

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

Annual Report 2008-09

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INCOME AND EXPENDITURE ACCOUNT

<i>Year to 31st March</i>	Note	2009 £m	2008 £m
Amount of Grant-in-aid Voted by Parliament		7.4	6.4
		=====	=====
Grant-in-aid drawn down		6.4	6.4
		=====	=====
Air travel			
Helicopters		2.3	2.2
Fixed wing (civil operators)		2.6	2.2
Fixed wing (32 Squadron)		0.4	0.4
		5.3	4.8
		-----	-----
Sea travel		–	0.2
		-----	-----
Rail travel		0.8	0.9
		-----	-----
Administration and other		0.4	0.3
		-----	-----
Total net expenditure	5	6.5	6.2
		-----	-----
Net funding (from)/ for fixed assets and working capital	10	(0.1)	0.2
		=====	=====

The results shown above relate to continuing activities. Total net expenditure in 2008-09 includes £0.2 million in respect of VAT (2007-08: £0.2 million).

The accounting policies are summarised on pages 100 to 101. 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 97, 98, and 99 respectively.

Grant-in-aid not drawn down and retained by the Department for Transport amounted to £1.0 million (2007-08: £nil)

STATEMENT OF TOTAL RECOGNISED GAINS AND LOSSES

<i>Year to 31st March</i>	Note	2009 £m	2008 £m
Net funding (from)/ for fixed assets and working capital		(0.1)	0.2
Actuarial (loss) / gain for the year	4	(0.5)	0.2
Total recognised (losses) / gains relating to the year		<u>(0.6)</u>	<u>0.4</u>

BALANCE SHEET

<i>As at 31st March</i>	Note	2009 £m	2008 £m
Fixed assets	7	–	–
Current assets			
Debtors	8	0.1	0.1
Cash at bank and in hand		0.7	0.5
		0.8	0.6
Creditors: amounts falling due within one year	9	(0.9)	(0.5)
Net current (liabilities) / assets		(0.1)	0.1
Net (liabilities) / assets excluding pension scheme liability		(0.1)	0.1
Pension scheme liability	4	(0.5)	(0.1)
Net liabilities		(0.6)	–
Funds contributed by or (required from) the Department for Transport			
Fixed asset reserve		–	–
Pension scheme deficit	4	(0.5)	(0.1)
Amount funding net current assets		(0.1)	0.1
	10	(0.6)	–

Sir Alan Reid

Keeper of the Privy Purse

4th June 2009

CASH FLOW STATEMENT

<i>Year to 31st March</i>	2009	2008
	£m	£m
Reconciliation of total net expenditure to Grant-in-aid		
Total net expenditure	(6.5)	(6.2)
Increase in creditors	0.4	0.2
Excess of pension scheme contributions over service cost	(0.1)	(0.1)
Net cash outflow from activities and before financing	(6.2)	(6.1)
Grant-in-aid drawn down	6.4	6.4
Increase in cash	0.2	0.3
	=====	=====
Reconciliation of cash balances		
	2009	2008
	£m	£m
Cash at bank as at start of year	0.5	0.2
Net increase in cash	0.2	0.3
Cash at bank as at 31st March	0.7	0.5
	=====	=====

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 134 to 136) and have been prepared in accordance with applicable accounting standards, the Government Financial Reporting Manual (FRoM) 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) 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 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 Finance Annual report (page 121).

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 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.

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 deficit reserve represents the amount of the pension scheme deficit at the year end. This will need to be settled from future Grant-in-aid funding over time.

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	
	2009 £m	2008 £m	2009 £m	2008 £m	2009 £m	2008 £m
Air travel						
Helicopters	1.6	1.6	0.7	0.6	2.3	2.2
Fixed wing (civil operators)	–	–	2.6	2.2	2.6	2.2
Fixed wing (32 Squadron)	–	–	0.4	0.4	0.4	0.4
	<u>1.6</u>	<u>1.6</u>	<u>3.7</u>	<u>3.2</u>	<u>5.3</u>	<u>4.8</u>
Sea travel	–	–	–	0.2	–	0.2
Rail travel						
Royal Train and other	0.5	0.4	0.3	0.5	0.8	0.9
Administration and other	0.4	0.3	–	–	0.4	0.3
Total net expenditure	<u>2.5</u>	<u>2.3</u>	<u>4.0</u>	<u>3.9</u>	<u>6.5</u>	<u>6.2</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>	2009	2008
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>	2009	2008
	£m	£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 page 121.

