

GHT Gloucester Harbour Trustees

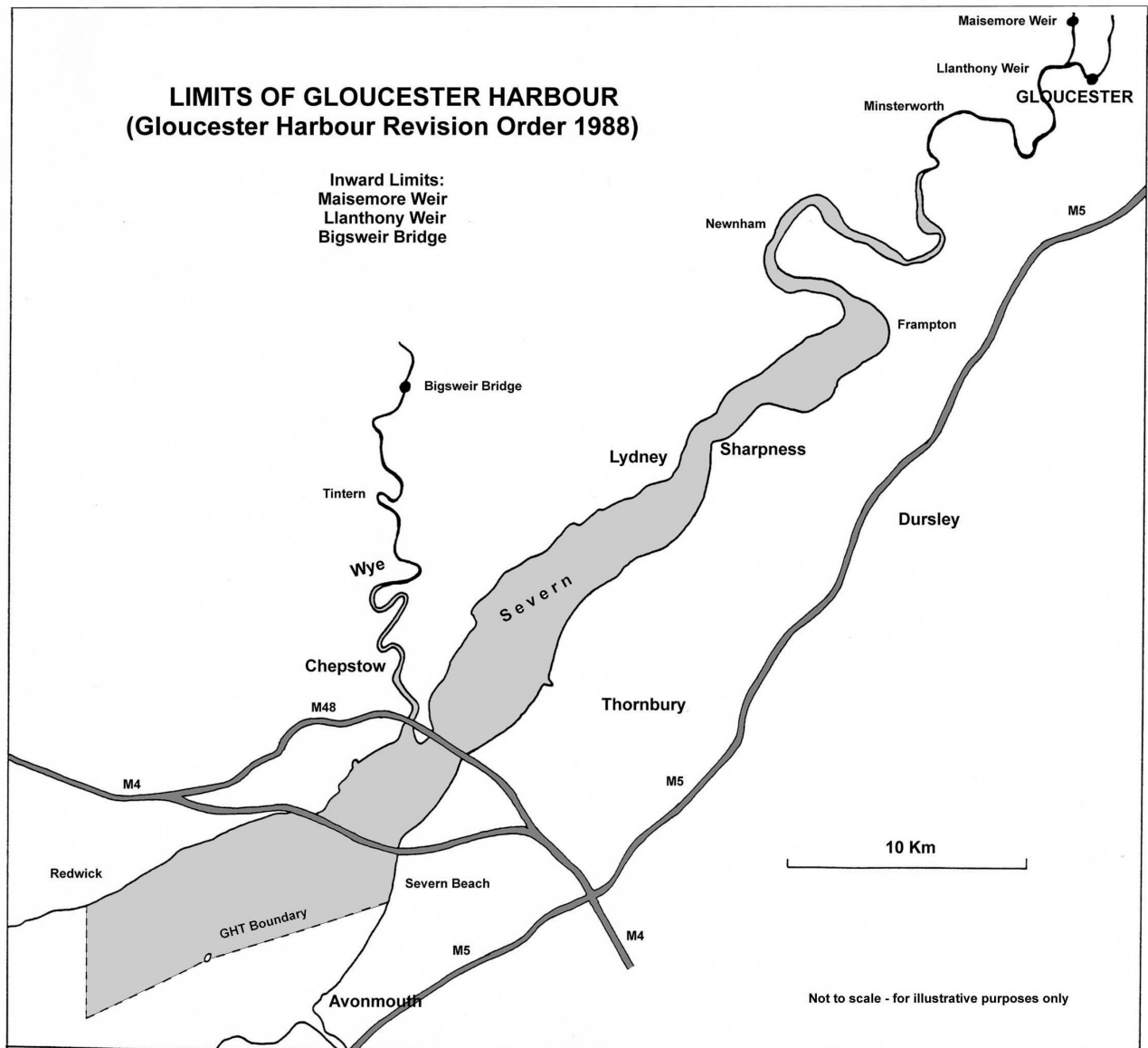
ANNUAL REPORT AND ACCOUNTS



FOR YEAR ENDED 31 MARCH 2001

LIMITS OF GLOUCESTER HARBOUR (Gloucester Harbour Revision Order 1988)

