



**ANNUAL REPORT AND
ACCOUNTS**

**FOR YEAR ENDED
31 MARCH 2009**

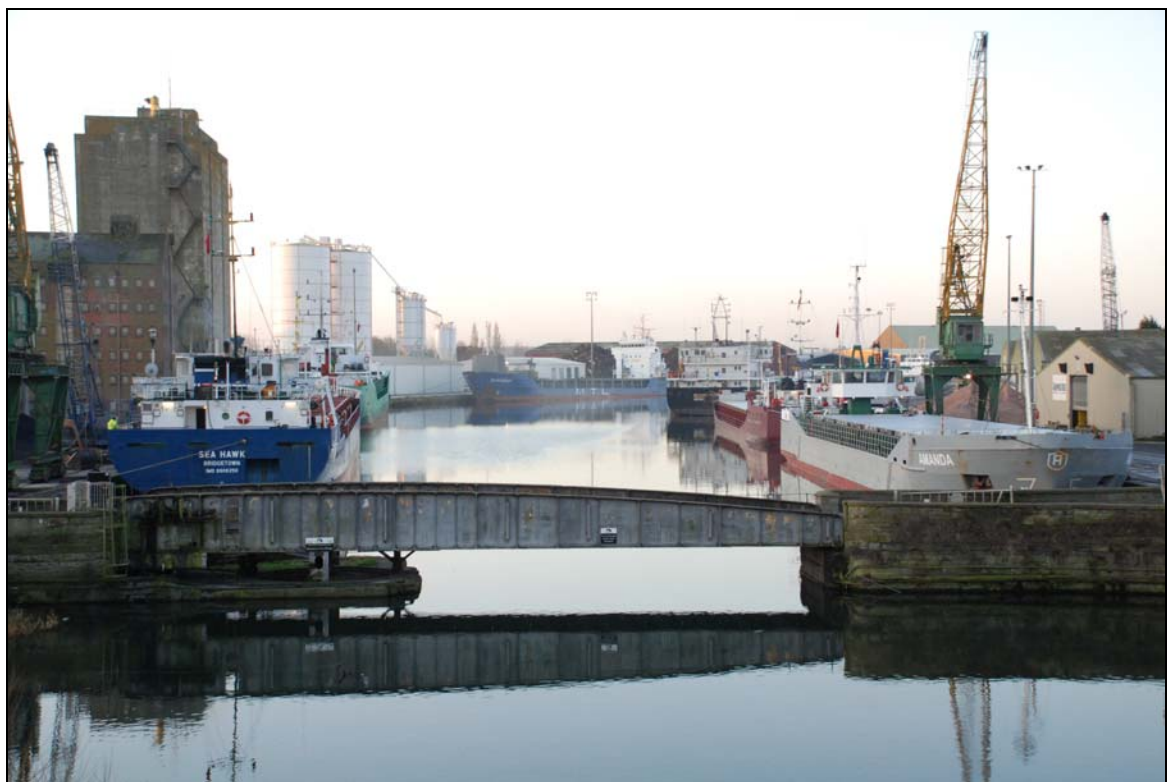


Two Views of the Dock at Sharpness



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Seven Ships in the Dock at Sharpness



The Trustees 2009



Anthony Potts

Barry Leat

Mike Johnson

Tom Appleby

Carl Merry

Derek Hughes

John Powell

Garry Strickland

Edmund Dorman

John Beevor

Basil Booth



Report of the Trustees and GHT's audited financial statements for the year ended 31 March 2009

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TRUSTEES

Name	Category
Tom Appleby	Environmental Interest
Basil Booth	Environmental Interest
John Beevor ¹	Additional Trustee / Legal Affairs
Edmund Dorman	Chairman
Derek Hughes	Maritime Interest / Vice-Chairman
Michael Johnson	Principal Operational Officer
Carl Merry	Maritime Interest
Barry Leat	Maritime Interest
Anthony Potts ¹	Community Interest
John Powell	Community Interest
Garry Strickland	Maritime Commercial Interest
Colin Whiteside ²	Community Interest

¹ Appointed for first term 1 January 2009
² Retired at end of term 31 December 2008

TRUSTEES' ATTENDANCE RECORD

Trustee	Possible Attendances	Actual Attendances
Tom Appleby	6	5
John Beevor	2	2
Basil Booth	6	6
Edmund Dorman	6	6
Derek Hughes	6	5
Mike Johnson	6	6
Barry Leat	6	4
Carl Merry	6	6
Anthony Potts	2	1
John Powell	6	5
Garry Strickland	6	5
Colin Whiteside	4	4

BACKGROUND INFORMATION ABOUT THE TRUSTEES

Ten Trustees are appointed for terms of three years under the Gloucester Harbour Revision (Constitution) Order 2002. Part of the Board retires each year and applications are invited in successive years from those with an interest or expertise in a variety of areas including maritime, community, environmental or maritime commercial matters. GHT's Principal Operational Officer is also a Trustee ex officio.

