance and people-related matters.

This recurring process ensures strong governance and accountability over the management and control of the business and its operational activities including sustainability and climate related matters.

4.1.1 Oversight

Our Chief Executive Officer (CEO) has overall responsibility for Environmental Social Governance which incorporates all sustainability and climate related matters. The CEO is a member of the Board and reports to the Board in this regard.

To support the CEO, sustainability is guided by our ESG Executive Committee which was formed in 2024. This includes the Senior Management Team (all functional Directors and CEO) and the Environmental Lead. The ESG Lead facilitates this meeting.

The committee oversees strategy and policy development and integration within the organisation. Sustainability programmes and operations are managed by a number of functions as the implementation of sustainability is everyone's responsibility.

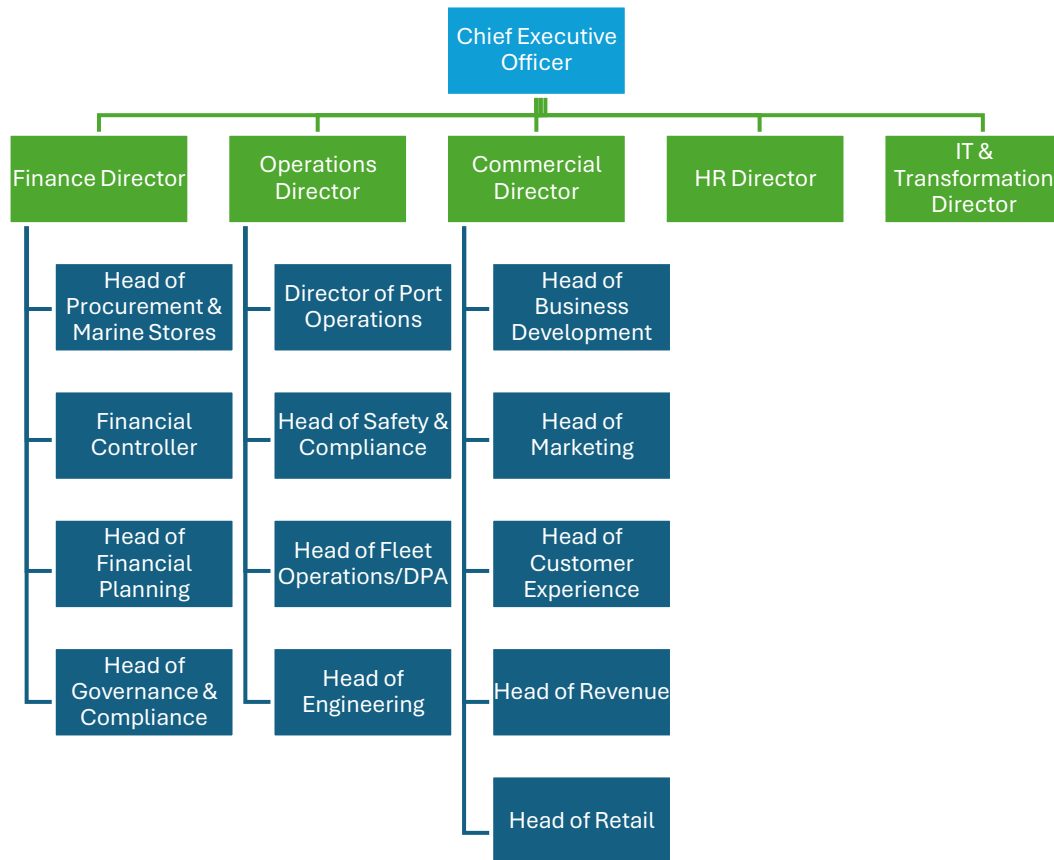
When required Wightlink engaged the skills of external consultancies to enhance and compliment the knowledge of the leadership team. This external input is valuable as it provides the company with

access to specialist skills and knowledge, while broadening the internal skill base. This is also required to provide independent validation of data, especially in relation to regulatory initiatives such as ESOS and SECR.