Inward Limits:
Maisemore Weir
Llanthony Weir
Bigsweir Bridge



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GLOUCESTER HARBOUR TRUSTEES

Report of the Trustees and the Treasurer
for the year ended 31 March 2001

GLOUCESTER OFFICE: 2nd Floor, St Luke's House, 3 Llanthony Road, Gloucester GL2 5QT
Tel: 01452 413009; Fax: 01452 310647;
E-mail: ght.gloucester@virgin.net

SHARPNESS OFFICE: Severnside House, The Docks, Sharpness, Berkeley, Glos GL13 9UD
Tel/Fax: 01453 811913
E-mail: ght.sharpness@virgin.net

TRUSTEES FROM 1 APRIL 2000 TO 31 MARCH 2001

Name:	Nominated by:
I M Walker (Executive Chairman)	Additional Trustee appointed by GHT
B G Booth (Vice-Chairman)	Gloucestershire County Council
Capt K Badsey MNI	British Waterways
B Brooks (Commercial Interests)	Appointed by GHT
¹ G Clark	Royal Yachting Association
J Clune	Additional Trustee appointed by GHT
² G Garbutt	Gloucester City Council
M Gatehouse (Sharpness Dock Ltd)	British Waterways
K Hadley (Pilots' Representative)	Gloucester Pilots Partnership
R W Hall	Stroud District Council
³ B Leat	Royal Yachting Association
E Renshaw	Chamber of Shipping/Institute of Chartered Shipbrokers
K Spooner	BNFL Magnox Generation
D Tyrrell	British Waterways

¹ Retired 17 November 2000

² Retired 16 March 2001

³ Appointed 17 November 2000

TRUSTEES' ATTENDANCE RECORD 1.4.2000 - 31.3.2001

Trustee	Possible Attendances	Actual Attendances
K Badsey	6	5
B Booth	6	3
B Brookes	6	2
G Clark	4	1
J Clune	6	0
G Garbutt	6	0
M Gatehouse	6	3
K Hadley	6	4
R Hall	6	5
B Leat	3	3
E Renshaw	6	5
K Spooner	6	3
D Tyrrell	6	2
I Walker	6	6

BACKGROUND INFORMATION ABOUT THE TRUSTEES AT 31 MARCH 2001

The term of office of all Trustees expires on 31 July 2002 subject to the provisions of the proposed new Harbour Revision Order which the Trustees will be promoting.

Ian Walker
Civil Engineer BSc C Eng FICE
Consulting Engineer
Long career in inland and estuarial navigation

Basil Booth
Community Interest
Farmer, County Councillor, Regional Flood Defence Committee

Capt Keith Badsey
Duty Harbour Master of GHT
Certificate of Competency Class 1 (Master Mariner), MNI – experience in harbour management
British Waterways Harbour Master at Sharpness

Brian Brookes
Commercial/Industrial
General Manager, Dragon Alfa Cement

George Clark
Retired after career in British Army
Member of Royal Yachting Association Council and Chairman of RYA Training Committee
Teaches and examines in marine subjects

Jim Clune
Financial/commercial management; Quantity Surveyor MCIOB, PG Diploma in Law
General Manager, Severn River Crossing plc

Graham Garbutt
Background in architecture, planning and corporate management
Chief Executive, Gloucester City Council

Mark Gatehouse
Port Management
Managing Director, Sharpness Dock Ltd and Victoria Group

Keith Hadley
Gloucester Pilot
Partner in Gloucester Pilots Partnership

Bob Hall
Teacher/Physicist BA PhD
Community Interest and Trustee of SARA

Barry Leat
Metallurgist HND Dip Met
Retired after career in Aerospace, now a Consultant
Member of Royal Yachting Association; experienced dinghy sailor and Yachtsman

Ted Renshaw
35 years experience as a Port Agent and Freight Forwarder; FICS BA(Business Studies)
Chartered Shipbroker

Keith Spooner
Nuclear Engineer BA MSc MSRP MIOSH
Site Manager, Trawsfynydd Decommissioning Site

Dave Tyrrell
Building and Civil Engineering, Honours Degree in Business Administration
Waterway Manager responsible for operation and maintenance of Sharpness Dock, Gloucester and Sharpness Canal and River Severn from Gloucester to Stourport

OFFICERS AT 31 MARCH 2001

Clerk	H R T Shackleton LL B
Treasurer	H Baker FCMA
Duty Harbour Master	Capt K Badsey MNI
Marine Officer	M Johnson Eng Tech AMIIE AMNI
Secretary/Admin Assistant	Mrs R Elsey