5. TOTAL NET EXPENDITURE

Total net expenditure is stated after charging:

<i>Year to 31st March</i>	2009	2008
	£m	£m
Helicopter operating lease	0.4	0.5

The auditors' remuneration for the audit was £16,000 (2007-08: £16,000). During 2008-09 and 2007-08 no additional fees were paid to the auditors.

6. RELATED PARTY TRANSACTIONS

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

	2009	2008	2009	2008
	£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.

7. FIXED ASSETS

	Helicopter operation equipment £m
Cost	
At 1st April 2008	0.2
At 31st March 2009	<u>0.2</u>
Depreciation	
At 1st April 2008	0.2
Charge for the year	—
At 31st March 2009	<u>0.2</u>
Net book value	
At 31st March 2009	<u>—</u>
At 1st April 2008	<u>—</u>

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>	2009 £m	2008 £m
Recharges	<u>0.1</u>	<u>0.1</u>
	<u>0.1</u>	<u>0.1</u>

9. CREDITORS

<i>As at 31st March</i>	2009 £m	2008 £m
Amounts falling due within one year:		
Suppliers	<u>0.9</u>	<u>0.5</u>
	<u>0.9</u>	<u>0.5</u>

10. RESERVES

Funds contributed by or (required from) the Department for Transport	Fixed asset reserve	For net current assets	Pension scheme deficit	Total
	£m	£m	£m	£m
As at 1st April 2008	–	0.1	(0.1)	–
Actuarial loss on Group Pension Scheme	–	–	(0.5)	(0.5)
Net funding for working capital	–	(0.2)	0.1	(0.1)
As at 31st March 2009	–	(0.1)	(0.5)	(0.6)

11. COMMITMENTS

At 31st March 2009, 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 2009-10 (£0.3 million at 31st March 2008).

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

<i>As at 31st March</i>	2009 £m	2008 £m
Expiring in less than one year	0.2	0.5
Expiring in more than 5 years	0.4	–

12. CONTINGENT LIABILITIES

The Grant-in-aid had no contingent liabilities at the year end (2007-08: nil).

FIVE YEAR INFORMATION

INCOME AND EXPENDITURE ACCOUNT

<i>Year to 31st March</i>	2009	2008	2007	2006	2005
	£m	£m	£m	£m	£m
Amount of Grant-in-aid Voted by Parliament	7.4	6.4	6.0	5.9	5.7
Grant-in-aid drawn down	6.4	6.4	5.5	5.2	5.4
Air travel					
Helicopters – fixed costs	1.6	1.6	1.5	1.5	1.5
Helicopters – variable costs	0.7	0.6	0.7	0.7	0.6
Fixed wing (civil operators) – variable costs	2.6	2.2	1.9	1.6	1.2
Fixed wing (32 Squadron) – variable costs	0.4	0.4	0.4	0.8	0.7
	5.3	4.8	4.5	4.6	4.0
Sea travel	–	0.2	–	–	–
Rail travel					
Royal Train – fixed costs	0.5	0.4	0.4	0.3	0.3
Royal Train – variable costs	0.3	0.5	0.3	0.3	0.4
	0.8	0.9	0.7	0.6	0.7
Administration and other	0.4	0.3	0.4	0.3	0.3
Total net expenditure	6.5	6.2	5.6	5.5	5.0
Net funding (from)/for fixed assets and working capital	(0.1)	0.2	(0.1)	(0.3)	0.4

PERFORMANCE INDICATORS AND OPERATING RATIOS

<i>Year to 31st March</i>	2009	2008	2007	2006	2005
Funding					
Movement in total net expenditure in:	%	%	%	%	%
• absolute terms	+4.8	+10.7	+1.8	+10.0	+4.8
• real terms	+2.6	+7.2	-2.0	+7.7	+2.0
Mileage Cost					
Total cost per mile travelled:					
• by air	£13	£15	£12	£13	£12
• by rail	£53	£40	£54	£41	£49
Supplier Payments					
Invoices paid within:	%	%	%	%	%
• 30 days	79	90	93	95	93
• 40 days	90	98	97	97	97
• 50 days of receipt of invoice	93	99	99	99	99
Staff Numbers	13	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 100 to 101.