4.1.2 Management Processes

Management Structure	As illustrated in the chart below, the CEO is supported by 5 Functional Directors who are in turn supported by Heads of specific functions such as Health & Safety. This clearly defined structure provides clear structure and defined responsibilities to ensure the efficient and effective day to day operation of Wightlink.
Reporting to Board	The Board meets bimonthly and a detailed pack is provided to them which includes the metrics relating to sustainability. The pack also includes the Risk Register, which is actively updated each month, reflecting the highest ranked risks across the various functions of the company.
Controls & Processes	Monthly Metrics are generated by subject matter specialists, using the underlying data, validating this to generate key metrics in relation to Environment, Health & Safety, Employees which form part of the This report is collated by the finance team for the Executive Team. Wightlink has established processes for Incident Management and Safety Management should matters arise and these follows defined protocols, culminating in a review to enable learning and where required corrective actions.
Delegation	As the chart below highlights, there are functional heads over seeing each critical area of operations and responsibilities are delegated through this management structure.

Wightlink Organisation Chart - Strategic Management



4.2 Strategy

Wightlink's strategy for the future is to offer environmentally sustainable travel solutions to the communities on both sides of the Solent, in doing so ensuring the safe and efficient services.

Wightlink's Green Solent Project recognises that climate change is happening and commits us to protect the land, air and sea that surrounds us for future generations. Wightlink has pledged to reach Net Zero Carbon Emissions by 2050, in line with government targets — an ambition we believe is achievable if the national infrastructure, technologies and funding are enabled by Government.

Future Fleet & Infrastructure Plans

The "Future Vision" of the business envisages a staged transition to cleaner operations, covering:

- **Electric ferries** — development and introduction of electrically powered vessels
- **Shore power facilities** — installation of shore-side power connections at both mainland and Island ports, allowing vessels to plug in rather than run engines at berth
- **Full fleet electrification** — a broader programme to transition the entire fleet away from fossil fuels
- **Electric catamaran** — introduction of a zero-emission fast passenger catamaran
- **EV charging infrastructure** — expansion of electric vehicle charging banks at ports to support passengers travelling with EVs

4.2.1 Materiality

In 2023, Wightlink engaged the services of a specialist external consultancy to support the company conduct a Materiality review. This considered a wide range of factors impacting Wightlink, including Sustainability and Climate Change matters. The summary output from this assessment is detailed below.



We continue to review the materiality of these issues, and consider new emerging factors to ensure our materiality assessment accurately reflects the business and appropriately underpins our strategy and reporting.

4.2.2 Materiality Framework

Materiality Definition	
Assessment Process	The assessment process surveyed all key stakeholder groups and supported this process with selected interviews
Time Horizons	Short-term: 0–2 years Medium-term: 2–5 years Long-term: 5 years or more to 2050
Assessment Frequency	Through the Governance Charter and Risk Management Process, Risk and their materiality is reviewed on a recurring basis throughout the year and reported to the Board at each meeting.
External Validation	The Materiality Assessment was led by external consultants who collated the findings from the interested Stakeholders and scored the output to determine the Materiality of each factor.

4.2.2 Sustainability and Climate - Risks and Opportunities

The following tables details the material risks and opportunities which Wightlink has considered and continues to review. These risks and opportunities have been considered in terms of their impact time horizon and potential impact in high level financial terms.

Material Physical & Climate Risks	Time Horizon	Potential Financial Impact
Climate Change – physical risk - Sea Level rises and coastal flooding	Medium	Rising sea levels, increased coastal inundation risks and changes to tidal patterns could directly affect terminal infrastructure, ramp angles, clearances, and electrical systems within the Wightlink's operations. While in some areas flood defences are being introduced however, the progress in relation to these is dependent on 3 rd parties. These risks will have a financial impact, however, the precise impact and how this may be mitigated and how the business may adapt is being assessed during 2026-2027
Climate change – physical risk – Extreme Precipitation	Short to Medium	The onshore facilities have large area of hard surface, and these risk a lack drainage and impervious surfaces, thereby increases susceptibility to surface water accumulation which may lead to blockage of access routes during extreme precipitation or flooding. These risks may have a financial impact and will be considered in the forthcoming Adaptation Workshop.
Climate Change – physical risk – extreme Windstorms	Short to Medium	The Wightlink facilities are generally in exposed locations with little natural or built wind protection and some loose adjacent materials vulnerable to winds, debris hazards, ferry cancellations, and full closures during severe wind events. These are risks which already are managed by Wightlink, albeit frequency may increase.
Workforce & human capital – Heat Risk	Medium	Rising temperatures, particularly in summer periods, may impact working conditions and therefore health and safety due to heat related risks. This may require investment to reduce and mitigate such risks. Changes may have a financial impact, however, the precise impact and how this may be mitigated and how the business may adapt is being assessed during 2026-2027.
Supply chain disruption	Short to Medium	While there is the risk of disruption to Suppliers by climate change and extreme weather events, the risk to anyone supplier is not material to the company. However, Wightlink recognises, disruption from suppliers may have a financial impact and mitigation measures will be considered in the forthcoming Adaptation Workshop.