The Trustees are responsible for the overall strategy and performance of the Authority. They are not appointed as representatives of any organisation or interest and, apart from the Chairman, receive no remuneration other than occasional expenses in carrying out their duties and functions.

Tom Appleby

Non-practising solicitor and senior lecturer working in the Faculty of the Built and Natural Environments of the University of the West of England; property and constitutional lawyer with research interests in marine environmental matters; visiting research fellow at the University of Bristol Law School

John Beevor

Solicitor with wide commercial experience

Basil Booth

Farmer; County Councillor; member of ASERA

Edmund Dorman (Chairman)

Former ship-owner and timber sales consultant

Derek Hughes (Vice-Chairman)

Experienced shipping broker and agent / ship manager

Mike Johnson

GHT's Marine Officer / Harbour Master – appointed a Trustee as Principal Operational Officer under the 2002 HRO

Barry Leat

Retired metallurgist; member of Royal Yachting Association; experienced dinghy sailor and yachtsman

Carl Merry

Master Mariner and former shipmaster; currently authorised as a First Class Pilot within the Gloucester Harbour area.

Anthony Potts

Retired accountant with wide local authority and legal experience; experienced boater

John Powell

Freelance journalist and writer; local fishing and estuarial interests

Garry Strickland

General Manager of Sharpness Dock Ltd, the port operator at Sharpness

Colin Whiteside

Local resident; retired chartered accountant with wide experience in commercial and public service organisations

OFFICERS

Harbour Master/Marine Officer
Finance Officer
Administrative Officer

Mike Johnson Eng Tech AMIIE AMNI
Katrina Douglas FCA
Rosemary Elsey

The day to day running of the Authority is carried out by a small staff based at Sharpness who report to the bi-monthly meetings of the Trustees. The full-time Marine Officer acts as GHT's Harbour Master and is responsible for maintaining the pilot watch radar system and supervising the maintenance of the other navigation aids including lights, buoys, beacons and daymarks. He is also responsible for environmental management issues. Financial and administrative support is provided by two part-time members of staff.

Mike Johnson

Former merchant marine officer with an engineering / technical background and considerable experience of ocean-going yachts as Yachtmaster.

Katrina Douglas

Qualified accountant with experience working for several large organisations and more recently as a freelance with a portfolio of local clients.

Rosemary Elsey

Based on her longstanding experience of GHT matters, provides administrative support to the Trustees and acts as Clerk.

The licensed Pilots (GPP) are self-employed but one acts as Duty Pilot on a rota basis and is deemed to be an officer of the Trustees during his period of duty. The pilots also provide relief harbour master services when GHT's Marine Officer is unavailable

PROFESSIONAL ADVISERS

Parliamentary Agents	Bircham Dyson Bell, London
Solicitors	Rowberry Morris, Gloucester / BPE Cheltenham
Bankers	Lloyds TSB Ltd
Auditors	Griffiths Marshall, Gloucester
Insurance Broker	Bluefin (formerly SBJ UK Ltd) Gravesend
Environmental Consultant	Jan Brooke Environmental Consultant Ltd

In addition to its own expertise, GHT will engage such professional advice as is believed necessary to ensure that decisions made are best advised and that the activities of the Harbour Authority meet all requirements and standards.

GHT is mindful of its duties under the Port Marine Safety Code to ensure that its staff and contractors are properly qualified for the roles they fulfil and provides additional training as appropriate. Trustees, especially those newly appointed, are encouraged to attend the trust port briefing seminars arranged from time to time by the Department for Transport.

INTRODUCTION

GHT is the competent harbour authority for the Gloucester Harbour. Its main duties and responsibilities are to provide a pilotage service, to provide and maintain navigation aids and generally to ensure the safety of navigation within the Gloucester Harbour. GHT is a statutory body and the Gloucester Harbour is classed as a Trust Port. Its powers are derived from general legislation and local Acts and Orders. The Trustees aim to break-even taking one year with another and any surplus reinvested for the benefit of the Harbour. In addition, a small contingency fund has built up over the years through prudent management which is kept in reserve to deal with any unforeseen emergency.