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 2009 and the deficit 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.

KPMG LLP
Chartered Accountants
Registered Auditor

London
4th June 2009

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 2008-09. 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 115.

Household	Method of travel	Date	Itinerary	Cost (£)
The Queen	Royal Train	9-10 Apr	Windsor - Totnes	16,468
	S76	10 Apr	Dartmouth - WC	2,359
<i>Visit Britannia Royal Naval College</i>				
The Prince of Wales and The Duchess of Cornwall	Charter flight	10-11 Apr	ABZ - Cranwell - ABZ	20,980
<i>Attend RAF Ninetieth Anniversary Dinner and RAF Wings ceremony</i>				
The Prince of Wales	Royal Train	24-25 Apr	Euston - Talycafn - Kemble	20,231
<i>Visit Bodnant Garden, hold Meeting for Business in the Community and open North Wales Newspapers' new Press Hall</i>				
The Duke of Gloucester	Scheduled flight	3-11 May	LHR - Colombo - Dhaka - LHR	11,195
	Charter helicopter	7 May	Savar - Comilla - Dhaka	3,200
<i>FCO visit to Sri Lanka and Bangladesh</i>				
The Queen and The Duke of Edinburgh	Charter flight	13-16 May	LHR - Ankara - Bursa - Ankara - Istanbul - Ankara - LHR	123,856
<i>State Visit to Turkey (cost £124,630 less reimbursements of £774)</i>				
The Duke of York	Charter flight	17 May	NHT - Sharm el Sheikh	55,269
<i>Attend World Economic Forum as Co-chair and as the UK Special Representative for International Trade and Investment</i>				
The Prince of Wales and The Duchess of Cornwall	Charter flight	20-21 May	NHT - Belfast City - NHT	33,400
<i>Visit Braid Ballymena Town Hall, Bushmills Distillery and 2nd Battalion The Mercian Regiment</i>				
The Queen and The Duke of Edinburgh	Royal Train	21-22 May	Euston - Liverpool	14,515
	Charter flight	22 May	Liverpool - Aberdeen	11,353
<i>Open Arena and Convention Centre, visit Liverpool One retail quarter and Royal Liverpool Philharmonic Orchestra and other engagements</i>				

Household	Method of travel	Date	Itinerary	Cost (£)
The Queen and The Duke of Edinburgh <i>Residence to residence</i>	Charter flight	27 May	Aberdeen - NHT	12,500
The Duke of York	Charter flight	27 May	NHT - Lossiemouth	12,500
	Charter helicopter	27 May	Lossiemouth - Dufftown - Inverness - Balmoral	4,318
<i>Visit Hopeman Skate Club, Glenfiddich Distillery and Inverness Sea Cadet Unit and other engagements</i>				
The Prince of Wales and The Duchess of Cornwall <i>Visit Real Food project and Forest Commission District Office, take up residence at Palace of Holyroodhouse and undertake further engagements in Scotland</i>	Charter flight	3 Jun	LYN - Inverness - Edinburgh	21,060
The Queen and The Duke of Edinburgh	Royal Train	4-5 Jun	Euston - Whitehaven	16,714
The Queen	HS125	5 Jun	Carlisle - NHT	1,041
The Duke of Edinburgh	S76	5 Jun	Penrith - Nottingham - Basingstoke	2,783
<i>Visit Beacon Museum, Whitehaven Port Trust, Cumberland Pencil Company and Cumbria Rural Enterprise Agency, and other engagements</i>				
The Prince of Wales and The Duchess of Cornwall	Royal Train	9-10 Jun	Aberdeen - Worcester. Bridgnorth - Euston	24,106
<i>Open Upton Surgery, visit Commandery and Severn Valley Railway, and other engagements</i>				
The Princess Royal	Charter flight	20 Jun	NHT - Edinburgh - Southampton - LYN	11,200
<i>Attend Royal Agricultural Societies of the Commonwealth's Annual General Meeting and opening ceremony of Round Britain Offshore Powerboat Race, and other engagements</i>				
The Queen	Royal Train	25-26 Jun	Euston - Preston	14,690
	Charter flight	26 Jun	Warton - NHT	9,240
<i>Visit Singleton's Dairy and Present new Colours to The Duke of Lancaster's Regiment</i>				
The Queen	Charter flight	30 Jun	NHT - Edinburgh	11,258
<i>Take up residence at Palace of Holyroodhouse and undertake engagements in Scotland</i>				
The Queen and The Duke of Edinburgh	Charter helicopter	3 Jul	Holyrood - Largs - Clydebank, Milngavie - Holyrood	13,359
<i>Visit SportScotland Centre Inverclyde and Scottish Water's Water Treatment works, open West of Scotland Heart and Lung Centre and Katrine Water Project, and other engagements</i>				
The Princess Royal	Charter helicopter	3 Jul	Edinburgh - Dundee - Oban - Tobermory - Newbury - GP	15,745
<i>Visit North Argyll Carers Centre, open Taigh Solais, and other engagements</i>				