Transition Risks

As Wightlink transitions to Net Zero, the following Risks have been identified which may impact the strategy and operational model.

Transition Risks	Category	Time Horizon	Potential Financial Impact
Government policy with introduction of ETS	Policy & Market	Short to Medium	The UK Government is introducing ETS from 1 July 2026. This introduces a carbon charge on the larger vessels in the Wightlink fleet, albeit it may extend to smaller vessels. This policy is designed to encourage decarbonisation, however, the move to increased electrification has challenges. This scheme will have a financial impact upon the company, and the company is seeking to mitigate this partly with an ETS levy on passenger journeys. The initial impact will be established during the first reporting period of July to December 2026.
National Grid capacity	Policy & Technology related Risk	Medium	Delays to grid reinforcement works may result in insufficient electrical capacity at ports, limiting the business's ability to increase its hybrid or electric-powered fleet of vessels. This could affect investment in new fleet and technologies and potentially require increased and prolonged maintenance costs for older vessels with traditional propulsion systems.
Energy cost increases	Policy, Technology & Market	Medium	The transition from a fossil fuel based energy market to renewables, will require significant investment in grid connectivity and upgrading. While this cost is not directly attributable to Wightlink, this may lead to increased costs which impact operational costs.
Stranded assets	Technology & Market	Long	Wightlink is seeking to achieve a progressive transition to a hybrid or full electric fleet of vessels. This is dependent upon the progressive evolution of the supporting national infrastructure and technologies to enable this. There is a low risk of this not occurring in a structured manner and this resulting in some vessels dependent on older propulsion systems becoming stranded assets.

Climate & Sustainability – related opportunities

Opportunities	Time Horizon	Potential Financial Benefit
Expand Self-Generated power through Installation of Renewables	Short	Expanded Installation of Solar and potentially Wind turbines to self-generate electricity to support internal consumption and to offer to service users requiring to charge their EVs. The existing solar PV is making a positive contribution to emissions reduction; however further expansion requires capital investment to install, and maintain, however, there would be a financial return on investment through a reduction in imported electricity.
Increased availability of renewable power generation across National Grid	Medium	The National move to Net Zero and increased provision of renewable energy may support reduced emissions generated from onshore activities, and if adequate capacity, may also support a fleet transition to electric or hybrid vessels. The financial impact is anticipated to be neutral for onshore power consumption.
Advancements in Electric Power and Battery technologies to enable full electric vessels.	Medium – Long	The ongoing development of low carbon technologies may offer the necessary battery technologies to support fast charging of vessels and therefore advance the decarbonisation of the Wightlink fleet. Such modification or replacement of the vessel fleet will require significant financial investment and careful planning; although it may reduce levies such as ETS and prove appealing to customers over older technologies.

4.2.2 Impact on Business Model and Value Chain

Wightlink has already implemented a proactive strategy in relation to Sustainability and Climate risks and opportunities.

The business has demonstrated this through its invested in the hybrid ferry Victoria of White which was introduced to service in 2018. Since then, Wightlink has actively pursued a range of measures to reduce emissions and improve energy efficiency. This is an ongoing process and delivering positive results.

It has a clear vision for the future and is working to progressively enhance its business model and encourages similar change across its value chain.

It has in place Adaptation Workshops scheduled for the senior leadership teams for the autumn of 2026 whereby the risks and opportunities will be considered in further detail to prepare the business for the challenges which may arise from climate and sustainability risks. This process will assist considering the financial risks and commitments needed to continue the successful operations of the company.

4.2.3 Resilience of Strategy

The Board and Senior Leadership team review the risks to the Strategy and operational plans of Wightlink on a recurring basis. This process and the resulting decision making and actions implemented ensure the resilience of the Wightlink strategy and enable the business to adapt to the changing challenges which may arise.

4.3 Risk Management

Wightlink has for many years operated a structured approach to risk identification, assessment and management, enabling the Board and Executive to make informed strategic and operational decisions.

