

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

Annual Report 2005-06

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INTRODUCTION

The Memorandum of Understanding dated 25th March 1997 between the Lord Chamberlain and the Permanent Secretary of the Department of Transport (now the Department for Transport), sets out the basis on which the Royal Household should use and account for the annual Royal Travel Grant-in-aid provided to it by the Department. The Memorandum of Understanding requires the Private Secretary to The Queen and the Keeper of the Privy Purse, the Royal Household officials with responsibility for the Grant-in-aid, to account for its stewardship in an annual report. The ninth annual report, for the year to 31st March 2006 (also referred to as 2005-06), dated 13th June 2006 is set out herein.

The Royal Travel Grant-in-aid is the annual funding provided by the Department for Transport to meet the cost of official royal travel by air and rail¹. Up to 31st March 1997 these official royal travel costs were met by the Ministry of Defence, the Department of Transport and the Foreign and Commonwealth Office.

Responsibility for the expenditure was transferred to the Household with effect from 1st April 1997. The objectives were to:

- facilitate cost reductions and enhance value for money by matching financial and user responsibility; and
- improve accountability and transparency, and enable a detailed annual report to be published, by giving one organisation responsibility for royal travel expenditure.

It is an important part of The Queen's role as Sovereign, supported by other Members of the Royal Family, to act as a focal point for national life and to bring people together across all sectors of society. In carrying out this role the Royal Family receives thousands of invitations each year from or on behalf of Government, the Church, local authorities and the Armed Services, and a wide range of individual organisations across the private, public, and voluntary sectors. Approximately 2,700 official engagements were undertaken across the United Kingdom and overseas by Members of the Royal Family during the year to 31st March 2006. These involved a significant amount of travel that needed to be undertaken in a way which met efficiency, security and presentational requirements.

A list of the 60 journeys undertaken by Members of the Royal Family and their staff during 2005-06 which had travel costs of £10,000 or more, met from the Royal Travel Grant-in-aid is given as an appendix to this report.

¹ Official travel by car for The Queen is paid for from the Civil List and for The Duke of Edinburgh from his Parliamentary Annuity. Official travel by car for other Members of the Royal Family is paid for from private sources.

SUMMARY

The Grant-in-aid for the year to 31st March 2006 was £5.9 million (£5.7 million in 2004-05). Actual expenditure during the year was £5.5 million (£5.0 million in 2004-05). This represents a reduction of 72% in absolute terms and 76% in real terms¹ during the nine years since the Royal Household assumed responsibility for royal travel expenditure. It is not envisaged that Royal Travel expenditure will reduce further and that future variations in costs will be principally affected by the number of large overseas visits which are determined by the Foreign and Commonwealth Office. The largest tours during the year were those undertaken by The Queen and The Duke of Edinburgh to Australia and Singapore and by The Prince of Wales and The Duchess of Cornwall to the United States of America, and to Egypt, the Middle East, and India. The Grant-in-aid for the current year has been increased to £6.0 million. This represents a reduction in absolute terms of 69% from the initial Grant-in-aid in 1997-98.

The principal categories of expenditure met from the Grant-in-aid are as follows.

<i>Year to 31st March</i>	2006	2005
	£m	£m
Helicopters	2.2	2.1
Fixed wing aircraft from civil operators	1.6	1.2
Fixed wing aircraft from 32 Squadron	0.8	0.7
Royal Train and other rail	0.6	0.7
Administration and other	0.3	0.3
	5.5	5.0

¹ 'Absolute terms' refers to the movement in net expenditure before taking account of inflation and 'real terms' after taking account of inflation.

OPERATING AND FINANCIAL REVIEW

TRAVEL CRITERIA

The Grant-in-aid meets the cost of official journeys undertaken by or in support of Members of the Royal Family by air and rail. Travel by senior Members of the Royal Family between residences is categorised as official.

Safety, security, presentation, the need to minimise disruption for others, the effective use of time, and cost are taken into account when deciding on the most appropriate means of travel. Staff may travel with Members of the Royal Family or separately (e.g. to undertake reconnaissance visits or to arrive in advance). 32 Squadron aircraft may be used by senior Members of the Royal Family for private journeys, with the cost of the journey reimbursed at a commercial rate.

The programme of overseas tours is determined by the Foreign and Commonwealth Office and UK Trade & Industry (“UKTI”), and approved by the Royal Visits Committee.

AIR TRAVEL

HELICOPTERS

Flying hours

<i>Year to 31st March</i>	2006	2005
	hours	hours
The Queen's Helicopter	379	327
Charter helicopters	140	137
Total flying hours	519	464

The Queen’s Helicopter Flight was formed on 1st April 1998. The decision to establish The Queen's Helicopter Flight continues to be fully justified, having delivered substantial cost savings compared with the previous 32 Squadron Wessex service. The helicopter now 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.

The Queen’s Helicopter, a Sikorsky S76 C+, is used by the Royal Household under the terms of a ten year operating lease and related maintenance contracts; it can carry six passengers. The variable cost for The Queen’s Helicopter, including VAT, was £902 per flying hour (£864 in 2004-05). 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>	2006	2005
	hours	hours
Small fixed wing aircraft charter	90	134
Large fixed wing aircraft charter	104	63
	194	197

The increase in large fixed wing aircraft charter (those with 15 seats or more) is due to the pattern of overseas tours, which is set by the Foreign and Commonwealth Office. There was greater use during the year of large fixed wing aircraft charter for The Queen and The Duke of Edinburgh's visit to Australia and Singapore, and visits by The Prince of Wales and The Duchess of Cornwall to the United States of America and to Egypt, the Middle East, and India.

For long haul visits which involve a number of local flights within a region, the usual mode of operation is for scheduled flights to be used to travel to and from the destination country, supplemented by commercial charter or 32 Squadron within the region. This has proved to be the most cost effective method of operation.