The Gloucester Harbour covers a large area of the Severn commencing seawards of the Second Severn Crossing and ending at the weirs at Llanthony and Maisemore near Gloucester. It also includes the River Wye downstream of Bigsweir Bridge.

Pilotage is compulsory for vessels over 100 dwt and this service is provided by pilots licensed by GHT. There are between 400 and 500 commercial vessel movements in and out of Sharpness Dock each year. A sand dredger also operates in the Gloucester Harbour on a regular basis. Leisure craft make up the

remainder of the traffic. 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. In this report the Trustees have taken note of the draft guidelines outlined by the Department for Transport in Modernising Trust Ports 2 and have incorporated as much information on target setting, benchmarking and identifying a stakeholder benefit as is reasonable given the size and scope of GHT's operations.

AIMS AND OBJECTIVES

The Trustees have as their overriding consideration the safety of navigation within the Gloucester Harbour, which is achieved through the provision of a pilotage service and aids to navigation.

The Trustees aim to run an efficient, effective and economic operation for the benefit of all stakeholders, with whom they maintain regular contact. The twice yearly meetings of the Advisory Body set up under the 2002 HRO provide a forum for discussion of matters of mutual interest.

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.

SAFETY

Safety continues to be of paramount importance to the Trustees who adopt practices and put in place controls to ensure that wherever possible the Harbour is operated safely and efficiently so as to safeguard the Harbour, its users and stakeholders and that these measures protect the environment of the Harbour. The Trustees are committed to performing their duties and responsibilities in a safe and efficient manner.

GHT's Designated Person reviewed the safety management plan in January and the Trustees, as Duty Holder, formally certified continued compliance with the Port Marine Safety Code at their meeting on 16 January 2009. All procedures and policies are reviewed at regular intervals.

GHT's officers have regular meetings with British Waterways staff to review work programmed for Sharpness Docks and ensure that matters of concern are addressed promptly. The redirection of funding within BW to pay for emergency work elsewhere in the canal system means that the major schemes planned for Sharpness have been put back by a year. Further research is being undertaken on a scheme to renew the outer gates in 2010. Routine maintenance work and dredging continue.

ENVIRONMENT

The Trustees have environmental duties placed upon them by both British and European legislation. In particular, this requires GHT to have regard to the environmental impact of any proposed works or activities in the Harbour. An application to dredge sand from the Bedwyn Sands was finally granted planning permission by Monmouthshire County Council and the appropriate licence was then issued by GHT. However, the long-standing application to dredge on the North Middle Grounds was submitted to the Secretary of State in April 2008, but problems with the drafting of the Marine Works Regulations have delayed determination and the necessary amendments to the regulations have still not been ratified. GHT remains concerned that this situation has still not been resolved.

The Trustees have close links with the bodies responsible for the management of the River Wye (Marine) Special Area of Conservation (SAC), and Severn Estuary SAC, which has now been formally designated by the European Commission. GHT continues to consult Natural England, the Countryside Council for Wales and the Environment Agencies on matters of mutual interest in relation to the Severn Estuary and River Wye.

The issue of a Severn barrage has come to the fore in recent months. The feasibility study set up by the Government to look into a range of options for power generation from the Severn Estuary tidal range is of considerable interest to GHT. Part of the initial phase of the study looked at the impact of these options on a number of 'workstreams' and GHT was asked to contribute to the assessment of the effect on shipping and the Severn Estuary ports. GHT, like the other ports in the area, is very conscious of the potential impact of the construction of a Severn barrage on commercial shipping in the harbour area and the future viability of the port of Sharpness and has commented in detail to the Department for the Environment and Climate Change.

GHT is mindful of the need to reduce energy consumption and to use renewable resources and, where this is compatible with its statutory duties, takes this into account in its activities, particularly in the planning of the maintenance programme.

PILOTAGE

The pilotage service is provided by the self-employed pilots, licensed by GHT, who make up the Gloucester Pilots Partnership. Traffic levels are carefully monitored to ensure that these can be managed safely by the appropriate number of licensed pilots: three pilots are currently needed to operate the service safely. The senior pilot will be retiring at the end of June after more than thirty-five years' service and a trainee pilot was licensed in September to ensure a smooth transition. The training and licensing regime for pilots, set out in the Pilotage Directions 2007, has been updated to take account of the fact that fewer, but generally larger, ships are using Sharpness and the steps to full authorisation now reflect this trend.