BACKGROUND INFORMATION ABOUT THE OFFICERS

Richard Shackleton
Retired Solicitor - Former Local Government Chief Executive
Secretary of Oxboe Housing Association Ltd and Trustee of National Waterways Museum
Appointed during good conduct

Howard Baker
Former Local Government Treasurer
Appointed during good conduct

Mike Johnson
Ex merchant marine officer
Appointed January 1997 on 5 year contract

Rosemary Elsey
Secretarial/Administration
Appointed April 1997 on 5 year contract

PARLIAMENTARY AGENTS

Bircham Dyson Bell

1 Dean Farrar Street, Westminster
London SW1H 0DY

SOLICITORS

Rowberry Morris

Morroway House, Station Road
Gloucester GL1 1DW

BANKERS

Lloyds TSB plc

19 Eastgate Street
Gloucester GL1 1NU

AUDITORS

Griffiths Marshall

172 Southgate Street
Gloucester GL1 2EZ

1 Report of the Trustees

The Trustees present their report and the financial statements for the year ended 31 March 2001.

2 Principal Activity

The Trustees are the competent harbour authority for the Gloucester Harbour pursuant to the Pilotage Act 1987.

The main duties and responsibilities of the Trustees are to provide a pilotage service, to provide and maintain navigation aids and generally to ensure the safety of navigation within the Gloucester Harbour.

3 Background

The Gloucester Harbour Trustees were originally constituted in 1890 by the Pier and Harbours Confirmation (No.3) Act 1890 and initially comprised some 22 Trustees. The Trustees became a competent harbour authority by virtue of the Pilotage Act 1987 and are now responsible for both pilotage and conservancy (ie the provision and maintenance of navigation aids) within the Gloucester Harbour.

The boundaries of the Gloucester Harbour are defined by the Gloucester Harbour Revision Order 1988. It covers a large area of the Severn, its outer limits commencing seawards of the Second Severn Crossing and its inner limits ending at the weirs at Llanthony and Maisemore near Gloucester. It also includes the River Wye downstream of Bigsweir Bridge. (A map of the area appears inside the cover to this report.)

Both the River Severn and the River Wye are notified SSSIs. The Wye is a cSAC and the Severn is a pSAC. The Trustees have environmental duties placed upon them by both British and European legislation.

The traffic includes commercial vessels arriving at and departing from Sharpness Dock which require the services of a pilot. Both the docks and the dry dock at Sharpness are operated by private sector companies and the Trustees do not own or operate any docks, quays or loading/unloading facilities. Pilotage is compulsory for larger vessels. The remainder of the traffic comprises leisure craft although there is at least one sand dredger operating within the Gloucester Harbour on a regular basis.

The Trustees are a statutory body and as such are classed by HM Government as a Trust Port and the doctrine of ‘ultra vires’ applies to them. They derive their powers from general legislation and local Acts and Orders. The Trustees aim to break-even taking one year with another and any profits must be reinvested for the benefit of the Harbour.

4 Trustees

The current constitution of the Gloucester Harbour Trustees comprises 13 Trustees appointed in accordance with the provisions of the Gloucester Harbour Revision Order 1994, which also sets out the procedures applying to the Trustees’ meetings.

The present Trustees are listed at the front of this Report together with the names of the organisations by whom they are appointed. Their current term of office (3 years) expires on 31 July 2002.

The Trustees are responsible for the overall strategy and performance of the Authority.

5 Staff

The day to day running of the Authority is carried out by a small staff who report to and attend the meetings of the Trustees.

The Trustees’ staff at their Gloucester office comprises a part-time Clerk and part-time Secretary responsible for administrative matters and a part-time Treasurer responsible for financial matters. The office is manned from 09.30 to 13.00 hours each day.

The Trustees also have a full-time Marine Officer who operates from the Trustees’ Sharpness office. He is responsible for maintaining the pilot watch radar system and supervising the maintenance of the other navigation aids which includes lights, buoys, beacons and daymarks. He is also responsible for environmental management issues plus duties relating to the pilotage service.

The British Waterways Harbour Master at Sharpness acts as the Trustees’ Duty Harbour Master under contract arrangements made between the Trustees and BW.

The licensed Pilots are self-employed but one acts as Duty Pilot on a rota basis and is deemed, during his period of duty, to be an officer of the Trustees.

6 Property Portfolio

The Trustees’ offices at Gloucester and Sharpness, together with the workshop and garage at Sharpness, are all occupied under leases.

