

**The Grant-in-aid for
Royal Travel by Air and Rail**

Annual Report 2009-10

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INCOME AND EXPENDITURE ACCOUNT

<i>Year to 31st March</i>	Note	2010 £m	2009 £m
Grant-in-aid Voted by Parliament		7.3	7.4
		<hr/>	<hr/>
Grant-in-aid drawn down		5.0	6.4
		<hr/>	<hr/>
Air travel			
Helicopters		2.1	2.3
Fixed wing (civil operators)		1.6	2.6
Fixed wing (32 Squadron)		0.2	0.4
		<hr/>	<hr/>
		3.9	5.3
		<hr/>	<hr/>
Rail travel		1.0	0.8
		<hr/>	<hr/>
Administration and other		0.5	0.4
		<hr/>	<hr/>
Exceptional Item – helicopter lease refund	6	(1.5)	–
		<hr/>	<hr/>
Total net expenditure	5	3.9	6.5
		<hr/>	<hr/>
Net funding for /(from) fixed assets and working capital	11	1.1	(0.1)
		<hr/>	<hr/>

The results shown above relate to continuing activities. Total net expenditure in 2009-10 includes £0.2 million in respect of VAT (2008-09: £0.2 million).

The accounting policies are summarised on pages 104 to 105. The Income and Expenditure Account should also be read in conjunction with the Statement of Total Recognised Gains and Losses, the Balance Sheet and Cash Flow Statement on pages 101, 102, and 103 respectively.

Grant-in-aid not drawn down and retained by the Department for Transport amounted to £2.3 million (2008-09: £1.0 million)

STATEMENT OF TOTAL RECOGNISED GAINS AND LOSSES

<i>Year to 31st March</i>	Note	2010 £m	2009 £m
Net funding for/(from) fixed assets and working capital		1.1	(0.1)
Actuarial gain /(loss) for the year	4	0.2	(0.5)
Total recognised gains / (losses) relating to the year		<u>1.3</u>	<u>(0.6)</u>

BALANCE SHEET

As at 31st March

	Note	2010 £m	2009 £m
Fixed assets	8	—	—
Current assets			
Debtors	9	0.2	0.1
Cash at bank and in hand		0.6	0.7
		0.8	0.8
Creditors: amounts falling due within one year	10	(0.3)	(0.9)
Net current assets / (liabilities)		0.5	(0.1)
Net assets / (liabilities) excluding pension scheme asset / (liability)		0.5	(0.1)
Pension scheme asset / (liability)	4	0.2	(0.5)
Net assets / (liabilities)		0.7	(0.6)
Funds contributed by or (required from) the Department for Transport			
Fixed asset reserve		—	—
Pension scheme reserve	4	0.2	(0.5)
Net current assets / (liabilities)		0.5	(0.1)
	11	0.7	(0.6)

Sir Alan Reid

Keeper of the Privy Purse

7 June 2010

CASH FLOW STATEMENT

<i>Year to 31st March</i>	2010	2009
	£m	£m
Reconciliation of total net expenditure to Grant-in-aid		
Total net expenditure	(3.9)	(6.5)
Increase in debtors	(0.1)	–
(Decrease) / increase in creditors	(0.6)	0.4
Excess of pension scheme contributions over service cost	(0.5)	(0.1)
Net cash outflow from activities and before financing	(5.1)	(6.2)
Grant-in-aid drawn down	5.0	6.4
(Decrease) / increase in cash	(0.1)	0.2
Reconciliation of cash balances	2010	2009
	£m	£m
Cash at bank as at start of year	0.7	0.5
Net (decrease) / increase in cash	(0.1)	0.2
Cash at bank as at 31st March	0.6	0.7

NOTES TO THE ACCOUNTS

1. ACCOUNTING POLICIES

The following accounting policies have been applied consistently in dealing with items which are considered material in relation to the accounts.

a) Basis of preparation

The accounts are prepared in accordance with the combined accounts direction given by the Treasury as set out in Appendix B (pages 140 to 142) and have been prepared in accordance with applicable accounting standards, the Government Financial Reporting Manual (FRM) and under the historical cost accounting rules.

b) Income

Grant-in-aid from the Department for Transport is taken to the Income and Expenditure Account in the year it is received.

All other income is accounted for on a receivable basis.

c) Pensions

The Household operates the Royal Households Group Pension Scheme providing benefits based on final pensionable pay. The assets of the scheme are held separately from those of the Grant-in-aid. Contributions to the scheme are charged to the Income and Expenditure Account to reflect the cost of benefits accruing to members so as to spread pension costs over employees' working lives with the Household.