Scheduled flights

During the year Members of the Royal Family travelled 74,000 miles on 16 scheduled flights.

FIXED WING (32 SQUADRON)

32 Squadron primarily provides air travel for the operational requirements of senior Service Officers but is also available for Members of the Royal Family and Government Ministers. During 2005-06 14% (15% in 2004-05) of 32 Squadron flying, as an average by hour for both types of fixed wing aircraft, was in respect of use by Members of the Royal Family and their staff.

Flying hours

<i>Year to 31st March</i>	2006	2005
	hours	hours
BAe 146	232	218
HS 125	251	230
	483	448

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

A BAe 146 is a four-engined jet which is configured to carry 19 to 26 passengers; 32 Squadron had two BAe 146s in 2005-06. The hourly variable cost was £2,265 until July 2005 and £2,534 thereafter (£2,202 for the whole of 2004-05) and VAT is not applied in respect of the BAe 146 because of the large size of the aircraft.

The HS 125 is a twin-engined jet which carries seven passengers; 32 Squadron had five HS 125s in 2005-06. The hourly variable cost was £858 until July 2005 and £968 thereafter (£928 for the whole of 2004-05); all rates are inclusive of VAT.

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. Short notice cancellations by 32 Squadron on seven occasions resulted in an additional £50,000 spent on fixed wing charter aircraft (£87,000 in 2004-05).

RAIL TRAVEL

Royal Train

During the year there have been 14 journeys (19 in 2004-05), with an average distance of 700 miles per journey (691 in 2004-05).

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 three 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 nine years of the Grant-in-aid, costs have been reduced (a 68% 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 48 journeys by scheduled rail (44 in 2004-05), with an average distance of 165 miles per journey (141 in 2004-05).

FUTURE DEVELOPMENTS

Royal Train

Following the decision that the Royal Train should remain an integral part of royal travel for the foreseeable future, the Household and the Department have begun work on a strategic review of the operation of the Train to ensure that it is operated in the most cost effective manner. A consultant has been appointed and some initial savings identified. Work will continue during 2006-07.

Independent air travel review

Sir Peter Gershon completed his independent review of Ministerial and Royal air travel in May 2006. Sir Peter has made a number of recommendations affecting Royal air travel. The Household and the Department will be considering the implications for Royal Travel fixed wing and rotary flying.

Revision of the Financial Memorandum

It is planned by the Household and the Department that the Financial Memorandum and the Household's internal guidance on Royal Travel will be updated during 2006-07.

MANAGING ROYAL TRAVEL

Operating Approach

The Royal Household's objectives in managing royal travel expenditure are set out in the Memorandum of Understanding between the Lord Chamberlain and the Permanent Secretary of the Department of Transport (now of the Department for Transport). They are:

- (a) to seek to contract in the most economic and efficient way for the supply of air and rail services, consistent with safety, security, and other requirements of royal travel; and
- (b) to ensure that members of the Household take financial considerations fully into account when framing, reaching, or giving effect to decisions which bear upon the Grant-in-aid.

Senior Management

Within the Royal Household, the Royal Travel Office, headed by the Director of Royal Travel, is responsible for organising the provision of travel services and for the in-house helicopter operation. It is supported on the financial side by the Deputy Treasurer to The Queen and the Accountant, Royal Travel. Consultants have been used during the year to advise on air and rail travel matters.

The group responsible for the management of the Grant-in-aid and royal travel on a day to day basis is:

- | | |
|--------------------------------------|---------------------------|
| • Director of Royal Travel | Group Captain Tim Hewlett |
| • Deputy Treasurer to The Queen | Stephen Cawley |
| • Helicopter Manager and Chief Pilot | Chris Pittaway |
| • Helicopter Operations Officer | John Sampler |
| • Senior Travel Officer | Joe Maggs |
| • Accountant, Royal Travel | Graham Finn |

The Queen's Private Secretary, Rt. Hon. Sir Robin Janvrin, has overall responsibility for policy, security and safety matters and the Keeper of the Privy Purse, Alan Reid, for financial and operating matters.

Audit Committee

The Audit Committee comprises three members, Nigel Turnbull (non-executive Chairman and Chairman of the Turnbull Committee which produced the Corporate Governance report on Internal Control), Air Vice-Marshal David Walker and Brigadier Sir Miles Hunt-Davis, and reports to the Lord Chamberlain's Committee. It has overall responsibility for monitoring the effectiveness of the system of internal control, including financial, operational and compliance controls and risk management. In undertaking its responsibilities, the Audit Committee has considered reports from both internal and external auditors and management, and will make recommendations to the Lord Chamberlain's Committee throughout the year.

Training

Considerable emphasis is placed on training. Training is provided in-house and through external organisations covering helicopter continuation training and examination, international travel, workplace skills training with a particular focus on IT, and personal development and general management skills training.

Employment Policies

The Royal Household is committed to Equal Opportunities and all appointments and promotions are on merit. Applications for positions are invited from all sections of the community through advertisements placed in national and specialist media and on the internet. Diversity in the workforce is encouraged and training in Equal Opportunities is provided to staff. The effectiveness of the Equal Opportunities policy is monitored.

All staff receive an annual review to assess performance and to identify career development opportunities and training requirements. Employment policies are communicated to all staff and are incorporated in an Employee Reference Manual.

Staff consultation is a key element of the Royal Household's employment policy with a number of channels of communication including bi-monthly team briefings held after the Lord Chamberlain's Committee meetings, a staff survey conducted every three years, regular small group discussions with the Lord Chamberlain and a six monthly open meeting led by the Lord Chamberlain to which all staff are invited. Staff are kept informed of the performance of the Royal Household and are encouraged to contribute ideas and suggestions and to give feedback to senior management as part of the 'continuing improvement' approach. All staff paid from the Grant-in-aid will receive a summary of this report, whilst the full report is available on the Royal Household website.