The Trustees also have a series of leases, agreements and licences relating to the siting of the navigational aids both on shore and off shore.

The Trustees do not have the benefit of any freeholds.

7 Aims and Objectives

The Trustees have, as their overriding consideration, the safety of navigation within the Gloucester Harbour.

The Trustees aim to run an efficient effective and economic operation for the benefit of all stakeholders. Over recent years it has reduced the number of employees and also reduced its pilotage charges and there has been no increase in local lights dues for ten years.

The Trustees aim to modernise the navigation aids whenever the opportunity arises, especially where this reduces the costs of on-going maintenance and improves performance and reliability and/or has environmental benefits.

The Trustees are in regular contact with their stakeholders through bi-annual meetings of its User Forum. In addition, several stakeholder organisations are directly represented on the Trustees.

The Trustees have participated in the Reviews of Trust Ports and Pilotage carried out by the DETR and will implement the Guide to Good Governance for Trust Ports launched by the DETR on 17 January 2000 and the Port Marine Safety Code launched by the DETR on 13 March 2000.

It is also relevant to point out that the 1988 and 1994 Harbour Revision Orders will have to be supplemented by a further Harbour Revision Order providing the Trustees with a new constitution to meet the Guide to Good Governance. This is on going at the present time.

8 Environment

The Trustees are members of the River Wye Management Advisory Group (WyeMAG) which is the body which will ultimately become responsible for advising English Nature and the Countryside Council for Wales on the management of the River Wye Marine Special Area of Conservation (SAC) which is currently a notified candidate SAC.

The Authority is also a member of the Association of Severn Estuary Relevant Authorities (ASERA) which, with some others, is the body which will ultimately become responsible for the management of the Severn Estuary SAC. It is currently a proposed SAC. The Trustees are actively pursuing the concept of having a sub-group of ASERA responsible for the Upper Estuary which largely falls within the area for which the Trustees are responsible.

A formal pattern of consultation has been established with English Nature and the Countryside Council for Wales to discuss matters of mutual interest in relation to the Severn Estuary and River Wye. It is hoped to continue these meetings which have proved to be mutually beneficial.

9 Statement of the Responsibilities of the Trustees for the Financial Statements

It is the responsibility of the Trustees to prepare financial statements for each financial year which give a true and fair view of the state of affairs of the Authority and its income and expenditure for that year. In preparing those financial statements the Trustees have:-

- Selected suitable accounting policies and applied them consistently
- Made judgements and estimates that are reasonable and prudent
- Complied with applicable accounting standards subject to any material departures disclosed and explained in the financial statements
- Prepared the financial statements on the going concern basis.

The Trustees are responsible for ensuring that arrangements are made for keeping proper books of account with respect to the Authority's transactions and its assets and liabilities and for maintaining a satisfactory system of control over the Authority's books of account. The Trustees are responsible for ensuring that arrangements are made to safeguard the assets of the Authority and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

10 Internal Financial Control

The report of the Cadbury Committee on the “Financial Aspects of Corporate Governance” recommends that public authorities should report on the organisation’s systems of internal control.

The Trustees acknowledge their ultimate responsibility for ensuring that the Authority has in place systems of internal financial control that are appropriate to the various business environments in which it operates. These controls are designed to give reasonable assurance with respect to:

- The reliability of financial information used within the Authority or for publication
- The maintenance of proper accounting records
- The safeguarding of assets against unauthorised use or disposition.

It is the Trustees’ responsibility to establish and maintain systems of internal financial control. Such systems can only provide reasonable and not absolute assurance against material financial mis-statement or loss. Key elements include ensuring that:

- Policies and procedures are in place including the documentation of key systems and rules relating to the delegation of authorities, which allow the monitoring of controls and restrict the unauthorised use of the Authority’s assets. This documentation has been prepared to QA standards.
- The Trustees employ experienced and suitably qualified staff to take responsibility for day to day administrative, financial and technical matters
- Forecasts and budgets are prepared by the Treasurer which allow the Trustees to monitor the key business risks and financial objectives and progress towards financial plans set for the year and the medium term. Financial and other information is regularly monitored and significant variances from budgets are investigated as appropriate.
- All significant new initiatives, major commitments and investment projects are subject to formal authorisation by the Trustees.
- The Trustees review reports from the Auditors to provide reasonable assurance that control procedures are in place and are being followed. This includes a general review of the major risks facing the Authority.
- Appropriate action is taken to correct weaknesses identified from the above reports.