FRS 17: Retirement Benefits is applicable to this scheme, and accordingly the Income and Expenditure Account includes the cost of benefits accruing during the year in respect of current service, the expected return on the scheme's assets and the increase in the present value of the scheme's liabilities arising from the passage of time, the actuarial gain / (loss) recognised in the pension scheme for the year (shown within the statement of total recognised gains and losses) and the balance sheet includes the deficit in the pension scheme, taking the assets at their year-end bid-values and liabilities at their actuarially calculated values discounted using the annualised yield on the iBoxx over 15 year AA rated corporate bond index at the year end.

The Household also operates a defined contribution pension scheme. The assets of the scheme are held separately from those of the Grant-in-aid in an independently administered fund. The amount charged to the Income and Expenditure Account represents the contributions payable to the scheme in respect of the year.

Further details of the pension schemes are provided in Appendix A of the Royal Public Finances Annual Report (page 127).

d) Leases

Operating lease rentals are charged to the Income and Expenditure Account on a straight-line basis over the period of the lease.

e) Foreign currencies

Transactions denominated in foreign currencies are converted into sterling at the exchange rates on the date of the transaction. Debtors and creditors denominated in foreign currencies are translated at year end exchange rates, unless the terms of the transaction include contracted rates when those rates are used.

f) Fixed assets

Fixed assets costing over £2,000 are capitalised in the balance sheet. They are depreciated on a straight-line basis starting in the month following that of purchase, at the following rates:

- Information technology equipment Over 3 years
- Helicopter operation equipment Over 5 years

g) Reserves

A fixed asset reserve was set up when the Grant-in-aid was established, anticipating the requirements of Government Resource Accounting. The net annual movement is the difference between fixed assets acquired, disposals and depreciation.

The pension scheme reserve represents the amount of the pension scheme surplus / (deficit) at the year end. A deficit will need to be settled from future Grant-in-aid funding over time.

Net current assets / (liabilities) represents the amounts invested in net current assets or required to meet net current liabilities. Net current liabilities will be settled from future Grant-in-aid funding.

2. SEGMENTAL ANALYSIS

<i>Year to 31st March</i>	Fixed costs		Variable costs		Total costs	
	2010 £m	2009 £m	2010 £m	2009 £m	2010 £m	2009 £m
Air travel						
Helicopters	1.4	1.6	0.7	0.7	2.1	2.3
Fixed wing (civil operators)	–	–	1.6	2.6	1.6	2.6
Fixed wing (32 Squadron)	–	–	0.2	0.4	0.2	0.4
	<u>1.4</u>	<u>1.6</u>	<u>2.5</u>	<u>3.7</u>	<u>3.9</u>	<u>5.3</u>
Rail travel						
Royal Train and other	0.6	0.5	0.4	0.3	1.0	0.8
Administration and other	0.5	0.4	–	–	0.5	0.4
Total net expenditure	<u>2.5</u>	<u>2.5</u>	<u>2.9</u>	<u>4.0</u>	<u>5.4</u>	<u>6.5</u>

3. STAFF NUMBERS AND COSTS

Staff Numbers

Staff paid from the Grant-in-aid are as set out below.

<i>As at 31st March</i>	2010	2009
Royal Travel Office	3	3
The Queen's Helicopter Flight	9	9
Administration and Finance	2	1
	<u>14</u>	<u>13</u>

Where staff work part-time or have part of their salary charged to the Civil List or to the Property Services Grant-in-aid (in each case according to time spent) they are recorded according to the proportion of their time paid for by the Royal Travel Grant-in-aid. Those who work for less than 10% of their time on royal travel matters are not included in the above table.

Payroll Costs

<i>Year to 31st March</i>	2010 £m	2009 £m
Salaries	0.7	0.7
National insurance	0.1	0.1
Pension contributions	0.2	0.2
	<u>1.0</u>	<u>1.0</u>

4. PENSION ARRANGEMENTS

Details of the pension schemes operating for employees of the Royal Household are provided in Appendix A of the Royal Public Finances Annual Report on pages 127 to 139.

5. TOTAL NET EXPENDITURE

Total net expenditure is stated after charging:

<i>Year to 31st March</i>	2010	2009
	£m	£m
Helicopter operating lease	0.3	0.4

The Auditors' remuneration for the audit was £19,000 (2008-09: £18,000). During 2009-10 and 2008-09 no additional fees were paid to the Auditors.

6. EXCEPTIONAL ITEM – HELICOPTER LEASE REFUND

On replacing The Queen's helicopter, the old helicopter which was leased from Bank of Scotland, was sold by the lessor to the Sikorsky Aircraft Corporation in October 2009. In accordance with the terms of the lease contract between Bank of Scotland and the Royal Household, this gave rise to a refund of lease rentals to the Royal Household amounting to £1.5 million which has been shown as an exceptional item.

7. RELATED PARTY TRANSACTIONS

Material transactions during the year with other entities controlled by officials on behalf of The Queen are set out below.