Household	Method of travel	Date	Itinerary	Cost (£)
The Queen and The Duke of Edinburgh <i>Return following residence at Palace of Holyroodhouse</i>	Charter flight	4 Jul	Edinburgh - Manchester - NHT	12,920
The Queen and The Duke of Edinburgh <i>Visit One Hundred and Fiftieth Great Yorkshire Show</i>	Royal Train	9-11 Jul	Euston - Harrogate - Kemble	22,275
The Queen <i>Residence to residence</i>	Charter flight	25 Jul	NHT - Aberdeen	13,490
The Duke and Duchess of Gloucester	Scheduled flight	27 Jul - 6 Aug	LHR - Auckland. Brisbane - LHR	35,413
<i>FCO visit to Tonga and Solomon Islands</i>	Charter flight	30 Jul - 6 Aug	Auckland - Tonga - Honaria - Brisbane	114,000
Staff (The Duke of York) <i>Reconnaissance for visit to the Ukraine, Tajikistan, Kyrgyzstan, Turkmenistan, Mongolia and China</i>	Scheduled flight	3-19 Sep & 15-22 Sep	LHR - Kiev - LHR. LHR - Dushanbe - Bishkek - Almaty - LHR. LHR - Shanghai - Beijing - Ulaanbaatar - Beijing - LHR. LHR - Ashgabad - LHR	15,221
The Duke of York	Scheduled flight	5-12 Sep	LHR - Hanoi. Singapore - LHR	24,533
<i>UKTI visit to Vietnam and Singapore</i>	Charter flight	6-10 Sep	Hanoi - Ho Chi Minh City - Singapore	40,214
Staff (The Prince of Wales) <i>Reconnaissance in advance of FCO visit to Japan, Brunei and Indonesia</i>	Scheduled flight	7-19 Sep	LHR - Tokyo - Singapore - Bandar Seri Begawan - Jakarta - LHR	35,810
The Countess of Wessex <i>Visit 5th Battalion The Rifles</i>	Charter flight	10-11 Sep	Farnborough - Padderborn - Lippstadt - Farnborough	14,290
The Duke and Duchess of Gloucester <i>Visit Orkney Furniture Maker, European Marine Energy Centre, Corrigall Farm Museum and other engagements</i>	BAe146	14-16 Sep	ABZ - Kirkwall - ABZ - NHT	10,360
The Duke of York	Scheduled flight	28 Sep - 3 Oct	LHR - Hong Kong - Pusan. Seoul - Hong Kong - LHR	34,493
<i>UKTI visit to South Korea</i>	Charter flight	30 Sep	Ulsan - Seoul	7,790