11 Trustees and Officers Insurance

The Trustees and their officers have professional indemnity insurance.

12 Review of the Year

The following lists some of the more important matters in which the Trustees have been involved in the year ending 31 March 2001.

- On 7 April 2000 the Trustees met Mike Davies and Tracey Cull from the DETR (Ports Division) at Sharpness to discuss the National Standards for Accountability for Trust Port Board Members.
- On 16 June 2000 the Trustees agreed their formal response to the DETR (Ports Division) on the new Standards.
- The Trustees jointly with the Environment Agency commissioned a hydrographic survey of the River Severn between the Second Severn Crossing (M4) and Hock Cliff near Fretherne.

- The Trustees had discussions with the United Kingdom Hydrographic Office about the revision of Chart No 1166.
- The Trustees hosted the Year 2000 Annual Conference of the British Ports Association at the Gloucester Hotel and Country Club.
- The Trustees agreed at their 19 January 2001 meeting to reduce pilotage charges from 1 April 2001 and make no change in the local light dues.
- On 28 March 2001 several Trustees and officers attended a seminar on the Trust Port Review arranged by British Ports Industry Training at which Mike Davies and Cameron Clark, DETR (Ports Division), were the principal speakers.

13 Safety

Extensive risk analysis was carried out into the effect of the construction of the Second Severn Crossing on navigation within the Severn Estuary. As a result of these studies new navigation aids and systems were installed and some of the existing navigation aids were upgraded.

The Trustees have also identified other risks (mainly financial) affecting the future of the Authority and considered what steps can be taken to mitigate these risks. A hydrographic survey of the main navigation channel was carried out in 2000 and a full risk assessment is currently being undertaken to comply with the Port Marine Safety Code. There will be wide consultation on the assessment which will then be used to formulate a safety management system.

The Trustees are currently in negotiation with Sedgemoor District Council which will ultimately result in the Harbour Master at Bridgwater being appointed as the designated person under the Code for the Gloucester Harbour.

14 Financial Procedures and Review of the Financial Year 2000/2001

a) Procedures

A budget for the financial year commencing 1 April is prepared and presented to the previous January meeting for consideration and approval by the Trustees. A revised budget for the current year is also presented to that meeting which incorporates any decisions taken during the financial year by the Trustees.

The Trustees operate four separate financial revenue accounts covering:

- i) Pilotage
- ii) Conservancy
- iii) Expenditure incurred on the Navigation Aids installed as a result of the construction of the Second Severn Crossing and reimbursed by the Highways Agency
- iv) As (iii) in relation to Severn River Crossing Plc

b) Pilotage Account

This account includes the payments made to the Gloucester Pilots Partnership for the provision of pilotage services, which is subject to an agreement terminating in 2004. The payment to the pilots is based on an annual retainer per pilot and a rate related to the DWT for each act of pilotage.

The Trustees have an agreement with the Bristol Port Company for the provision of Boarding and Landing facilities for which a flat rate per act is paid. The Trustees have an agreement with Associated British Ports for the provision of Pilots Lodge facilities at Barry to enable pilots to rest prior to, between, or after acts of pilotage.

The Trustees budgeted for a year end surplus of £3,300 before charging 50% of the estimated cost (£12,500) for the new Harbour Revision Order. The actual surplus for the year was £22,920, an increase of £19,620, solely due to increased traffic. The 50% costs of the new Harbour Revision Order in 2000/2001 were only £2,810 with some further expenditure expected in 2001/2002.

The current level of traffic is expected to continue and the Trustees accordingly reduced the Pilotage Charges for 2001/2002 by 1.5p per DWT from 1 April 2001.

c) **Conservancy Account**

The Conservancy Account is used for expenditure incurred in the maintenance of navigational aids and all Conservancy matters. It is funded from local light dues after recharging certain of its costs to BNFL Magnox Generation who are financially responsible for certain of the lights in the Harbour. The account is budgeted to break even on a year by year basis.

The Trustees budgeted for a year end deficit of £10,500 before charging extraordinary items of £48,000. The results for the year were a surplus of £25,905 before deducting the cost of the extraordinary items of £29,488, giving a deficit for the year of £3,583.