4.3.1 Risk Identification and Assessment

Identification Process	The Governance Risk & Compliance team meet on a recurring basis with the key risk owners within Wightlink. These meetings provide updates on current risks and identify any new or potential risks which may arise.
Assessment Criteria	Risks are assessed against an established scoring system which considers severity and likelihood to establish the Risk before mitigations. Where mitigations can be applied this may reduce the overall score.
Prioritisation	Risks are prioritised based upon their scoring and timeline disclosures]
Scope of Assessment	The Risk assessment considers all operational facets of the business including value chain risks.
Review Frequency	The Risk Matrix is reviewed and updated on a monthly basis by the Governance Risk & Compliance team.

4.3.2 Integration with Enterprise Risk Management

Wightlink does not distinguish between sustainability and climate related risks when considered alongside other risks such as commercial or legislative, the risk management process is integrated and considers all potential risks which may arise.

4.3.3 Risk Monitoring and Management

The Risk Management process is a monthly process, which captures data from risk owners, and this informs a Risk Register which is presented each month to the Executive Leadership group and the Board. This is a proactive and ongoing process which ensures the active tracking and management of risks, enabling proactive action to be implemented where appropriate.

4.3.4 Climate Scenario Analysis

Wightlink, supported by a key stakeholder, have conducted high level desk based scenario analysis of each of their key operational locations. This analysis considered 2 primary scenarios and how they may impact the operational sites using SSP2-4.5 (low carbon) and SSP5-8.5 (high carbon) for 2030 and 2050. The lower scenario assumes a middle of the road warming scenario in line with a 1.5 degree level of warming, the later with emissions surging to greater levels of warming.

Through these scenarios, 7 risk factors were considered. The risks identified at each location are detailed in the table below.

Asset Name	Coastal Flooding	Cyclones	Drought	EU Windstorms	Extreme Heat	Extreme Precip.	River Flooding	Overall Risk	Risk Category
Lymington Ferry Terminal	10.0	2.1	5.4	1.9	0.3	5.9	0.4	8.05	High
Yarmouth Ferry Terminal	9.2	2.1	5.4	1.9	0.3	5.9	0.4	7.07	Moderate
Fishbourne Ferry Terminal	9.6	1.9	5.4	2.1	0.3	5.9	0.4	7.06	Moderate
Portsmouth Gunwharf Ferry Terminal	9.1	1.9	5.4	2.1	0.3	5.9	0.4	7.03	Moderate
Portsmouth Harbour FastCat Terminal	9.1	1.9	5.4	2.1	0.3	5.9	0.4	6.37	Moderate
Ryde Pier Head FastCat Terminal	0.6	1.9	5.4	2.1	0.3	5.9	0.0	2.88	Very Low

The analysis identified site specific vulnerabilities and resilience features which will be used to inform future strategic decision making.

Wightlink will further develop this review of these scenarios with an Executive led senior leadership Adaptation Workshop taking place in September 2026 which will consider further operational details, and potential adaptation strategies which the business may wish to implement over the medium to longer term to combat the climate risks and to ensure the resilience of Wightlink.

4.4 Metrics and Targets

4.4.1 Sustainability Metrics

Metric / KPI	Current Year	Prior Year	Methodology / Notes
Total energy consumption (MWh)	71,372	82,980	GHG Corporate Protocol, using internal data, verified by external advisers.
Self-Generated Renewable energy (% of total)	5.2%	5.5%	Solar-generated electricity is measured through dedicated metering, with generation apportioned as a percentage of total combined energy consumption.
Scope 1 GHG emissions (tCO ₂ e)	20,737	21,870	Fuel consumption is measured using assured metering systems. Emissions are calculated using the UK DEFRA conversion factors for marine fuels, in line with the GHG Protocol Standard.
Scope 2 GHG emissions (tCO ₂ e)	386	400	Purchased electricity consumption is determined from supplier invoices. Emissions are calculated using the UK DEFRA conversion factors for purchased electricity, in line with the GHG Protocol Standard.
Water consumption (m ³)	24552	26295	Water consumed is determined from supplier invoices, and applies to all operational locations.