Household	Method of travel	Date	Itinerary	Cost (£)
The Queen and The Duke of Edinburgh	Charter flight	21-24 Oct	LHR - Ljubljana - Bratislava - Poprad - LHR	93,505
<i>State Visit to Slovenia and Slovakia</i>				
The Prince of Wales	Royal Train	22-23 Oct	Ayr - Pontypool	19,847
<i>Open Llanbilleth Miners Institute Community Centre and restored Tithe Barn heritage centre, relaunch The Prince's Trust Cymru Business Programme, and other engagements</i>				
The Duke of York	BAe146	24 Oct - 7 Nov	NHT - Kiev - Baku - Dushanbe - Bishkek - Ashgabat - Bishkek - Urumqi - Ulaanbaatar - Shanghai - Wuhan - Chenghdu - Beijing	113,204
	Scheduled flight	29 Oct - 7 Nov	LHR - Shanghai - LHR. LHR - Beijing - LHR. Ashgabat - LHR	36,226
<i>Official FCO/UKTI visit to the Ukraine, Tajikistan, Kyrgyzstan, Turkmenistan, Mongolia and China.</i>				
Staff (The Prince of Wales)	Scheduled flight	22 Oct	LHR - Tokyo	3,595
<i>Fly in advance of The Prince of Wales and The Duchess of Cornwall.</i>				
The Prince of Wales and The Duchess of Cornwall	Charter flight	26 Oct - 5 Nov	LYN - Tokyo - Nara - Tokyo - Brunei - Jakarta - Jambi - Jakarta - Yogyakarta - Jakarta - LYN	655,675
	Scheduled rail	1 Nov	Tokyo - Nagano - Tokyo	2,596
<i>Official FCO visit to Japan, Brunei and Indonesia (charter flight cost £673,400 less reimbursements of £17,725)</i>				
The Earl of Wessex	Charter flight	4-5 Nov	Farnborough - Glasgow. EDI - Farnborough	10,180
<i>Visit new offices of Glasgow 2014, Dundasbill Cooperage, and Edinburgh International Festival, and other engagements</i>				
The Prince of Wales	Royal Train	23-25 Nov	Euston - Sheffield Bingley - Warminster - Euston	26,762
<i>Visit Sheffield Forgemasters International Limited and restored Sowerby Bridge Wharf; open renovated Eastbrook Hall and Cottingley Cornerstone Community Centre, and other engagements</i>				
The Queen and The Duke of Edinburgh	Royal Train	3-4 Dec	Euston - Leicester	13,814
<i>Visit University of Leicester, Curve Performing Arts Centre, Leicester Grammar School, and other engagements</i>				
The Duchess of Gloucester	Scheduled flight	11-14 Dec	LHR - Kuwait - LHR	11,820
<i>FCO visit to Iraq</i>				

Household	Method of travel	Date	Itinerary	Cost (£)
Staff (The Prince of Wales)	Scheduled flight	12-29 Jan	LHR - Sao Paulo - Santiago - Rio de Janeiro - Brasilia - Manaus - Santerem - Manaus - Panama City - Quito - Galapagos Islands - Quito - Miami - LHR	41,423
<i>Reconnaissance in advance of FCO visit to South America</i>				
The Prince of Wales	Royal Train	19-20 Jan	Ayr - Swinderby - Stamford - Kings Lynn	24,246
<i>Visit Hill Holt Wood social enterprise, Quaker Meeting House, Thorold Arms, Browne's Hospital, Stamford School, and other engagements</i>				
The Princess Royal	BAe146	2-6 Feb	Brize Norton - Zagreb - Split - Pristina - Brize Norton	19,670
<i>Official FCO visit to Croatia and Kosovo</i>				
The Prince of Wales and the Duchess of Cornwall	Charter flight	3 Feb	LYN - Belfast City - NHT	15,080
<i>Visit Glenarm Castle, Ballyclare Community Concerns Centre and Linen Hall Library, and other engagements</i>				
The Prince of Wales and The Duchess of Cornwall	Royal Train	18-20 Feb	Euston - York - Leeds - Pontefract - Nottingham	21,799
<i>Visit Leeds Grand Theatre, Breast Cancer Haven, Headquarters of Boots UK Limited, and Construction and Logistics Skills Academy, present Food for Life Partnership Catering Awards, and other engagements</i>				
The Princess Royal	Scheduled flight	20-23 Feb	LHR - Melbourne - LHR	21,349
<i>Attend Victoria Bushfires Memorial Service and visit Emergency Control Centre and areas affected by the bushfires</i>				
The Queen and The Duke of Edinburgh	Royal Train	4-5 Mar	Euston - Hull	15,861
	Charter flight	5 Mar	Humberside - NHT	8,885
<i>Open new Transport Interchange Station, visit Castle Hill Hospital and Ferens Art Gallery, and other engagements</i>				
The Princess Royal	BAe146	4-6 Mar	LYN - Gibraltar - LYN	21,553
<i>Official FCO visit to Gibraltar</i>				
The Duke of York	Charter flight	5-6 Mar	NHT - Tivat - Podgorica - NHT	23,000
<i>UKTI visit to Montenegro</i>				
Staff (The Prince of Wales)	Scheduled flight	4-12 Mar	LHR - Sao Paulo - Santiago - Rio de Janeiro	5,069
<i>Fly in advance of The Prince of Wales and The Duchess of Cornwall</i>				