Health and Safety

The Royal Household has a comprehensive Health and Safety Policy communicated to all employees. Regular training is provided on aspects of Health and Safety with risk assessment undertaken by the Fire, Health and Safety Office. The Health and Safety Committee, which includes staff representatives, also guides and advises on policy and implementation.

INCOME AND EXPENDITURE ACCOUNT

<i>Year to 31st March</i>	Note	2006 £m	2005 £m
Amount of Grant-in-aid Voted by Parliament		5.9	5.7
		<hr/> <hr/>	<hr/> <hr/>
Grant-in-aid drawn down		5.2	5.4
		<hr/> <hr/>	<hr/> <hr/>
Air travel			
Helicopters		2.2	2.1
Fixed wing (civil operators)		1.6	1.2
Fixed wing (32 Squadron)		0.8	0.7
		<hr/> <hr/>	<hr/> <hr/>
		4.6	4.0
		<hr/> <hr/>	<hr/> <hr/>
Rail travel		0.6	0.7
		<hr/> <hr/>	<hr/> <hr/>
Administration and other		0.3	0.3
		<hr/> <hr/>	<hr/> <hr/>
Total net expenditure	5	5.5	5.0
		<hr/> <hr/>	<hr/> <hr/>
Net funding (from) / for fixed assets and working capital	10	(0.3)	0.4
		<hr/> <hr/>	<hr/> <hr/>

Total net expenditure in 2005-06 includes £0.2 million in respect of VAT (£0.2 million in 2004-05).

The accounting policies are summarised on pages 108 and 109. The Income and Expenditure Account should also be read in conjunction with the Balance Sheet and Cash Flow Statement on page 107.

Grant-in-aid not drawn down amounting to £0.7 million (£0.3 million in 2004-05) was retained by the Department for Transport.

The results shown above relate to continuing activities. There are no recognised gains or losses other than included above.

BALANCE SHEET

<i>As at 31st March</i>	Note	2006 £m	2005 £m
Fixed assets	7	0.1	0.1
Current assets			
Debtors	8	0.2	0.2
Cash at bank and in hand		-	0.3
		0.2	0.5
Creditors : amounts falling due within one year	9	(0.2)	(0.2)
Net current assets		-	0.3
Total assets less current liabilities		0.1	0.4
Creditors : amounts falling due after more than one year	9	(0.1)	(0.1)
Net assets		-	0.3
Funds contributed by or (required from) the Department for Transport			
Fixed asset reserve		0.1	0.1
Amount (required to meet net liabilities) / funding net assets less fixed assets		(0.1)	0.2
	10	-	0.3

CASH FLOW STATEMENT

<i>Year to 31st March</i>	2006 £m	2005 £m
Reconciliation of total net expenditure to Grant-in-aid		
Total net expenditure	(5.5)	(5.0)
Net cash outflow from activities and before financing	(5.5)	(5.0)
Grant-in-aid drawn down	5.2	5.4
(Decrease) / increase in cash	(0.3)	0.4

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 have been prepared in accordance with applicable accounting standards, and under the historical cost accounting rules. The accounts have been prepared on an accruals basis, in line with the requirements of Government's Resource Accounting.

b) Income

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

All other income is accounted for on a receivable basis.

c) Pension costs

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 spread the cost of pensions over employees' working lives with the Household. Employer's pension contributions are recognised in the Income and Expenditure Account on an accruals basis.

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) Cost of capital

HM Treasury requires Non-Departmental Public Bodies ('NDPB') to make a notional charge in their accounts for the cost of capital employed in their activities. Since the Royal Household is not an NDPB and on grounds of materiality, it is not considered appropriate to include such a charge in the accounts.

f) Foreign currencies

Transactions denominated in foreign currencies are converted into sterling at the exchange rates on the dates of the transactions. 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.

g) Fixed assets

Fixed assets costing over £1,000 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

h) 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.

Amount funding net assets represents the net assets available at the year end net of liabilities. This will reduce future Grant-in-aid funding. Amount required to meet net liabilities represents the net liability at the year end payable to third party creditors, net of amounts receivable. This will be settled from future Grant-in-aid funding.

2. SEGMENTAL ANALYSIS

<i>Year to 31st March</i>	Fixed costs		Variable costs		Total costs	
	2006	2005	2006	2005	2006	2005
	£m	£m	£m	£m	£m	£m
Air travel						
Helicopters	1.5	1.5	0.7	0.6	2.2	2.1
Fixed wing (civil operators)	–	–	1.6	1.2	1.6	1.2
Fixed wing (32 Squadron)	–	–	0.8	0.7	0.8	0.7
	1.5	1.5	3.1	2.5	4.6	4.0
Rail travel						
Royal Train and other	0.3	0.3	0.3	0.4	0.6	0.7
Administration and other	0.3	0.3	–	–	0.3	0.3
Total net expenditure	2.1	2.1	3.4	2.9	5.5	5.0

3. STAFF NUMBERS AND COSTS

Establishment

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

<i>As at 31st March</i>	Number of staff	
	2006	2005
Royal Travel Office	3	3
The Queen's Helicopter Flight	9	9
Administration and Accounting	1	1
	<u>13</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>	2006	2005
	£m	£m
Salaries	0.6	0.6
National insurance	0.1	0.1
Pension contributions	0.1	0.1
	<u>0.8</u>	<u>0.8</u>

Executive pay

Salaries for the executives of Royal Travel, who are both members of the Royal Households Group Pension Scheme, are set out below.

<i>Year to / as at 31st March</i>	Age	Salary		Pension at 60 accrued to date			
				Annual pension		Lump sum	
		2006	2005	2006	2005	2006	2005
		£'000	£'000	£'000	£'000	£'000	£'000
Director of Royal Travel	57	62	58	5	4	-	-
Deputy Treasurer to The Queen	59	30	28	3	3	-	-

The above figures for the Deputy Treasurer to The Queen represents 30% of his salary which is borne by the Grant-in-aid.