	2010	2009	2010	2009
	£m	£m	£m	£m
	Balance due to:		Charged by:	
The Civil List	–	–	0.1	0.1

The Civil List is regarded as a related party. Charges to Royal Travel are mainly management fees charged by the Civil List for various services including, accountancy, payroll, personnel, catering, cleaning and the provision of press office, internal audit and information systems services.

None of the key staff employed by Royal Travel has undertaken any material transaction with Royal Travel during the year.

8. FIXED ASSETS

	Helicopter operation equipment £m
Cost	
At 1st April 2009	0.2
Disposals	(0.1)
At 31st March 2010	<u>0.1</u>
Depreciation	
At 1st April 2009	0.2
Charge for the year	–
Disposals	(0.1)
At 31st March 2010	<u>0.1</u>
Net book value	
At 31st March 2010	<u>–</u>
At 1st April 2009	<u>–</u>

Helicopter operation equipment principally comprised additional navigation equipment, an auxiliary fuel tank and safety upgrade fitted to the Sikorsky S76 C+, which were returned to the lessor during the year.

9. DEBTORS

<i>As at 31st March</i>	2010 £m	2009 £m
Recharges	<u>0.2</u>	<u>0.1</u>
	<u>0.2</u>	<u>0.1</u>

10. CREDITORS

<i>As at 31st March</i>	2010 £m	2009 £m
Amounts falling due within one year:		
Suppliers	<u>0.3</u>	<u>0.9</u>
	<u>0.3</u>	<u>0.9</u>

11. RESERVES

Funds contributed by or (required from) the Department for Transport	Fixed asset reserve	Net current (liabilities) / assets	Pension scheme reserve	Total
	£m	£m	£m	£m
As at 1st April 2009	–	(0.1)	(0.5)	(0.6)
Actuarial gain on Pension Scheme	–	–	0.2	0.2
Net funding for working capital	–	0.6	0.5	1.1
As at 31st March 2010	–	0.5	0.2	0.7

12. COMMITMENTS

At 31st March 2010 there were commitments in respect of the fixed costs of the Royal Train and the helicopter safety system amounting to £0.3 million, which will be paid from the Grant-in-aid during 2010-11 (£0.3 million at 31st March 2009).

In addition, annual commitments under the helicopter operating lease and associated contracts are as follows:

<i>As at 31st March</i>	2010 £m	2009 £m
Expiring in less than one year	0.3	0.2
Expiring in more than 5 years	0.5	0.4

13. CONTINGENT LIABILITIES

The Grant-in-aid had no contingent liabilities at the year end (2008-09: nil).

FIVE YEAR INFORMATION

INCOME AND EXPENDITURE ACCOUNT

<i>Year to 31st March</i>	2010	2009	2008	2007	2006
	£m	£m	£m	£m	£m
Grant-in-aid Voted by Parliament	7.3	7.4	6.4	6.0	5.9
Grant-in-aid drawn down	5.0	6.4	6.4	5.5	5.2
Air travel					
Helicopters – fixed costs	1.4	1.6	1.6	1.5	1.5
Helicopters – variable costs	0.7	0.7	0.6	0.7	0.7
Fixed wing (civil operators) – variable costs	1.6	2.6	2.2	1.9	1.6
Fixed wing (32 Squadron) – variable costs	0.2	0.4	0.4	0.4	0.8
	3.9	5.3	4.8	4.5	4.6
Sea travel	–	–	0.2	–	–
Rail travel					
Royal Train – fixed costs	0.6	0.5	0.4	0.4	0.3
Royal Train – variable costs	0.4	0.3	0.5	0.3	0.3
	1.0	0.8	0.9	0.7	0.6
Administration and other	0.5	0.4	0.3	0.4	0.3
Exceptional item – helicopter lease refund	(1.5)	–	–	–	–
Total net expenditure	3.9	6.5	6.2	5.6	5.5
Net funding for / (from) fixed assets and working capital	1.1	(0.1)	0.2	(0.1)	(0.3)

PERFORMANCE INDICATORS AND OPERATING RATIOS

<i>Year to 31st March</i>	2010	2009	2008	2007	2006
Funding					
Movement in total net expenditure in:	%	%	%	%	%
• absolute terms	-15.5	+4.8	+10.7	+1.8	+10.0
• real terms	-19.5	+2.6	+7.2	-2.0	+7.7
Mileage Cost					
Total cost per mile travelled:					
• by air	£14	£13	£15	£12	£13
• by rail	£55	£53	£40	£54	£41
Supplier Payments					
Invoices paid within:	%	%	%	%	%
• 30 days	83	79	90	93	95
• 40 days	93	90	98	97	97
• 50 days of receipt of invoice	96	93	99	99	99
Staff Numbers	14	13	13	13	13

REPORT OF KPMG LLP TO THE LORD CHAMBERLAIN

We have audited the accounts of the Grant-in-aid for Royal Travel by Air and Rail ("the Grant-in-aid") which comprise the income and expenditure account, the balance sheet, the cash flow statement, the statement of total recognised gains and losses and the related notes including the introductory paragraphs and section 3 of the Royal Public Finances Appendix A (the "accounts"). These accounts have been prepared using the accounting policies set out on pages 104 to 105.