The improvement was due to increased traffic, increased recovery of costs and a reduction in the cost of extraordinary items. The Trustees decided to make no changes in the current level of local light dues for the time being.

d) **Second Severn Crossing Account**

This account is used to record the expenditure incurred on the radar installations and the four navigation beacons installed to ensure the safe passage of vessels following the construction of the Second Severn Crossing.

All the costs, plus a proportion of the Marine Officer's time and associated overheads, are recovered from the Highways Agency who in turn recharge part of the costs to Severn River Crossing Plc.

This account is self-balancing, as the overheads recovered are transferred to the Conservancy account.

e) **Northwick Anchorage Account**

This account deals solely with the costs of maintaining the Northwick Anchorage. These costs plus an element for overheads are recovered from Severn River Crossing plc. Consequently, this account is self-balancing as the overheads recovered are transferred to the Conservancy account.

15 **Pilots' Licences Issued**

The Trustees pursuant to the Pilotage Act 1987 issued:

- a) Pilots Licences to Pilots Hadley, Higgs and Moore and Payne.
- b) Two Pilotage Exemption Certificates (Class C).

16 Key Tasks

The following key tasks are facing the Trustees:

- a) The implementation of the Guide to Good Governance for Trust Ports. Discussions continue with the DETR (Ports Division) regarding the new Harbour Revision Order required to change the constitution of the Trustees
- b) The implementation of the Port Marine Safety Code on which work continues
- c) Setting up a procedure to deal with applications for licences to dredge within the Gloucester Harbour.
- d) The promotion of a second Harbour Revision Order to clarify matters relating to powers and jurisdiction about which discussions are on-going with the DETR (Ports Division).

17 Future Programme

Three major items of work are planned during the next year:

- a) The existing Pilot Watch Radar System will be renewed
- b) A buoy has been obtained and refurbished and together with other components of the mooring system will be placed on station at the Northwick Anchorage.
- c) The Shoots Beacon will be repainted and the gallery fastenings renewed.

GLOUCESTER HARBOUR TRUSTEES

Report of the Auditors to the Trustees of Gloucester Harbour Trustees

We have audited the financial statements on pages 15 to 26 which have been prepared under the accounting policies set out in note 1 to these financial statements.

Respective responsibilities of the Trustees and Auditors

The Trustees are responsible for the preparation of the financial statements. It is our responsibility to form an independent opinion, based on our audit, on those statements and to report our opinion to you.

Basis of opinion

We conducted our audit in accordance with auditing standards 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 trustees in the preparation of the financial statements, and of whether the accounting policies are appropriate to the trust's circumstances, consistently applied and adequately disclosed.

We planned and performed our audit so as to obtain information and explanations which we consider necessary in order to provide us with sufficient evidence to give reasonable assurance that the financial statements 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 information in the financial statements.

Opinion

In our opinion the financial statements give a true and fair view of the state of affairs of the trust at 31 March 2001 and of the surplus for the year then ended and have been properly prepared in accordance with the appropriate elements of Statutory Harbour Undertakings Regulations 1983, Companies Act 1985, Section 42 of Harbours Act 1964 as inserted by the Transport Act 1981 and as amended the Statutory Harbour Undertakings (Pilotage Accounts) Regulations 1988.

Griffiths Marshall
Chartered Accountants and Registered Auditors

Beaumont House
172 Southgate Street
Gloucester
GL1 2EZ

Dated: 30/07/2001

GLOUCESTER HARBOUR TRUSTEES

Conservancy income and expenditure account for the year ended 31 March 2001

	Notes	2001 £	2000 £
Income	2	111,978	104,527
Expenditure	3	107,510	108,943
		_____	_____
Operating (deficit) /surplus before Depreciation and interest		4,468	(4,416)
Provision for depreciation		8,272	(8,098)
Profit on disposal		-	42
		_____	_____
Net deficit/surplus before taxation	4	(3,804)	(12,472)
Corporation tax at Current 17.8% (2000 - 20%)		221	2,395
		_____	_____
Net deficit for the year	13	(3,583) =====	(10,077) =====

GLOUCESTER HARBOUR TRUSTEES

Pilotage income and expenditure account for the year ended 31 March 2001

	Notes	2001 £	2000 £
Income	5	309,853	259,581
Expenditure	6	282,010	239,992
Net surplus before taxation		27,843	19,589
Corporation tax at Current 17.8% (2000 - 20%)		(4,923)	(3,918)
Net surplus for the year	13	22,920 =====	15,671 =====