£7,000 (£7,000 in 2004-05) of the Keeper of the Privy Purse's salary, including pension and national insurance contributions, is recharged by the Civil List based on his time devoted to royal travel matters.

Other salaries for higher paid employees fell into the following bands.

<i>Year to 31st March</i>	Number of staff	
	2006	2005
£75,001 – 80,000	1	–
£70,001 – 75,000	1	1
£65,001 – 70,000	–	1
£60,001 – 65,000	1	–
£55,001 – 60,000	–	1
£50,001 – 55,000	1	1

4. PENSION ARRANGEMENTS

Until 31st March 2002, all full-time permanent employees were entitled to be members of a scheme managed by trustees on behalf of the Royal Household (the Royal Households Group Pension Scheme). The pension scheme provides benefits based on final pay and is non-contributory for employees. Full-time permanent employees joining from 1st April 2002 are entitled to be members of the Royal Household Defined Contribution (Stakeholder) Pension Scheme. Information about the schemes is set out below.

Royal Households Group Pension Scheme

All full-time permanent employees, who joined before 31st March 2002 are entitled to be members of the Royal Households Group Pension Scheme which is managed by trustees on behalf of the Royal Household. The scheme provides benefits which are based on final pay and is non-contributory for employees.

The contribution rate for the scheme is based on triennial valuations undertaken by a qualified independent actuary using the projected unit method. As the scheme is closed to new entrants, under the projected unit method, the current service costs will increase as the members approach retirement. The most recent completed valuation was as at 1st January 2003. The assumptions which have the most significant effect on the results of the valuation are those relating to the rate of return on investments and the rates of increases in salaries and pensions. It was assumed that the real investment return would be 3.95% per annum, that real salary increases would average 1.5% per annum and that pensions would increase at the rates specified in the scheme rules.

The most recent actuarial valuation showed that the total market value of the assets of the scheme was £11.8 million and that this value of the assets was sufficient to cover 73% of the benefits that had accrued to members, after allowing for expected future increases in earnings. Following this valuation, the employer's contribution rate in respect of staff employed by the Grant-in-aid was set at 22.8% from 1st January 2004, plus an index linked annual payment of £98,000 shared by both the Property Services and Royal Travel Grants-in-aid.

The scheme has several employers and in the latest valuation it is not possible to identify the Grant-in-aid's share of the underlying assets and liabilities in the scheme. As permitted by paragraph 5.3 of FRS 17 'Retirement Benefits', this scheme will continue to be accounted for as if it were a defined contribution scheme.

Royal Household Defined Contribution (Stakeholder) Pension Scheme

Full-time permanent employees joining from 1st April 2002 are entitled to be members of the Royal Household Defined Contribution (Stakeholder) Pension Scheme ("the Stakeholder Scheme"), which is a stakeholder arrangement administered by Legal & General. The Stakeholder Scheme is non-contributory for employees and the Royal Household pays contributions into the fund for each employee. The current rate of contribution is 15% of pensionable salary. Benefits are based on contribution levels linked to investment returns over the period to retirement. Employees can, if they wish, make their own contributions up to the Inland Revenue limits.

5. TOTAL NET EXPENDITURE

Total net expenditure is stated after charging:

<i>Year to 31st March</i>	2006	2005
	£m	£m
Helicopter operating lease	0.5	0.5

The Auditors' remuneration for the audit was £24,000 (£23,000 in 2004-05). During 2005-06 and 2004-05 no other services were provided by the Auditors except for the audit.

6. RELATED PARTY TRANSACTIONS

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

	2006	2005	2006	2005
	£m	£m	£m	£m
	Balance due to:		Charged by:	
The Civil List	–	–	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.

7. FIXED ASSETS

	Helicopter operation equipment £m
Cost	
At 1st April 2005	0.2
At 31st March 2006	<u>0.2</u>
Depreciation	
At 1st April 2005	0.1
At 31st March 2006	<u>0.1</u>
Net book value	
At 31st March 2006	<u>0.1</u>
At 1st April 2005	<u>0.1</u>

The helicopter operation equipment principally comprises additional navigation equipment, an auxiliary fuel tank and safety upgrade fitted to the Sikorsky S76 C+, and helicopter landing site improvements.

8. DEBTORS

<i>As at 31st March</i>	2006 £m	2005 £m
Recharges	0.2	0.1
Prepayments	-	0.1
	<u>0.2</u>	<u>0.2</u>

9. CREDITORS

<i>As at 31st March</i>	2006 £m	2005 £m
Amounts falling due within one year:		
Suppliers	<u>0.2</u>	<u>0.2</u>
	0.2	0.2
Amounts falling due after one year:		
Other creditors	<u>0.1</u>	<u>0.1</u>
	0.3	0.3
Analysis of creditors:		
In one year or less	<u>0.2</u>	<u>0.2</u>
Between two and five years	<u>0.1</u>	<u>0.1</u>
	0.3	0.3

10. RESERVES

Funds contributed by or (required from) the Department for Transport	£m
As at 1st April 2005	0.3
Net funding from fixed assets and working capital	<u>(0.3)</u>
As at 31st March 2006	—

11. COMMITMENTS

At 31st March 2006, 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 2006-07 (£0.3 million at 31st March 2005).