Pilot exemption certificates have been issued to the two masters of a dredger working in the Gloucester Harbour and these are reviewed annually.

AIDS TO NAVIGATION

The annual inspection by Trinity House took place in August and the local aids to navigation were observed to be satisfactory. Availability of the aids to navigation provided by GHT continues to be virtually 100%. The Pilot Watch Radar system has again worked well during the year.

A regular programme of planned maintenance is in place and is regularly reviewed to ensure that all aids are effective, efficient and conform to current health and safety standards. As part of this programme work was undertaken at Redcliffe to lay the electricity cables underground, modernise the switchgear and install an intermediate work platform. In addition, the lantern housing and work platform at Berkeley Pill were refurbished to meet modern safety standards. Power supply and switchgear safety improvements were also undertaken at the Sheperdine back light.

FINANCE

As GHT is a conservancy body and does not own any land or own/operate any docks or quays, it is not in a position to generate income from cargo handling or leisure boat use. The Trustees derive most of their income from the charges levied on ships coming to or going from the port of Sharpness. Their financial stability is, therefore, dependent on the level of traffic using the port, which is operated by a private sector company.

This financial year has been something of a rollercoaster ride with monthly dwt averages hitting both their highest and lowest levels for ten years within this period. The first half of the year was very busy and the increase in trade coupled with the higher rate of harbour dues introduced during the last financial year, led to a very favourable financial position at the end of the first six months. However, the impact of the global downturn in shipping led to a sudden drop in trade to Sharpness in October. After a further sharp dip in December, trade improved in the early spring with the usual seasonal demand for products such as fertiliser and the year ended on a high note. Overall, average monthly dwt was in line with the forecast of 95,000. The Trustees are thus able to report a surplus of just over £17,500 on the year as a whole.

Most of the key performance indicators identified by DfT in its recent draft guidance are difficult to apply to GHT as it is solely a conservancy body responsible for pilotage and navigation and has no conventional port infrastructure to operate and maintain.

GHT has, therefore, chosen to measure its performance using profitability (which is defined as profit ie earnings before interest, tax and depreciation divided by turnover) as its benchmark. This gives a result of 7.3% for 2008/2009, compared with 8.2% in 2007/2008. This decrease is mainly due to the fact that income from harbour dues remained static, while pilotage costs increased, in part due to the training and retainer costs associated with the appointment of a fourth pilot.

OTHER ACTIVITIES

The Trustees were pleased to welcome Richard Bennett, Head of Ports at the Department for Transport, to their January meeting and were able to discuss with him how small harbour organisations like GHT operate and brief him on the problems faced by this sector of the industry.

As a purely conservancy body rather than a port operator, GHT has fewer opportunities for engaging with its stakeholders than more conventional harbour authorities. However, the Advisory Body continues to provide a useful forum for organisations with an interest in the work of the Trustees to exchange views and question Trustees and their officers on any matters of concern. A series of presentations from members describing their involvement in the Harbour area has been of particular interest.

During the year the Trustees have, either by invitation or in their role as statutory consultees, provided comment or responses to several proposals and studies, including:

- Marine Bill
- Marine Navigation Bill
- Ports Policy Review – Modernising Trusts Ports 2
- Marine Aggregates Dredging Regulations
- Feasibility Study on Severn Tidal Power

Other organisation with which GHT has links include:

- British Ports Association
- South West Regional Ports Association
- ASERA (Association of Severn Estuary Relevant Authorities)
- Bristol Channel VTS User Group
- Bristol Channel Ports Panel

THE YEAR AHEAD

The Trustees have taken a conservative view of the level of shipping activity likely in the next twelve months and have assumed that trade will be down in the coming financial year. The other ports in the Severn Estuary, and shipping interests nationally and internationally are experiencing reduced or unpredictable levels of trade as the effects of the global downturn in trade are felt.

As the majority of GHT's income is derived from the dues paid by ships trading to Sharpness, this is likely to be reduced in 2009/2010 and the Trustees have therefore examined their costs very carefully. Considerable savings have already been made in many areas in recent years, and any further reductions could impact on operational standards. Trustees have therefore agreed to raise pilotage and conservancy dues by 3p to 35p per dwt with effect from 1 April 2009 in order to maintain GHT's current high standards. They have also reluctantly agreed to shelve plans for improvements to navigational aids and trim the budget to fund only essential maintenance and repairs. These policies will be kept under careful review during the coming year.