Our report is designed to meet the agreed requirements of the Lord Chamberlain determined by the Lord Chamberlain at the time. Our report should not be regarded as suitable to be used or relied on by any party wishing to acquire rights against us other than the Lord Chamberlain for any purpose or in any context. Any party other than the Lord Chamberlain who obtains our report or a copy and chooses to rely on our report (or any part of it) will do so at their own risk. To the fullest extent permitted by law KPMG LLP will accept no responsibility or liability in respect of our work to any other party.

Respective responsibilities of the Keeper of the Privy Purse and KPMG LLP

The Keeper of the Privy Purse is responsible for preparing the accounts for each financial year, which includes an account of the stewardship of the Grant-in-aid, in a form and content approved by the Department for Transport. The Keeper of the Privy Purse is also responsible for ensuring the regularity of financial transactions and for the preparation of the other contents of the Annual Report.

Our responsibility is to audit the financial statements in accordance with relevant legal and regulatory requirements and International Standards on Auditing (UK and Ireland). We report to you our opinion as to whether the accounts give a true and fair view and have been properly prepared on the stated basis. We also report to you whether in all material respects the Grant-in-aid has been expended only for the purposes described in the Memorandum of Understanding. We also report to you whether in our opinion the information given in the Annual Report is consistent with the accounts. The information given in the Annual Report includes that specific information presented in the Operating and Financial Review that is cross referred from the Annual Report.

In addition we report to you if, in our opinion, the Royal Household has not kept proper accounting records, or if we have not received all the information and explanations we require for our audit.

We read the other information contained in the Annual Report, and consider whether it is consistent with the audited financial statements. We consider the implications for our report if we become aware of any apparent misstatements or material inconsistencies with the financial statements. Our responsibilities do not extend to any other information.

Basis of audit opinion

We conducted our audit in accordance with International Standards on Auditing (UK and Ireland) issued by the Auditing Practices Board. An audit includes examination, on a test basis, of evidence relevant to the amounts, disclosures and financial regularity of financial transactions included within the accounts. It also includes an assessment of the significant estimates and judgements made by the Keeper of the Privy Purse in preparation of the accounts, and of whether the accounting policies are appropriate to the circumstances of the Grant-in-aid and are consistently applied and adequately disclosed.

We planned and performed our audit so as to obtain all the information and explanations which we considered necessary in order to provide us with sufficient evidence to give reasonable assurance that the accounts are free from material misstatement, where caused by fraud or other irregularity or error and that in all material respects the Grant-in-aid has been expended only for the purposes described in the Memorandum of Understanding. In forming our opinion we also evaluated the overall adequacy of the presentation of the information in the accounts.

Opinion

In our opinion:

- the accounts give a true and fair view of the state of affairs of the Grant-in-aid at 31st March 2010 and the surplus for the year then ended and have been properly prepared on the basis of the accounting policies set out therein;
- the accounts have been prepared in accordance with the requirements of the combined accounts direction, as notified to the Royal Household by the Treasury;
- the information in the Annual Report is consistent with the accounts; and
- in all material respects, the Grant-in-aid has been expended only for the purposes described in the Memorandum of Understanding and the financial transactions conform to the authorities which govern them.

W Meredith

For and on behalf of **KPMG LLP**

Chartered Accountants

London

7 June 2010

APPENDIX 1: JOURNEYS COSTING £10,000 OR MORE

The journeys listed in this appendix are only those undertaken by air or rail and funded from the Royal Travel Grant-in-aid. They account for approximately 17% of all royal engagements in 2009-10. The appendix does not detail journeys which cost less than £10,000 for the whole party, or include journeys by car. It should also be noted that the costs shown below for The Queen's Helicopter and the Royal Train are the variable costs only. Fixed costs are not included because they are payable irrespective of whether The Queen's Helicopter or Royal Train is used and do not result from undertaking specific journeys. Costs for chartered and scheduled air and rail represent the total cost of the journey (because all costs are variable). For some overseas tours, in-theatre charter aircraft are used due to the lack of local scheduled flights which fit the timings of the programmes. The costs of journeys include those relating to positioning, where applicable. A key to the abbreviations is given on page 120.