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

<i>As at 31st March</i>	2006 £m	2005 £m
Expiring in 2-5 years	0.8	0.7

FIVE YEAR INFORMATION

Income and Expenditure Account

<i>Year to 31st March</i>	2006	2005	2004	2003	2002
	£m	£m	£m	£m	£m
Amount of Grant-in-aid Voted by Parliament	5.9	5.7	5.9	5.4	6.0
Grant-in-aid drawn down	5.2	5.4	4.7	4.2	4.8
Air travel					
Helicopters – fixed costs	1.5	1.5	1.6	1.5	1.4
Helicopters – variable costs	0.7	0.6	0.7	0.6	0.5
Fixed wing (civil operators) – variable costs	1.6	1.2	0.8	0.4	1.5
Fixed wing (32 Squadron) – variable costs	0.8	0.7	0.5	0.5	0.5
	4.6	4.0	3.6	3.0	3.9
Rail travel					
Royal Train – fixed costs	0.3	0.3	0.4	0.4	0.4
Royal Train – variable costs	0.3	0.4	0.4	0.5	0.3
	0.6	0.7	0.8	0.9	0.7
Administration and other	0.3	0.3	0.3	0.3	0.3
Total net expenditure	5.5	5.0	4.7	4.2	4.9
Net funding (from) / for fixed assets and working capital	(0.3)	0.4	–	–	(0.1)

Performance Indicators

Year to 31st March

	2006	2005	2004	2003	2002
	%	%	%	%	%

Funding

Movement in total net expenditure in:

- | | | | | | |
|------------------|-------|------|-------|-------|-------|
| • absolute terms | +10.0 | +4.8 | +11.9 | -13.9 | -8.0 |
| • real terms | +7.7 | +2.0 | +9.6 | -16.0 | -10.1 |

Mileage Cost

Total cost per mile travelled:

- | | | | | | |
|-----------|-----|-----|-----|-----|-----|
| • by air | £13 | £12 | £14 | £10 | £12 |
| • by rail | £41 | £49 | £48 | £42 | £52 |

Supplier Payments

Percentage paid within:

- | | | | | | |
|---------------------------------|----|----|----|----|----|
| • 30 days | 95 | 93 | 93 | 95 | 96 |
| • 40 days | 97 | 97 | 97 | 99 | 97 |
| • 50 days of receipt of invoice | 99 | 99 | 99 | 99 | 98 |

Staff Numbers

	13	13	13	13	14
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STATEMENT ON INTERNAL CONTROL

A system of internal control is in place to safeguard the assets purchased from and the funds of the Grant-in-aid and to give reasonable assurance that Royal Travel policies are implemented and its aims and objectives met.

The system of internal control is based on an ongoing process designed to (a) identify and evaluate the nature and extent of the risks to the achievement of the aims and objectives for operations funded from the Grant-in-aid, set out in its five year plan, and (b) manage these risks efficiently, effectively and economically. For reasons of cost and practicality the system of internal control is intended to manage rather than to eliminate the risks and to give reasonable rather than absolute assurance.

The Keeper of the Privy Purse has considered the following principal systems in reviewing the effectiveness of the system of internal control for the Grant-in-aid.

- **Control environment:** the operations funded from the Grant-in-aid have organisational structures with clearly defined levels of responsibility and authority and appropriate operational and financial reporting procedures. The Keeper of the Privy Purse delegates responsibility for the day to day running of the Grant-in-aid to the Management Group. The employees paid from the Grant-in-aid perform their duties with reference to agreed policies covering confidentiality and security, health and safety, and codes of conduct. Operating procedures and controls are documented for key processes in comprehensive Desk Instructions.
- **Financial reporting and information systems:** there are comprehensive planning and financial reporting procedures for expenditure from the Grant-in-aid, which include the preparation of an annual budget and a five-year plan, both of which are approved by the Lord Chamberlain's Committee. Quarterly results are reported against budget. Significant variances to budget and key performance indicators are examined quarterly by the Management Group to assess progress towards objectives and appropriate action is taken where required. Forecasts are regularly updated throughout the year, taking into account performance for the year to date.
- **Risk management:** the identification of major financial, legal, regulatory and operational risks within the operations funded from the Grant-in-aid has been completed. A risk and control assessment identifies the types of risks faced by the Grant-in-aid and weights them in terms of potential impact and likelihood of occurrence. The Risk Register, which is derived from the risk and control assessment, documents the major risks and the controls, insurance and/or strategies in place to manage such risks. A method of management reporting on the effectiveness of the controls in operation, and internal audit testing of the controls in operation are in place. The Risk Register is also revised and monitored in regular meetings by management.

- **Audit and supervision:** the Grant-in-aid is subject to extensive supervision and control. The Royal Household's management of the Grant-in-aid is subject to supervision by the Department for Transport. The Household has an internal audit function which operates to standards defined in the Government Internal Audit Standards. The continuing risk assessment process undertaken by management forms the basis of the annual internal audit plan, which is approved by the Audit Committee. Progress in implementing internal audit recommendations is monitored by management and copies of internal audit reports are made available to the Department for Transport. The Head of Internal Audit reports to the Committee annually on the adequacy of the internal control system and on whether any losses arising through misconduct, fraud or any other irregularity have been identified.

In his review of the effectiveness of the system of internal control, the Keeper of the Privy Purse takes account of the work of the internal auditors and managers who have responsibility for the development and maintenance of the internal control framework, and comments made by the external auditors in their management letter and other reports. The Keeper of the Privy Purse has been advised on the implications of the result of the review of the effectiveness of the system of internal control by the Audit Committee and a plan to address weaknesses and ensure continuous improvement of the system is in place.

Alan Reid
Keeper of the Privy Purse
13th June 2006

STATEMENT OF THE KEEPER OF THE PRIVY PURSE'S FINANCIAL RESPONSIBILITIES

Under the terms of the Memorandum of Understanding dated 25th March 1997 and the Financial Memorandum dated May 2002 the Keeper of the Privy Purse is responsible for ensuring that:

- the administration of the Grant-in-aid fully accords with Government Accounting and other guidance that may be notified to the Royal Household by the Department for Transport;
- the Grant-in-aid is applied only for the purposes approved by the Lord Chamberlain and the Secretary of State for Transport and set out in the Memorandum of Understanding;
- the Household maintains the books and records which are proper and necessary to enable it to discharge its responsibility, as set out in the Financial Memorandum, for the income and expenditure and maintains adequate financial management systems;
- the Grant-in-aid is used economically, efficiently and effectively to secure best value for money, in accordance with propriety and regularity;
- members of the Household take financial considerations fully into account at all stages in framing, reaching and executing decisions in so far as the Grant-in-aid is concerned; and
- proper, effective and timely follow up action is taken to all internal and external audit reports.