TRUSTEES' RESPONSIBILITIES

The Trustees are responsible for preparing the Annual Report and the financial statements in accordance with applicable law and regulations.

Company law requires the Trustees to prepare financial statements for each financial year. Under that law the Trustees have elected to prepare the financial statements in accordance with United Kingdom Generally Accepted Accounting Practice (United Kingdom Accounting Standards and applicable law). The financial statements are required by law to give a true and fair view of the state of affairs of the company and of the profit or loss of the authority for that period. In preparing those financial statements, the Trustees are required to:

- 1) select suitable accounting policies and then apply them consistently
- 2) make judgements and estimates that are reasonable and prudent
- 3) state whether applicable UK Accounting Standards have been followed, subject to any material departures disclosed and explained in the financial statements
- 4) prepare the financial statements on the going concern basis unless it is inappropriate to presume that the company will continue in business.

The Trustees are responsible for keeping proper accounting records that disclose with reasonable accuracy at any time the financial position of the company and enable them to ensure that the financial statements comply with the Companies Act 1985. They are also responsible for safeguarding the assets of the company and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

STATEMENT OF DISCLOSURE TO AUDITORS

In the case of each of the persons who are trustees at the time when the Trustees' report is approved:

- a) so far as the trustee is aware, there is no relevant audit information (information needed by the authority's auditors in connection with preparing their report) of which the auditors are unaware; and
- b) he has taken all the steps that he ought to have taken as a trustee in order to make himself aware of any relevant audit information and to establish that the Trustees' auditors are aware of that information.

This report was approved by the Trustees on 17 July 2009 and signed on their behalf by the Chairman.

Signed

GLOUCESTER HARBOUR TRUSTEES

Report of the Auditors to the Trustees of Gloucester Harbour Trustees

We have audited the financial statements of Gloucester Harbour Trustees on pages 14 to 25 for the year ended 31 March 2009. These financial statements have been prepared under the historical cost convention and the accounting policies set out therein.

This report is made solely to the trust's trustees, as a body, in accordance with the requirements of the appropriate elements of Statutory Harbour Undertakings Regulations 1983, Companies Act 1985, Section 42 of Harbours Act 1964 as amended by the Transport Act 1981 and as amended the Statutory Harbour Undertakings (Pilotage Accounts) Regulations 1988. Our audit work has been undertaken so that we might state to the trustees those matters we are required to state to them in the auditor's report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the trust and the trustees as a body, for our audit work, for this report, or for the opinions we have formed.

Respective responsibilities of the Trustees and Auditors

The Trustees are responsible for the preparation of the financial statements in accordance with applicable law and United Kingdom Accounting Standards (United Kingdom Generally Accepted Accounting Practice).

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 financial statements give a true and fair view and are properly prepared in accordance with the Companies Act 1985. We also report to you if, in our opinion, the trustees' report is not consistent with the financial statements.

In addition we report to you, if in our opinion, the entity has not kept proper accounting records or if we have not received all the information and explanations we require for our audit, or if information specified by law regarding trustees' transactions is not disclosed.

We read the trustees' report and consider the implications for our report if we become aware of any apparent misstatements within it.

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, in accordance with United Kingdom Generally Accepted Accounting Practice, of the state of the entity's affairs as at 31 March 2009 and of its income and expenditure for the year then ended;
- the financial statements 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 amended by the Transport Act 1981 and as amended the Statutory Harbour Undertakings (Pilotage Accounts) Regulations 1988; and
- the information given in the trustees' report is consistent with the financial statements.

Griffiths Marshall
Chartered Accountants and Registered Auditors
Beaumont House
172 Southgate Street
Gloucester
GL1 2EZ

Dated:

GLOUCESTER HARBOUR TRUSTEES

Income and expenditure account for the year ended 31 March 2009

	Notes	2009	2008
		£	£
Income	2	475,006	487,427
Expenditure	3	440,499	447,349
		-----	-----
Operating surplus before Depreciation and interest		34,507	40,078
Provision for depreciation	8	(11,507)	(11,181)
Profit/(loss) on disposal of Investments	11	(923)	(1,293)
		-----	-----
Net surplus before taxation	4	22,077	27,604
Corporation tax at 21% (2008 - 20%) Current	5	(4,241)	(3,354)
Deferred taxation	6	(162)	(1,836)
		-----	-----
Net surplus for the year	12	17,674	22,414
		=====	=====