Household	Method of travel	Date	Itinerary	Cost (£)
The Prince of Wales	Royal Train	2-3 Apr	Euston - Oxenholme	14,756
<i>Launch the Red Squirrel Survival Trust, visit Deepdale Farm and Second Nature UK Limited</i>				
The Duke of Kent	S76	7-8 Apr	KP - Fort William. Achnacarry - KP	11,114
<i>Visit Lochaber Mountain Rescue Centre and Highlands and Islands Fire and Rescue Service</i>				
The Prince of Wales and The Duchess of Cornwall	Charter flight	26-30 Apr	LYN - Rome - Venice - Berlin - LHR	85,700
<i>FCO visit to Italy and Germany</i>				
The Queen and The Duke of Edinburgh	Charter flight	6-8 May	NHT - Londonderry - Belfast - NHT	19,005
<i>Visit Police Retraining and Rehabilitation Trust, Maritime and Coastguard Agency, FE McWilliam Art Gallery, and other engagements</i>				
Staff (The Queen)	Scheduled flight	10-16 May	LGW - Port of Spain - Bermuda - LGW	11,150
<i>Reconnaissance for forthcoming Commonwealth Heads of Government Meeting</i>				
The Queen and The Duke of Edinburgh	Royal Train	11-12 May	Euston - Haverfordwest	18,515
	Charter flight	12 May	Haverfordwest - NHT	5,505
<i>Visit South Hook Liquefied Natural Gas Terminal</i>				
The Duke of York	Charter flight	17-21 May	NHT - Algiers - In Amenas - Tunis - Sfax - NHT	54,869
<i>UKTI visit to Algeria and Tunisia</i>				

Household	Method of travel	Date	Itinerary	Cost (£)
The Queen and The Duke of Edinburgh	Royal Train	20-21 May	Euston - Wigan	17,559
	Charter flight	21 May	Manchester - Aberdeen	14,593
<i>Visit H.J. Heinz Company Limited and Warburton's Bakery, and open Leigh Sports Village Stadium</i>				
The Queen	Charter flight	26 May	Aberdeen - NHT	10,653
<i>Residence to residence</i>				
The Duke of York	Charter flight	28 May - 4 Jun	NHT - Montreal - Baku - NHT	94,500
<i>UKTI visit to Baku following visit by HRH The Duke of York to Montreal</i>				
The Prince of Wales and The Duchess of Cornwall	Charter flight	1 Jun	LYN - Kirkwall - Edinburgh	15,424
<i>View rehearsals for St Magnus Festival, visit Royal National Lifeboat Institution and European Marine Energy Centre, and other engagements</i>				
The Prince of Wales and The Duchess of Cornwall	S76	4 Jun	Holyroodhouse - Inverness. Strathpeffer - Birkhall	11,245
<i>Visit The Black Watch, 3rd Battalion The Royal Regiment of Scotland, Magnus House and Strathpeffer Pavilion.</i>				
The Prince of Wales	Royal Train	5-6 Jun	Aberdeen - Portsmouth	23,792
	S76	6 Jun	Portsmouth - Bayeux. Colleville sur Mer - Cherbourg	4,315
	HS125	6 Jun	Caen - Aberdeen	3,412
<i>Attend Remembrance Services for members of the British and Commonwealth Forces and American Forces</i>				
The Prince of Wales	Royal Train	8-9 Jun	Aberdeen - Gillingham	23,830
<i>Visit Pembroke House, Metropolitan Police Specialist Training Centre and other engagements</i>				
The Queen and The Duke of Edinburgh	Royal Train	10-11 Jun	Euston - Weymouth	16,367
<i>Visit Weymouth and Portland National Sailing Academy and Weymouth Harbour, open redeveloped Tank Museum, view the Royal Armoured Corps Memorial, and other engagements</i>				
The Duke of Kent	S76	17-18 Jun	KP - Stornoway - Lochinver - Portree. Plockton - Mallaig - Tobermory - KP	14,513
<i>Visit Lifeboat Stations in the Outer Hebrides and Western Isles</i>				
The Duke of York	Scheduled flight	22-28 Jun	LHR - New York - LHR	21,153
<i>UKTI visit to New York</i>				
The Queen	Royal Train	25-26 Jun	Euston - Edinburgh	19,541
<i>Take up residence at Palace of Holyroodhouse and undertake engagements in Scotland</i>				