The Keeper of the Privy Purse is also responsible for safeguarding the assets acquired from the Grant-in-aid and hence for taking reasonable steps to prevent and detect fraud and other irregularities. He is required to submit, jointly with the Private Secretary to The Queen, this annual report to the Lord Chamberlain and Secretary of State for Transport.

The Annual Report is also published on the Royal Household website; the maintenance and integrity of the website is the responsibility of the Lord Chamberlain's Committee.

Alan Reid
Keeper of the Privy Purse
13th June 2006

REPORT OF KPMG LLP TO THE LORD CHAMBERLAIN

We have audited the Income and Expenditure Account on page 106, the Balance Sheet on page 107, and the Cash Flow Statement on page 107 and the related notes (“the accounts”) which have been prepared using the accounting policies set out on pages 108 and 109.

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

As described on page 119 the Keeper of the Privy Purse is responsible for preparing the Annual Report, and the accounts, which includes an account of the stewardship of the Grant-in-aid for Royal Travel by Air and Rail. The Keeper of the Privy Purse is also responsible for ensuring the regularity of financial transactions.

Our responsibility is to audit the accounts in accordance with the terms of our engagement letter dated 30th March 2006 and International Standards on Auditing (UK and Ireland). Under the terms of our engagement letter we are required to report to you our opinion as to whether the financial statements are fairly presented and have been properly prepared on the stated basis. We also report to you our opinion on certain other matters specified in our engagement letter and listed at (a) to (g) under our opinion below.

We review whether the statement on pages 117 and 118 reflects the Royal Household’s compliance with HM Treasury’s guidance *Corporate Governance: statement on internal control* in respect of the Grant-in-aid for Royal Travel by Air and Rail and we report if it does not. We are not required to form an opinion on the effectiveness of the Royal Household’s internal controls for the Grant-in-aid.

We read the other information contained in the Annual Report and consider whether it is consistent with the audited accounts. We consider the implications for our report if we become aware of any apparent misstatements or material inconsistencies with the accounts. 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 and disclosures in the financial statements. It also includes an assessment of the significant estimates and judgements made by the Keeper of the Privy Purse in the preparation of the accounts, and of whether the accounting policies are appropriate to the circumstances of Royal Travel: 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, whether caused by fraud or other irregularity or error. 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 present fairly the state of affairs of the Grant-in-aid at 31st March 2006 and the total net expenditure and cash flows in the year then ended and have been properly prepared on the basis of the accounting policies set out on pages 108 and 109.

In our opinion, in all material respects:

- (a) proper books and records have been maintained during the year ended 31st March 2006 by the Royal Household in respect of Grant-in-aid net expenditure and balances;
- (b) the accounts are in agreement with the books of account and other relevant records;
- (c) the requirements of Government Accounting, as notified to the Royal Household by the Department for Transport, have been complied with;
- (d) all information and explanations which we think necessary for the purpose of our audit have been obtained;
- (e) the information for the year ended 31st March 2006 for Royal Travel on pages 106 to 116 is consistent with the underlying books and records of the Royal Household;
- (f) the Grant-in-aid has been expended only for the purposes authorised by Parliament and described in more detail in the Financial Memorandum dated May 2002 issued by the Department for Transport to the Royal Household; and
- (g) the Royal Household has observed the reporting requirements of the Financial Memorandum during the year ended 31st March 2006.

KPMG LLP
Chartered Accountants

London
13th June 2006

APPENDIX: 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 2005-06. 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). The costs of journeys include those relating to positioning, where applicable. A key to the abbreviations is given on page 126.

Household	Method of travel	Date	Itinerary	Cost (£)
The Duke of York	Scheduled flight	18-27 Apr	LHR - Tokyo - Bangkok - LHR	30,565
	Charter flight	25-26 Apr	Bangkok - Hua Hin - Phuket - Bangkok	33,405
<i>UKTI visit to Japan and Thailand to promote British interests and foster relations</i>				
The Princess Royal	BAe 146	18-19 Apr	LYN - Akrotiri - LYN	25,670
<i>Official military visit to Cyprus</i>				
The Prince of Wales	Charter flight	24-25 Apr	ABZ - Cannakale - LYN	38,535
<i>Attend Anzac 90th Anniversary commemoration of Gallipoli Landings and other engagements</i>				
The Duke of York	BAe 146	8-11 May	NHT - Murmansk - NHT	12,875
<i>FCO visit to Russia to mark Sixtieth Anniversary of the end of World War II (cost £18,875 less reimbursements of £6,000)</i>				
The Queen and The Duke of Edinburgh	Charter flight	9-10 May	NHT - Jersey - Guernsey - NHT	23,270
<i>Visit to commemorate Sixtieth Anniversary of the Liberation of the Channel Islands</i>				
The Duke of York	Charter flight	24-26 May	Wattisham - Baku - NHT	41,880
<i>UKTI visit to Azerbaijan to promote British interests and foster relations</i>				
The Queen	BAe 146	14-18 Jun	NHT - Linton-on-Ouse - NHT	6,418
	S76	14-18 Jun	Linton-on-Ouse - various destinations - Linton-on-Ouse	5,532
<i>Attend Royal Ascot at York</i>				
The Prince of Wales	Royal Train	20-21 Jun	Kemble - Ayrshire	24,427
The Prince of Wales and The Duchess of Cornwall	Charter helicopter	21 Jun	Holyroodhouse - Prestwick. Glasgow - Holyroodhouse	6,736
<i>Meet farmers from the Given Early Growers Co-Operative, visit Hurlford Primary School, visit Sma'Shot Cottages and Kilmartin House, open renovated Anchor Mill and other engagements</i>				
The Queen	Royal Train	22-24 Jun	Euston - Leuchars. Perth - Euston	31,927
The Duke of Edinburgh	HS 125	23 Jun	Marham - Leuchars - Marham	2,502
<i>Visit the Concert Hall, Perth, inspect River Tay Flood Defences, visit 51st Highland Division Memorial and meet Veterans, and other engagements</i>				