GLOUCESTER HARBOUR TRUSTEES

Second Severn Crossing income and expenditure account for the year ended 31 March 2001

	2001	2000
	£	£
Income		
Income from Highways Agency	60,276 =====	53,842 =====
 Expenditure		
Maintenance of Beacons & Radar	46,752	47,979
Consultancy fees etc	3,878	217
Transfer of overhead recoveries to Conservancy account	9,646 _____	5,646 _____
	60,276 =====	53,842 =====

GLOUCESTER HARBOUR TRUSTEES

Northwick Anchorage Account for the year ended 31 March 2001

	2001	2000
Income	£	£
Reimbursement of Direct Costs on Ship Protection Work by Severn River Crossing Plc	7,246	9,629
Administration Charge @ 5% of Direct Costs	362	481
	7,608	10,110
	=====	=====
 Revenue Costs	 7,246	 9,629
Administration Costs	362	481
	7,608	10,110
	=====	=====

GLOUCESTER HARBOUR TRUSTEES

Balance Sheet - 31 March 2001

	Notes	2001	2000
		£	£
Fixed assets			
Tangible assets	9	11,802	19,202
		11,802	19,202
Current assets			
Debtors: due within one year	10	57,492	42,697
Bank balances		304,063	286,375
Cash		200	200
		361,755	329,272
Current liabilities			
Creditors: amounts falling due within one year	11	(34,401)	(28,655)
Net current assets		327,354	300,617
Total assets less current liabilities		339,156	319,819
Provisions for liabilities and charges	12	(1,894)	(1,894)
Net assets		337,262	317,925
		=====	=====
Capital and reserves			
Income and expenditure reserve	13	337,262	317,925
		=====	=====

Trustees report for the year ended 31 March 2001

We approve on behalf of the Trustees the accounts on pages 15 to 26 and confirm that all information necessary for their preparation has been made available. The accounts were approved by the Trustees on 20 July 2001.

I M Walker (Chairman)

H Baker (Treasurer)

Dated: 20/07/2001

GLOUCESTER HARBOUR TRUSTEES

Notes to the accounts for the year ended 31 March 2001

1 Principal accounting policies

The financial statements have been prepared in accordance with applicable Accounting Standards in the United Kingdom. A Summary of the more important accounting policies, which have been applied consistently, is set out below.

Basis of Accounting

The financial statements have been prepared on the historical cost basis of accounting.

Tangible fixed assets

Tangible fixed assets are stated in the balance sheet at cost less depreciation.

Depreciation is calculated on a straight line basis so that tangible fixed assets are written off over their estimated useful lives at an annual rate of 20%.

Investments

Investments are stated in the accounts at cost.

Turnover

Turnover, which excludes value added tax, represents predominately the value of light dues and pilotage fees due for the year.

Deferred taxation

Provision is made for deferred taxation, using the liability method, on all material timing differences to the extent that it is probable that a liability or asset will crystallise.

GLOUCESTER HARBOUR TRUSTEES

Notes to the accounts for the year ended 31 March 2001

2	Conservancy income	2001	2000
		£	£
Light dues:		60,956	50,827
Sharpness			
Other		5,434	3,892
		66,390	54,719
Contribution towards repairs, maintenance and lighting:			
Magnox BNFL		9,819	24,226
Wayleaves		1	1
Bank deposit interest received		15,614	12,661
Other		-	263
Hire of GHT Boat		1,410	1,370
Reimbursement of overheads from Highways Agency		13,221	5,646
Reimbursement of Archive Costs		5,160	5,160
Reimbursement of overheads from SRC		363	481
		45,588	49,808
		111,978	104,527
		=====	=====
3	Conservancy expenditure		
Repairs and Maintenance:			
Planned		9,990	29,738
Other		2,167	2,192
Lighting supplies		1,668	2,477
Workshop Accommodation costs		2,665	3,426
Vehicle costs (excl Depreciation)		1,474	1,367
Boat costs (excl Depreciation)		506	944
Lights maintenance contract		10,572	10,240
Establishment and administration costs		30,675	33,187
Marine Officer & Severnside House Costs		12,131	10,520
Audit fee		2,300	1,975
Subscriptions		940	1,640
River Surveys		2,508	2,601
Other		-	943
Harbour Dredging		-	1,750
Counter Oil Pollution Measures		426	588
Harbour Revision Order		2,811	5,355
Hydrographic Survey		24,635	-
BPA Ports Conference costs		2,042	-
		107,510	108,943
		=====	=====