Household	Method of travel	Date	Itinerary	Cost (£)
The Queen and The Duke of Edinburgh	S76	29 Jun	Holyrood - Inverness - Fort Augustus - Holyrood	10,460
<i>Visit Culloeden Battlefield Visitors Centre and Glendoe hydro-electric plant, and other engagements</i>				
The Queen and The Duke of Edinburgh	Charter flight	2 Jul	Holyrood - North Berwick - Lauder - Edinburgh	9,675
	Charter flight	2 Jul	Edinburgh - NHT	10,129
<i>Visit Scottish Seabird Centre, Eyemouth Maritime Centre and Eyemouth Fishermen's Mission, and other engagements</i>				
The Prince of Wales and The Duchess of Cornwall	Charter flight	2 Jul	KP - Plymouth - St Mary's. Tresco - Newquay	11,440
	S76	4 Jul	Lostwithiel - HG	4,184
<i>Visit The Gig Boat Club, Trenoweth Horticultural Centre, Penair School, and other engagements</i>				
The Prince of Wales and The Duchess of Cornwall	Charter flight	24-25 Jul	LYN - Edinburgh - LYN	15,372
<i>Open The Gathering 2009</i>				
The Prince of Wales	Charter flight	2 Aug	LYN - Birmingham - Wick	14,170
<i>Visit Selby Oak Hospital and open Mey Village Hall</i>				
The Prince of Wales	Royal Train	6-7 Sep	Ayr - Kemble	19,492
<i>Hold Meeting for Business in the Community, Wales and Meeting for The Prince's Trust - Cymru, and other engagements</i>				
The Princess Royal	S76	7-11 Sep	GP - Galashiels. Heriot - Glenrothes, Kirkcaldy - Anstruther - Dundee - Brechin - Tain - Golspie - Wick - Jura. Islay - Tarbet - Largs - Edinburgh - Askham - GP	17,521
<i>Visit Fife Constabulary, open Wick Marina, attend International Sheep Dog Trials and other engagements</i>				
The Duke of York	Charter flight	9 Sep	Prestwick - Inverness - Castle Douglas, Dalbeattie - Dundonald Links	11,148
<i>Attend The Duke of York's Young Champions Trophy at Dundonald in Ayrshire, visit the Orion Group, visit local school and open lifeboat station</i>				
The Prince of Wales	Royal Train	10-11 Sep	Euston - Exeter - Euston	19,747
<i>Visit the Meteorological Office Hadley Centre and Princetown Village Centre, and other engagements</i>				

Household	Method of travel	Date	Itinerary	Cost (£)
The Queen	Charter flight	12 Sep	Aberdeen - Leeming - Aberdeen	14,018
<i>Visit The Queen's Royal Lancers</i>				
Staff (The Queen)	Scheduled flight	14-21 Sep	LHR - Bermuda - Port of Spain - LHR	40,313
<i>Reconnaissance visit in advance of FCO visit to Bermuda and Trinidad and Tobago</i>				
The Duke of York	Charter flight	22-24 Sep	Farnborough - Jeddah - Farnborough	28,767
<i>FCO visit to Saudi Arabia</i>				
The Duke of York	Scheduled flight	28 Sep - 9 Oct	LHR - Singapore. Delhi - LHR	22,644
	Charter flight	3-6 Oct	Singapore - Hanoi - Bangkok	46,264
<i>UKTI visit to Singapore, Vietnam and Thailand</i>				
The Prince of Wales and The Duchess of Cornwall	Royal Train	8 Oct	Aberdeen - Euston	22,447
<i>Attend Iraq Memorial Service</i>				
The Prince of Wales and The Duchess of Cornwall	Charter flight	9 Oct	NHT - ABZ	11,259
<i>Residence to residence</i>				
The Prince of Wales	Charter flight	18 Oct	Leuchars - NHT - ABZ	13,396
<i>Give Dinner for Member States of Major Economies Forum</i>				
The Prince of Wales	Royal Train	22-23 Oct	Ayr - Ammanford	21,665
<i>Visit Llandeilo and Cwmdu, and other engagements</i>				
The Duke of York	BAe146	24 Oct - 6 Nov	NHT - Al Alamein - Cairo - Doha - Abu Dhabi - Muscat - Sana'a - NHT	41,997
<i>UKTI visit to Egypt and the Middle East</i>				
The Queen and The Duke of Edinburgh	Royal Train	5-6 Nov	Euston - Newcastle	18,348
	Charter flight	6 Nov	Newcastle - NHT	8,958
<i>Visit Washington School, Newcastle City Library, the Great North Museum and other engagements</i>				
The Princess Royal	Charter flight	13-14 Nov	NHT - Belfast - EDI - NHT	10,574
<i>Visit 152 (Ulster) Transport Regiment, Equality Commission for Northern Ireland, attend Scotland vs Fiji International Rugby Match, and other engagements</i>				
Staff (The Queen and The Duke of Edinburgh)	Scheduled flight	20 & 22 Nov	LGW - Port of Spain	22,464
<i>Household Staff in advance of The Queen and The Duke of Edinburgh</i>				