Household	Method of travel	Date	Itinerary	Cost (£)
Staff (The Prince of Wales)	Scheduled flight	4 Jul - 1 Oct various dates	LHR - various destinations in USA - LHR	44,885
<i>Reconnaissance for official visit to the United States of America</i>				
The Queen and The Duke of Edinburgh	S76 Royal Train	6 Jul 6-7 Jul	Balmoral - Gleneagles - Perth Perth - Windsor	2,977 28,913
<i>Host Dinner for G8 Summit</i>				
The Prince of Wales and The Duchess of Cornwall	Royal Train S76	11-13 Jul 13-14 Jul	Kemble - Carmarthen - Neath - Machynlleth Tywyn - several destinations in Wales - Cardiff	37,033 2,435
<i>Open Cig Calon Cymru Cyf Abattoir, Tywyn Wharf Station and Ty George Thomas Hospice, visit Farmers' Union of Wales, attend Grand Opening Promenade Concert to mark Twentieth Anniversary of Welsh Proms, and other engagements</i>				
The Duke of York	BAe 146 Charter helicopter	13-14 Jul 14 Jul	NHT - Kirkwall - Lossiemouth Lossiemouth - Ballindalloch - ABZ	6,795 4,454
<i>Visit Talisman Energy (UK) Limited, Highland Park Distillery, Orkney Jewellery, TS Thorfinn and newly restored Drumin Castle, and other engagements</i>				
The Prince of Wales	Charter flight	2-3 Aug	Wick - Riyadh - Wick	85,935
<i>Attend Funeral of King Fahd of Saudi Arabia</i>				
The Prince of Wales	BAe 146	21 Aug	ABZ - NHT - ABZ	13,304
<i>Attend service at the Cenotaph to mark Sixtieth Anniversary of VJ Day and Burma Star Association Reception</i>				
The Earl and Countess of Wessex	BAe 146	7-8 Sep	ABZ - Scatsta - Sumnergh - ABZ - Farnborough	11,403
<i>Visit Sullom Voe Terminal, UK Scallops Limited, Shetland Islands Council and North Atlantic Fisheries College, open refurbished His Majesty's Theatre, and other engagements</i>				
The Prince of Wales and The Duchess of Cornwall	Royal Train	13-14 Sep	Euston - Northallerton	18,603
<i>Visit Georgian Theatre Royal, Northern Dales Farmers' Market and Richmond Railway Station, and other engagements</i>				
The Princess Royal	Scheduled flight	19-30 Sep	LHR - Beijing. Singapore - LHR	26,763
	BAe 146	21-29 Sep	Beijing - various destinations in China, Papua New Guinea, East Timor and Indonesia - Singapore	127,011
<i>FCO visit to China, Papua New Guinea, East Timor and Indonesia to promote British interests and foster relations</i>				
The Duke of York	Charter flight	21-22 Sep	Ronaldsway - Leuchars - Ronaldsway - NHT	11,555
<i>Attend Royal and Ancient Golf Club Past-Captains' Meeting, Business Meeting and Driving-In Ceremony of new Captain, and other engagements (cost £11,710 less reimbursements of £155; cost increased by £8,651 due to 32 Squadron short notice cancellation)</i>				
The Duke of York	BAe 146	11-14 Oct	NHT - Piestany - Bratislava - Budapest - NHT	13,314
<i>FCO visit to Slovakia and Hungary to promote British interests and foster relations</i>				

Household	Method of travel	Date	Itinerary	Cost (£)
The Queen and The Duke of Edinburgh	Royal Train	13-14 Oct	Euston - Newcastle	20,092
	BAe 146	14 Oct	Newcastle - NHT	4,223
<i>Visit Dame Allen's School, Washington Wildfowl and Wetlands Centre, open Burnside Business and Enterprise College and Sage Gateshead, and other engagements</i>				
The Queen and The Duke of Edinburgh	Royal Train	21-22 Oct	Euston - Portsmouth - Windsor	19,120
<i>Light first National Beacon, attend Dinner to commemorate Two Hundredth Anniversary of the Battle of Trafalgar, and other engagements</i>				
The Prince of Wales	Royal Train	26-27 Oct	Euston - Burnley	16,491
	Charter helicopter	27 Oct	Colne - BP	7,849
<i>Visit children taking part in Burnley Football Club's Sports Citizenship Anti-Racism through Football Programme, visit Walton High School, and Oddies Bakery, and other engagements</i>				
The Prince of Wales and The Duchess of Cornwall	Charter flight	1-9 Nov	LYN - New York - Washington - New Orleans - San Francisco - LYN	280,186
<i>FCO visit to United States of America to promote British interests and foster relations (cost £339,631 less £59,445 reimbursed)</i>				
The Duke of York	Scheduled flight	3-6 Nov	LGW - Bermuda - LGW	16,747
<i>FCO visit to Bermuda to promote British interests and foster relations</i>				
The Duke of York	Scheduled flight	14-18 Nov	LHR - Seoul - LHR	17,622
<i>UKTI visit to South Korea to promote British interests and foster relations</i>				
The Prince of Wales and The Duchess of Cornwall	Royal Train	17-18 Nov	Sandhurst - Liverpool	18,080
	Charter flight	18 Nov	Liverpool - LYN	8,015
<i>Visit Liverpool Football Club to celebrate the ten thousandth young person helped by The Prince's Trust Football Initiative, visit Royal Liverpool University Hospital, and other engagements</i>				
The Earl and Countess of Wessex	BAe 146	18-20 Nov	Farnborough - Amsterdam - Nice - Farnborough	11,825
<i>Attend Enthronement of Prince Albert II of Monaco</i>				
The Queen and The Duke of Edinburgh	Royal Train	21-22 Nov	Slough - Cardiff - Euston	18,198
<i>Attend Royal Variety Performance</i>				
The Queen and The Duke of Edinburgh	Charter flight	23-26 Nov	LHR - Luqa - LHR	57,375
<i>State Visit to Malta and open Commonwealth Heads of Government Meeting</i>				
The Duke of Edinburgh	BAe 146	26-27 Nov	Luqa - Lugano - NHT	17,105
<i>Present The Prince Philip Conservation Medal and other engagements</i>				
The Duke of York	BAe 146	28-30 Nov	NHT - Cairo - Alexandria - NHT	29,587
<i>UKTI visit to Egypt to promote British interests and foster relations</i>				
The Prince of Wales and The Duchess of Cornwall	Royal Train	5-6 Jan	ABZ - Northampton	22,931
	BAe 146	6 Jan	Wittering - LYN	2,534
<i>Visit The Prince's Foundation for the Built Environment construction project, Northampton Guildhall, Apethorpe Hall and Northampton General Hospital Radiology Department</i>				