Household	Method of travel	Date	Itinerary	Cost (£)
The Prince of Wales and the Duchess of Cornwall	Charter flight	7-18 Mar	LYN - Santiago - Brasilia - Rio de Janeiro - Manaus - Santarem - Quito - Galapagos Islands - LYN	645,127
	Charter yacht	14-17 Mar	Santarem - Alter Do Chao. Manaus - Manaus. Santa Cruz - Seymour Island	7,271
<i>Official FCO visit to Chile, Brazil and Ecuador (charter flight cost £660,594 less reimbursements of £15,467)</i>				
The Duke of York	Scheduled flight	13-20 Mar	LHR - Dubai. Bahrain - LHR	15,783
	Charter flight	14-18 Mar	Dubai - Riyadh - Jeddah - Kuwait - Bahrain	51,992
<i>UKTI visit to Saudi Arabia, Kuwait and Bahrain</i>				
The Prince of Wales and The Duchess of Cornwall	Royal Train	25-27 Mar	Euston - Chester - Euston	20,165
<i>Visit Vauxhall Car Factory and Blacon Community Trust Charity, and other engagements</i>				

Summary of other journeys by scheduled air and rail costing less than £10,000 each

S76	Various	Various	Various (140 journeys)	415,187
Charter helicopter	Various	Various	Various (55 journeys)	269,236
Charter flight	Various	Various	Various (9 journeys)	90,384
BAe 146	Various	Various	Various (11 journeys)	59,069
HS 125	Various	Various	Various (69 journeys)	150,960
Scheduled flight	Various	Various	Various	182,647
Scheduled rail	Various	Various	Various	61,793
				4,038,922

Key

LHR	London Heathrow
LGW	London Gatwick
ABZ	Aberdeen
EDI	Edinburgh
LYN	Lyneham
NHT	Northolt
WC	Windsor Castle
GP	Gatcombe Park

APPENDIX 2: OPERATING STATISTICS

AIR TRAVEL

Flying hours

<i>Year to 31st March</i>	2009	2008
	hours	hours
Helicopters	501	468
Fixed wing	186	189
Total flying hours	687	657

HELICOPTERS - FLYING HOURS

<i>Year to 31st March</i>	2009	2008
	hours	hours
The Queen's Helicopter	380	366
Charter helicopters	121	102
Total flying hours	501	468

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.

The Queen's Helicopter, a Sikorsky S76 C+, is used by the Royal Household under the terms of a ten-year operating lease (the expiry of which has been extended from January 2009 to August 2009) and related maintenance contracts; it can carry six passengers. The variable cost for The Queen's Helicopter, including VAT, was £1,106 per flying hour (2007-08: £1,018). 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>	2009	2008
	hours	hours
Small fixed wing aircraft charter	90	119
Large fixed wing aircraft charter	100	70
	190	189

SCHEDULED FLIGHTS

During the year members of the Royal Family travelled 137,000 miles (2007-08: 116,000) on 18 scheduled flights (2007-08: 17).

FIXED WING (32 SQUADRON)

Flying hours

<i>Year to 31st March</i>	2009	2008
	hours	hours
BAe 146	97	121
HS 125	140	173
	237	294

32 Squadron primarily provides air travel to meet the operational requirements of the Armed Services but is also available for members of the Royal Family and Government Ministers. During 2008-09, 5% (2007-08: 9%) 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 2008-09. The hourly variable cost was £2,511 in 2008-09 (2007-08: £2,342).

The HS 125 is a twin-engined jet which carries seven passengers; 32 Squadron had five HS 125s in 2008-09. The hourly variable cost was £1,041 to 30 November 2008 and £1,019 from 1 December 2008 (2007-08: £973).

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. The unavailability of 32 Squadron on 24 occasions (2007-08: 8) resulted in an additional £193,000 spent on fixed wing charter aircraft (2007-08: £47,000).

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

RAIL TRAVEL

Royal Train

During the year there have been 14 journeys (2007-08: 19), with an average distance of 696 miles per journey (2007-08: 755 miles). During these journeys a total of 19 nights were spent on the Royal Train (2007-08: 27 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 twelve years of the Grant-in-aid, costs have been reduced (a 59% 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 46 journeys by scheduled rail (2007-08: 43), with an average distance of 165 miles per journey (2007-08: 146 miles).