Recycling / diversion rate (%)	99.3%	100%	Waste attribution is determined from supplier invoices and reporting, and applies to all operational locations.
Total workforce headcount	558	588	Headcount spreadsheet which is saved monthly, Permanent and Fixed Term
Employee turnover rate (%)	21% incl. end of fixed term contracts	17% incl. end of fixed term contracts	Applied to whole operation boundary, number of leavers in each year / total workforce
Lost time injury rate (LTIR)	0.9	1.2	Applied to whole operational boundary, Lost Time Injuries (per 100,000 hours worked) Monthly Average, calculated using internally recorded data.
Gender pay gap reference	19.90% median 6.75% mean	16.87% median	Median and mean pay rates for both Male and Female, Male – Female / Male Rate

4.4.2 Our Targets

The company has established targets for a range of Environmental Social Governance related matters, and these are detailed in the table below.

Our Leadership team, recognise there is the opportunity to develop further incremental environmental and sustainability related targets and these will be considered during 2026 and included in our next Sustainability Report.

Target Description	Metric	Target	Performance
Net Zero GHG emissions	Absolute Scope 1+2 (tCO ₂ e)	2050	Year on Year progress being made
RIDDOR	Accident & Injury Records recording If a person has died or injured because of a work-related accident. RIDDOR report is only required when: the accident is work related, and it results in a reportable injury	0	2
MAIB	Accident & Incident reports recording any marine casualty or marine incident.	0	4
Near Misses	Ratio of near miss reports per accident	5	5.8
Risk Management	Risks reviewed at each Board meeting	7 reviews per annum	Achieved

5. Our Progress

5.1 Improving Energy Efficiency

5.1.1 Actions Implemented

To support our strategy and objectives, during the period, the following new initiatives have been implemented to improve energy efficiency and reduce emissions.

Completed 25% Refurbishment of Gunwharf Head quarters	During the period, as part of the ongoing improvement of Gunwharf an area of the building had enhanced LED lighting systems, double glazing and improved insulation installed. Further improvements are scheduled for autumn 2026.
Renewed and Improved Lighting systems in Gunwharf loading areas	During the period, the entire lighting system in the vehicle loading area was replaced with an efficient LED system which has automatic dimming and a reduced number of fitments, which combine to reduce energy use.
Replacement of Gas Boilers	During the last 2 years, a proactive programme of Gas Boiler replacement has been implemented, replacing older hot water systems with highly efficient point of use electric systems, reducing emissions and energy use.
Initiatives on Vessels	During the period, LED lights continued to be installed across the vessel fleet to reduce energy use. In the larger vessels, policies have been implemented to close certain deck areas and associated facilities when the passenger load is reduced to improve energy efficiency.
Installed Solar PV at Portsmouth Harbour Terminal	In October 2025, the solar PV array located on the Portsmouth Harbour terminal was activated, further enhancing the self-generation capabilities of the company.
Use of Electric Power Forklifts	During the period, the company has preferred electrically powered forklift trucks over the traditional gas powered units, reducing emissions

Wightlink is part of the Energy Savings Opportunity Scheme (ESOS) scheme, and we report to the Environment Agency our annual Progress against our action plan. As is evidenced above, the opportunities to reduce our energy use are implemented across both our Onshore facilities and our Vessels.

5.2 Improving our Environment

5.2.1 Marine & Biodiversity Partnerships

Wightlink has established partnerships with a selection of local organisations to protect and improve the marine environment in which we operate.

The strategy includes active marine environment restoration through partnerships:

- Working with the **Blue Marine Foundation** to re-introduce native oysters to the Solent, hosting cages of young oysters in the Lymington River.
- Collaborating with scientists and students from the **University of Portsmouth** to examine and encourage the growth of seagrass in the Solent off Ryde.
- Working with University of Portsmouth postgraduate marine biology students monitoring populations of cuttlefish at Portsmouth Harbour and Ryde Pier.
- Acting as a corporate partner of the **Hampshire & Isle of Wight Wildlife Trust** to support rewilding of the Isle of Wight's natural environment.

5.2.2 Waste Management

For several years, we have been consciously reducing its waste and focussing on ensuring that any waste is recycled or repurposed. During the period the total volume of waste was 327.18 tonnes of which 99.3% was either recycled or repurposed.

5.3 Supporting People

Wightlink is committed to supporting our colleagues and our communities in which we operate.

Training Our Colleagues

We are committed to supporting the ongoing development of our team and the past year has been no exception with large numbers of our colleagues undergoing training both in person and online.