Household	Method of travel	Date	Itinerary	Cost (£)
The Prince of Wales	Charter flight	16 Jan	ABZ - Kuwait - ABZ	46,900
<i>Pay respects following the Funeral of The Emir of the State of Kuwait (cost £93,800 less reimbursements of £46,900)</i>				
Staff (The Duke of York)	Scheduled flight	21-26 Jan	LHR - Abu Dhabi. Bahrain - LHR	7,141
The Duke of York	Charter flight	24 Jan	Abu Dhabi - Bahrain	10,880
<i>UKTI visit to The United Arab Emirates and The Kingdom of Bahrain to promote British interests and foster relations</i>				
Staff (The Queen)	Scheduled flight	27 Jan - 4 Feb	LHR - Sydney - Canberra - Melbourne - Singapore - LHR	15,085
<i>Reconnaissance for Royal visit to Australia and State Visit to Singapore</i>				
The Princess Royal	Charter flight	1-3 Feb	LYN - Okecie - Gdansk - LYN	30,800
<i>FCO visit to Poland to promote British interests and foster relations (cost increased by £15,174 due to 32 Squadron short notice cancellation)</i>				
The Prince of Wales	Royal Train	5-6 Feb	Kemble - Penrith	19,397
<i>Launch Business in the Community 'Creating a sense of place: A design guide,' and other engagements</i>				
Staff (The Prince of Wales)	Scheduled flight	6-15 Feb	LHR - Dehli - Chandigarh - Dehli - Jodphur - Jaipur - Riyadh - LHR	20,430
<i>Reconnaissance for official visit to Egypt, the Middle East and India</i>				
The Duke of York	Charter flight	23-24 Feb	Farnborough - Prestwick - EDI - Glasgow - Farnborough	12,295
<i>Visit Goodrich Corporation, GE Caledonian, Selex Sensors and Airbourne Systems, Scottish Development International Headquarters, Aggreko and other engagements (cost increased by £8,665 due to 32 Squadron short notice cancellation)</i>				
The Duke of Edinburgh	Royal Train	1-2 Mar	Machynlleth - Wrexham	20,422
<i>Visit new Boathouse of Outward Bound Trust, open new Ipsen Biopharm Building and new Ramada Plaza Hotel, and other engagements</i>				
The Queen and The Duke of Edinburgh	Charter flight	10-18 Mar	LHR - Canberra - Melbourne - Singapore - LHR	279,039
<i>Royal Visit to Australia and State Visit to Singapore (cost of £478,627 less reimbursements of £199,588)</i>				
The Prince of Wales and The Duchess of Cornwall	Charter flight	20-31 Mar	LYN - Cairo - Siwa - El Alamein - Riyadh - New Dehli - Jodphur - Jaipur	304,000
<i>FCO visit to Egypt, the Middle East and India to promote British interests and foster relations</i>				
The Duke of York	Scheduled flight	25 Mar - 2 Apr	LHR - Beijing. Hong Kong - LHR	22,322
	BAe 146	26 Mar - 1 Apr	Beijing - Xian - Shanghai - Hong Kong	91,646
<i>UKTI visit to China to promote British interests and foster relations</i>				
The Queen and The Duke of Edinburgh	Royal Train	30-31 Mar	Euston - Stafford	15,116
	S76	31 Mar	Stafford - Sandringham - WC	2,180
<i>Visit to mark the Eight Hundredth Anniversary of the granting of the Royal Charter to the Borough of Stafford, and other engagements</i>				

Household	Method of travel	Date	Itinerary	Cost (£)
Summary of other journeys costing less than £10,000 each by scheduled air and rail				
Various	S76	Various	Various (163 journeys)	329,080
Various	Charter helicopter	Various	Various (69 journeys)	284,094
Various	Charter flight	Various	Various (5 journeys)	31,702
Various	BAe 146	Various	Various (29 journeys)	171,332
Various	HS 125	Various	Various (111 journeys)	229,480
Various	Scheduled flight	Various	Various destinations	84,655
Various	Scheduled rail	Various	Various destinations	39,786
Staff travel to Balmoral	Scheduled flight	Aug-Sep	LHR - ABZ - LHR	18,701
				<u>3,373,585</u>

Key:

BP	Buckingham Palace
WC	Windsor Castle
LHR	London Heathrow
LGW	London Gatwick
ABZ	Aberdeen
EDI	Edinburgh
LYN	Lyneham
NHT	Northolt