GLOUCESTER HARBOUR TRUSTEES

Notes to the accounts for the year ended 31 March 2001

	2001	2000
	£	£
4 Conservancy deficit/surplus before taxation	(3,804)	(12,472)

(Deficit)/ Surplus before taxation is stated after charging:

Depreciation charge for the year:

Tangible owned fixed assets	8,272	8,098
Adjustment on disposal of fixed assets	-	(42)
Auditor's remuneration	2,300	1,975

5 Pilotage income	2001	2000
	£	£
Pilotage	309,813	259,348
Other income	<u>40</u>	<u>233</u>
	309,853	259,581
	=====	=====

GLOUCESTER HARBOUR TRUSTEES

Notes to the accounts for the year ended 31 March 2001

6 Pilotage expenditure

	2001 £	2000 £
Pilotage contract	213,159	178,982
Boarding and landing fees	35,134	30,699
Establishment and administration costs	24,311	23,702
Pilots' lodge facilities	6,172	6,022
Portable telephone expenses	424	241
Other	-	346
Harbour Revision Order	<u>2,810</u>	<u>-</u>
	282,010	239,992
	=====	=====

7 Deferred Taxation

The deferred taxation asset/(liability) can be analysed as follows:-

	Provided		Unprovided	
	2001	2000	2001	2000
	£	£	£	£
Accelerated Capital Allowances	-	-	190	(440)
Training provision	-	-	-	-
	—	—	—	—
Deferred taxation asset	-	-	190	(440)
	===	===	===	===

8 Employees

	2001	2000
The average weekly number of persons employed during the year was	4	4
	==	==

Staff costs (for the above persons):

Wages and salaries	50,253	48,671
Social security costs	3,995	3,831

GLOUCESTER HARBOUR TRUSTEES

Notes to the accounts for the year ended 31 March 2001

9 Fixed assets

	Furniture and Equipment £	Land Rover £	Boat & trailer £	Digital Archiver £	Total £
Cost					
At 1 April 2000	16,364	12,185	12,232	30,000	70,781
Additions	872	-	-	-	872
Disposals	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
At 31 March 2001	<u>17,236</u>	<u>12,185</u>	<u>12,232</u>	<u>30,000</u>	<u>71,653</u>
Depreciation					
At 1 April 2000	9,162	12,185	12,232	18,000	51,579
Charge for year	2,272	-	-	6,000	8,272
Disposals	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
At 31 March 2001	<u>11,434</u>	<u>12,185</u>	<u>12,232</u>	<u>24,000</u>	<u>59,851</u>
Net book value					
At 31 March 2001	5,802 =====	- =====	- =====	6,000 =====	11,802 =====
At 31 March 2000	7,202 =====	- =====	- =====	12,000 =====	19,202 =====

GLOUCESTER HARBOUR TRUSTEES

Notes to the accounts for the year ended 31 March 2001

10 Debtors

	2001	2000
	£	£
Amounts falling due within one year		
Pilotage fees	32,483	16,150
Highways Agency	19,899	20,657
Magnox Electric PLC	2,240	3,154
Light Dues	805	371
Other debtors	2,065	2,365
	57,492	42,697
	=====	=====

11 Creditors

	£	£
Amounts falling due within one year:		
Other creditors	9,666	7,132
Corporation tax	4,735	1,523
Highways Agency	20,000	20,000
	34,401	28,655
	=====	=====

GLOUCESTER HARBOUR TRUSTEES

Notes to the accounts for the year ended 31 March 2001

12 Provision for liabilities and charges

	2001 £
Provision for training of pilot as at 1 April 2000	1,894
Utilised during the year	-
Provision for training of pilot as at 31 March 2001	1,894

The Trustees have a responsibility to ensure sufficient qualified pilots are available and have made a provision for training new personnel.

13 Income and expenditure reserve

	Conservancy £	Pilotage £	Total £
Balance at 1 April 2000	251,521	66,404	317,925
Surplus for year	<u>(3,583)</u>	<u>22,920</u>	<u>19,337</u>
Balance at 31 March 2001	247,938	89,324	337,262

14 Related party transactions

A total sum of £7,115 (2000 - £4,691) was paid to Ian Walker & Associates for Inland Waterway and Estuarial Navigation consultancy work. Mr Ian Walker acts as Chairman of the Trustees of Gloucester Harbour Trustees.