These included:

Number of Colleagues	Subject Matter
317	Equality Diversity & Inclusion – Online Learning
250	Manual Handling – Online Learning
348	Cyber Security – Online Learning
152	Formal External Safety Courses

We have also conducted 2277 drills completed by our operational staff.

Wightlink in the Community

Our Wightlink in the Community scheme has been in operations since 1987. During 2025, we continued our commitment to the Isle of Wight through helping local teams, artists, environmental groups and charities thrive in 2026.

From young athletes competing nationally to Island performers taking the stage and environmental groups protecting what makes this place so special, we're helping open doors across the Solent.

20 sports teams

10 arts organisations

5 environmental partners

10 Isle of Wight charities

Plus travel support for 82 talented young athletes

Together, we made more than 14,000 cross-Solent journeys happen in 2025.

Community focussed support

We continue to support many organisations around the Solent as the following examples highlight

Marwell Wildlife got in touch asking if we had any spare equipment, we knew just the thing. Our old life rings, normally used to keep people safe at sea – have found a second life as enrichment toys for their giraffes!

Keeper Erin at Marwell transformed these old life rings into tongue puzzle feeders, making feeding time more mentally stimulating, which encourages natural behaviours as they have to work harder to get the feed rather than just eating from a bowl!

With an average lifespan of just 2–5 years, these life rings would usually be retired and disposed of. But by donating them instead, we are helping reduce waste and bring a little extra joy to animals in our community.

We have proudly partnered with **Ryde Rowing Club** and this year we were awarded the Captain's Cup in recognition of outstanding and long-standing support. This award reflects our ongoing commitment to supporting grassroots sport and nurturing Island talent.

6. Appendices

Appendix A: Glossary

UK SRS	UK Sustainability Reporting Standards, published by the UK Department for Business and Trade on 25 February 2026
UK SRS S1	General Requirements for Disclosure of Sustainability-related Financial Information
UK SRS S2	Climate-related Disclosures
GHG	Greenhouse Gas
Scope 1	Direct GHG emissions from owned or controlled sources
Scope 2	Indirect GHG emissions from the generation of purchased electricity, steam, heat or cooling
Scope 3	All other indirect GHG emissions in the reporting entity's upstream and downstream value chain
tCO ₂ e	Tonnes of carbon dioxide equivalent – standard unit for GHG emissions measurement
Financial Materiality	Single / investor-focused materiality – information material if omitting or misstating it could affect primary users' decisions
Transition Plan	A time-bound, Paris-aligned plan setting out how the entity will achieve its climate commitments
SECR	Streamlined Energy and Carbon Reporting – existing UK mandatory reporting framework
ETS	Emissions Trading Scheme – UK carbon market mechanism

Appendix B: Streamlined Energy & Carbon Reporting (SECR)



Streamlined Energy & Carbon Reporting (SECR)

Under the Companies (Directors' Report) and Limited Liability Partnerships (Energy and Carbon) Regulations 2018, we are mandated to disclose our UK energy use and associated greenhouse gas (GHG) emissions. As a minimum, we are required to report the GHG emissions from fuel combustion, purchased energy and transport vehicles, under Streamlined Energy and Carbon Reporting (SECR). Additionally, the use of an intensity ratio and an outline of implemented efficiency measures are required under the Streamlined Energy and Carbon Reporting (SECR) regulations.

The SECR reporting period covers Arca Topco Limited's operations from the 30th March 2025 to 28th March 2026. Our calculations are for the following scopes:

- **Building-related energy** – Onsite fuel combustion (Scope 1), natural gas usage (Scope 1) and purchased electricity consumption (Scope 2) from port facilities.
- **Transportation** – Fuel combustion in company-owned or operated vessels and vehicles (Scope 1) and expensed business travel in employee-owned vehicles (Scope 3).
- **Refrigerants** – Fugitive emissions from gas leaks (Scope 1), including R32 and R410a.

Calculation Methodology

Arca Topco Limited's emissions have been assessed in accordance with the 'GHG Protocol Corporate Accounting and Reporting Standard' and in line with 'Environmental reporting guidelines: including Streamlined Energy and Carbon Reporting Requirements'. The 2025 DESNZ (Department for Energy Security and Net Zero) emission conversion factors were used to quantify the emissions associated with Arca Topco Limited's UK operations for the specified reporting period. Where first hand energy consumption data was unavailable, direct comparison estimation, interpolation and pro-rata extrapolation methodologies have been used.