Household	Method of travel	Date	Itinerary	Cost (£)
The Queen and The Duke of Edinburgh	Charter flight	24-27 Nov	LHR - Bermuda - Port of Spain - LHR	373,470
<i>State Visit to Bermuda and Trinidad and Tobago, and attend Commonwealth Heads of Government Meeting</i>				
The Queen and The Duke of Edinburgh	Royal Train	7-8 Dec	Windsor & Eton Riverside - Blackpool - Euston	21,002
<i>Attend Royal Variety Performance</i>				
The Duke of Gloucester	Charter flight	10 Dec	NHT - ABZ - GLA - NHT	11,714
<i>Visit Heathryburn School and attend Construction Youth Trust Carol event</i>				
The Duke of York	Charter flight	14 Dec	NHT - Moscow	20,083
<i>UKTI visit to Russia</i>				
The Duke of York	Scheduled flight	16-19 Dec	Moscow - Abu Dhabi - LHR	13,070
<i>Visit British Troops serving in Afghanistan</i>				
The Prince of Wales	Royal Train	25 Jan	Ayr - Royston	22,035
<i>Visit to Wimpole Hall. Cambridge: Visit Pitt Building. Norwich: Visit the University of East Anglia</i>				
The Prince of Wales	Royal Train	3-5 Feb	Euston - Manchester - Burnley - Llandoverly	36,185
The Duchess of Cornwall	HS125	4 Feb	Manchester - LYN	2,097
<i>Visit the Museum of Science and Industry, Salford Boys and Girls' Club, launch the Youth United Manchester, attend a meeting with C.A.P. volunteers, visit Rylands University Library and M & I Sufi Community event and other engagements</i>				
Staff (The Duke of York)	Scheduled flight	6-15 Jan	LHR - Miami - Panama - Mexico - LHR	5,333
<i>Reconnaissance visit in advance of visit to The Republic of Panama and The United Mexican States in support of UKTI and FCO</i>				
The Duke of York	Charter flight	7-11 Feb	Farnborough - Panama - Mexico - LHR	62,092
<i>Visit to The Republic of Panama and The United Mexican States in support of UKTI and FCO</i>				
Staff (The Duke of York)	Scheduled flight	8-12 Feb	LHR - Miami - LHR	10,548
<i>Staff returning from Mexico City after visit to The Republic of Panama and The United Mexican States in support of UKTI and FCO</i>				
The Prince of Wales	Royal Train	17-18 Feb	Euston - Darlington - Northallerton - Stoke-on-Trent	24,637
The Duchess of Cornwall	S76	19 Feb	BP - Stoke-on-Trent	3,400
<i>Visit RDG Soldiers and Families, Alma Barracks, Catterick Garrison. Visit Garrison Nature Reserve. Visit 1 Mercian Soldiers and Families, Marne Barracks Catterick Garrison. Visit 9 Army Air Corps Soldiers and families at Dishforth Airfield.</i>				

Household	Method of travel	Date	Itinerary	Cost (£)
The Duke of York	Scheduled flight	9-12 Mar	LHR - Bombay, Calcutta - LHR	7,406
	Charter flight	9-12 Mar	Bombay - Delhi - Calcutta	43,989
<i>UKTI visit to India</i>				
Staff (The Duke of York)	Scheduled flight	9 Mar-1 Apr	LHR - Rome - Milan - Tblisi - Kiev - Ashkabad - Almaty - Astana - Atyrau - Bishkek - LHR	11,613
<i>Reconnaissance visit in advance of forthcoming FCO/UKTI visit to Central Asia by HRH The Duke of York</i>				
The Queen and The Duke of Edinburgh	Royal Train	10 Mar	London - Exeter	17,595
<i>Visit St. Leger's Foundation and Wyvern Barracks, attend reception at Dartington Hall and visit Wrigleys Company Limited in Plymouth</i>				
The Prince of Wales and The Duchess of Cornwall	BAe146	15-23 Mar	LYN - Warsaw - Budapest - Prague - Kunovice - Brno - Prague - LYN	18,768
<i>FCO visit to Poland, Hungary and the Czech Republic</i>				
The Prince of Wales	Charter flight	23-26 Mar	Prague - Muscat - Doha - Riyadh - LYN	70,745
<i>Visit British troops serving in Afghanistan</i>				
The Duke of York	Charter flight	24-28 Mar	Farnborough - Beijing - Dubai - Farnborough	23,586
<i>UKTI visit to China and Dubai</i>				
The Prince of Wales and The Duchess of Cornwall	Royal Train	30 Mar	Ludlow - Oxenholme	16,209
<i>Cumbria: Visit to the Wordsworth Trust, visit to Cockermouth to see how FBE/BITC are working together. Visit to James Walker and Co Ltd. Visit Business in the Community's Rural Action Programme Seeing is Believing.</i>				
The Queen and The Duke of Edinburgh	Royal Train	31 Mar	London - Derby	13,596
<i>Royal Maundy Service</i>				

Household	Method of travel	Date	Itinerary	Cost (£)
Summary of other journeys by scheduled air and rail costing less than £10,000 each				
	S76	Various	Various (128 journeys)	334,674
	Charter helicopter	Various	Various (62 journeys)	271,810
	Charter flight	Various	Various (28 journeys)	173,771
	BAe 146	Various	Various (7 journeys)	19,757
	HS 125	Various	Various (53 journeys)	130,603
	Scheduled flight	Various	Various	141,888
	Scheduled rail	Various	Various	68,894
				<u>2,948,531</u>