Organisational Boundary

We have used the financial control approach. All ferries and ports are financially controlled except for the Yarmouth Ticket Office building, which has shared utilities. As Arca Topco Limited and certain other subsidiaries in the Group have no direct energy relating to their operations and are not required to comply with SECR, this statement presented covers the SECR reporting that has been performed for the subsidiary, Wightlink Limited, only.

Results

Reporting Period		52 week period ended 28 March 2026	52 week period ended 29 March 2025
Area	Metric	UK & Offshore	UK & Offshore
Fuel combustion in company owned or operated vehicles (Scope 1)	Energy (kWh)	80,398,614.85	84,643,074.12
	Emissions (tCO ₂ e)	20,709.99	21,835.50
Fugitive emissions from escaped refrigerants	Energy (kWh)	-	-
	Emissions (tCO ₂ e)	10.84	0.84
Combustion of natural gas at site (Scope 1)	Energy (kWh)	90,083.52	171,259.03
	Emissions (tCO ₂ e)	16.48	31.32
On-site fuel combustion (Scope 1)	Energy (kWh)	719.54	9,486.17
	Emissions (tCO ₂ e)	0.16	2.04
Purchased electricity (Scope 2)	Energy (kWh)	2,183,216.28	1,933,511.87
	Emissions (tCO ₂ e)	386.43	400.33
Expensed business travel in personal or short-term hire vehicles (Scope 3)	Energy (kWh)	46,052.43	43,791.56
	Emissions (tCO ₂ e)	11.20	10.55
Total Energy Consumption	(kWh)	82,718,696.62	86,801,122.74
Total Emissions	(tCO ₂ e)	21,135.10	22,280.58

Reporting Period		52 week period ended 28 March 2026	52 week period ended 29 March 2025
Area	Metric	UK & Offshore	UK & Offshore
Scope 1 (natural gas, onsite fuels, fugitive emissions and transportation)	Emissions (tCO ₂ e)	20,737	21,870
Scope 2 (purchased electricity)	Emissions (tCO ₂ e)	386	400
Scope 3 (reimbursed travel in personal vehicles only)	Emissions (tCO ₂ e)	11	11
Total Energy Consumption	(kWh)	82,718,687	86,801,123
Total Emissions	(tCO ₂ e)	21,135	22,281

Reporting period	KG CO ₂ e per tonne carried per sailing			
	Portsmouth Ryde	Portsmouth Fishbourne	Lymington Yarmouth	Fleet Total
Year ended 31 March 2007	59.3	5.9	4.8	7.1
52 week period ended 29 March 2025	28.2	4.9	4.2	5.3
52 week period ended 28 March 2026	24.3	4.0	4.7	4.5

Overall emissions for the period have reduced from the prior period, and the carbon ratio for the fleet has also reduced overall. This was driven by lower fleet emissions alongside an increase in tonnes carried, despite a minor reduction in total sailings.

Intensity Metric

The chosen intensity ratios reflect route emissions (kgCO₂e) from marine gas oil per tonne per sailing. These were chosen as appropriate activity metrics considering the nature of our operations.

Energy Efficiency Measures

During the reporting period, the following energy efficiency measures were implemented or continued:

- Electrification of a forklift, reducing reliance on fossil fuels and supporting lower on-site operational emissions.
- On-site generation and consumption of renewable electricity from our solar photovoltaic (PV) panels, contributing to a reduction in grid electricity demand.
- Refurbishment works continued at Gunwharf Quay across a further 25% of the office building, including new insulation, LED lighting, double glazing and other improvements to reduce building energy demand. In addition, the loading parking lighting system was upgraded to LED, with fewer lighting heads, motion sensors and dimming controls to reduce electricity consumption.
- The ageing 100-litre boiler at Gunwharf Quay was replaced with a new 200-litre boiler, selected to operate more efficiently and better meet site demand.
- New flow meters were installed on Victoria of Wight in March 2026 as part of the planned maintenance schedule to improve fuel consumption monitoring. The vessel's LED lighting conversion was also completed during the most recent refit, reducing electricity demand from lighting.
- On Victoria of Wight and St Clare Deck 5 catering is closed during periods of lower hotel load, reducing unnecessary energy use from catering equipment when demand is lower.