Key

LHR	London Heathrow
LGW	London Gatwick
ABZ	Aberdeen
EDI	Edinburgh
LYN	Lyneham
NHT	Northolt
GLA	Glasgow
KP	Kensington Palace
HG	Highgrove
WC	Windsor Castle
GP	Gatcombe Park

APPENDIX 2: OPERATING STATISTICS

AIR TRAVEL

Flying hours

<i>Year to 31st March</i>	2010 hours	2009 hours
Helicopters	504	501
Fixed wing	259	186
Total flying hours	<u>763</u>	<u>687</u>

HELICOPTERS - FLYING HOURS

<i>Year to 31st March</i>	2010 hours	2009 hours
The Queen's Helicopter	353	380
Charter helicopters	151	121
Total flying hours	<u>504</u>	<u>501</u>

The helicopter forms an integral element of Royal Travel and provides a highly efficient and cost-effective travel option. The flexibility offered by the helicopter enables members of the Royal Family to undertake a number of engagements at different locations on the same day.

In September 2009, The Queen's Helicopter, a Sikorsky S76 C+, was replaced by a Sikorsky S76 C++. The new helicopter is used by the Royal Household under the terms of a ten-year operating lease (expiry September 2019) and related maintenance contracts; it can carry six passengers. The variable cost for The Queen's Helicopter, including VAT, was £1,187 per flying hour (2008-09: £1,106). Charter helicopters provided additional capacity during the year when more than one helicopter was required.

FIXED WING (CIVIL OPERATORS)

Flying hours

<i>Year to 31st March</i>	2010 hours	2009 hours
Small fixed wing aircraft charter	232	90
Large fixed wing aircraft charter	27	100
	<u>259</u>	<u>190</u>

The reduced use of 32 Squadron in 2009-10 (see Page 122) has given rise to the increase in fixed wing charter during the year.

SCHEDULED FLIGHTS

During the year members of the Royal Family travelled 42,000 miles (2008-09: 137,000) on 6 scheduled flights (2008-09: 18).

FIXED WING (32 SQUADRON)

Flying hours

<i>Year to 31st March</i>	2010	2009
	hours	hours
BAe 146	47	97
HS 125	134	140
	181	237

32 Squadron primarily provides air travel to meet the operational requirements of the Armed Services but has also been available for members of the Royal Family. During 2009-10, 5% (2008-09: 5%) of 32 Squadron's flying hours were in respect of use by members of the Royal Family and their staff.

A BAe 146 is a four-engined jet which is configured to carry 19 or 26 passengers; 32 Squadron had two BAe 146s in 2009-10. The hourly variable cost was £1,846 in 2009-10 (2008-09: £2,511).

The HS 125 is a twin-engined jet which carries seven passengers; 32 Squadron had five HS 125s in 2009-10. The hourly variable cost was £1,114 to 31 December 2009 and £1,138 from 1 January 2010 (2008-09: £1,041 to 30 November 2008 and £1,019 from 1 December 2008).

The Squadron's engagement on their primary operational role in the Middle East, coupled with continuing maintenance and serviceability problems experienced by the aircraft upon return to the UK, has affected aircraft availability during the year. The unavailability of 32 Squadron on 40 occasions (2008-09: 24) resulted in an additional £379,000 spent on fixed wing charter aircraft (2008-09: £193,000).

Hours include both the flight and any pre/post-flight positioning of the aircraft.

RAIL TRAVEL

Royal Train

During the year there have been 19 journeys (2008-09: 14), with an average distance of 751 miles per journey (2008-09: 696 miles). During these journeys a total of 20 nights were spent on the Royal Train (2008-09: 19 nights).

The Royal Train comprises nine coaches, including coaches for Household and railway staff, the Police, communications equipment and electricity supply. Five to eight of the coaches are used at any one time. It enables members of the Royal Family to carry out busy schedules over an extended period in a secure environment which minimises disruption and inconvenience to the public and provides accommodation and office facilities. The Train is available for use, on a recharging basis, by Government and for national interest purposes. However, its configuration is for overnight travel and it is not suitable for large scale travel and entertaining.

A review of the future of the Royal Train seven years ago concluded that it should continue to be used as an integral part of Royal Travel but that the Household and Department for Transport should actively monitor costs to ensure it is run and maintained in the most cost effective manner possible. During the thirteen years of the Grant-in-aid, costs have been reduced (a 49% reduction in absolute terms) through a number of initiatives (including rationalisation of the coach fleet and reviews of costs with the railway companies).

Scheduled rail

During the year members of the Royal Family made 52 journeys by scheduled rail (2008-09: 46), with an average distance of 99 miles per journey (2008-09: 165 miles).