GLOUCESTER HARBOUR TRUSTEES

Balance Sheet as at 31 March 2009

	Notes	2009	2008
		£	£
Fixed assets			
Tangible assets	8	128,988	138,861
		<hr/>	<hr/>
		128,988	138,861
		<hr/>	<hr/>
Current assets			
Debtors: due within one year	9	72,653	48,833
Bank balances		111,703	106,226
Cash		102	59
Other Investments	11	226,353	222,506
		<hr/>	<hr/>
		410,811	377,624
		<hr/>	<hr/>
Current liabilities			
Creditors: amounts falling due within one year	10	76,519	70,257
		<hr/>	<hr/>
Net current assets		334,292	307,367
		<hr/>	<hr/>
Total assets less current liabilities		463,280	446,228
		<hr/>	<hr/>
Long Term Liabilities			
Creditors: amounts falling due After more than one year	10	20,917	21,701
		<hr/>	<hr/>
Total Assets less Total Liabilities		442,363	424,527
		<hr/>	<hr/>
Provisions for liabilities and charges	6	(211)	(49)
		<hr/>	<hr/>
Net assets		442,152	424,478
		=====	=====
Capital and reserves			
Income and expenditure reserve	12	442,152	424,478
		=====	=====

Signed on behalf of the Trustees

E Dorman (Chairman)

K Douglas (Finance Officer)

Dated: 17 July 2009

GLOUCESTER HARBOUR TRUSTEES

Notes to the accounts for the year ended 31 March 2009

I 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 on a straight line basis at the following rates:

Motor vehicles	20%
Office equipment and furniture	20%
Trade and marine equipment	20%
Building	4%

Turnover

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

Deferred taxation

Deferred tax is provided in full in respect of taxation deferred by timing differences between the treatment of certain items for taxation and accounting purposes. The deferred tax balance has not been discounted.

Deferred tax is not provided on timing differences arising from the revaluation of fixed assets where there is no commitment to sell the asset.

Other Investments

Investments are valued at historical cost less any provision made for permanent diminution in value.

Pensions

The authority operates a defined contribution scheme for the benefit of its employees. Contributions payable are charged to the income and expenditure account in the year in which they are payable.

GLOUCESTER HARBOUR TRUSTEES

Notes to the accounts for the year ended 31 March 2009

2 Income

	2009	2008
	£	£
Harbour Dues (Pilotage & Conservancy)	383,528	383,103
Pilotage Exemption Certificate Income	787	2,007
Conservancy Dues Income	3,056	2,303
Highways Agency	52,449	53,869
Contribution towards repairs, maintenance and lighting:-		
Magnar BNFL	10,428	10,292
Investment Interest received	3,354	3,173
Other Interest received	512	30
Dividend and other investment income	7,569	8,751
Licensing fees received	786	231
Navigation House Rental & Service Charges Income	12,237	23,318
Other Income	300	350
Total Income	475,006 =====	487,427 =====

GLOUCESTER HARBOUR TRUSTEES

Notes to the accounts for the year ended 31 March 2009

3 Expenditure

	2009	2008
	£	£
Conservancy and Administration		
Navigational Aids Repairs and Maintenance	19,071	19,217
Beacon and radar costs on behalf of Highways Agency	5,317	8,265
Lighting supplies	2,007	1,834
Workshop Accommodation costs	6,842	6,916
Vehicle costs (excl Depreciation)	1,068	1,582
Boat costs (excl Depreciation)	458	827
Lights maintenance contract	18,365	17,639
Navigation House Costs (excl Depreciation)	5,171	25,158
Establishment and administration costs	54,870	51,444
Marine Officer costs	47,847	45,933
Audit fee	3,170	3,235
Subscriptions and licences	1,777	2,509
River Surveys	3,168	3,043
Professional advice and expenses	2,041	9,883
Oil Spill Measures	1,127	525
Software for radar recording system	2,394	-
Investment administration charges	2,492	3,355
	<u>177,185</u>	<u>201,365</u>
	=====	=====
	2009	2008
	£	£
Pilotage		
Pilotage contract	228,309	210,141
Boarding and landing fees	27,025	28,131
Pilots' lodge facilities	7,330	7,310
Other Costs	650	402
	<u>263,314</u>	<u>245,984</u>
	=====	=====
Total Expenditure	440,499	447,349
	=====	=====

GLOUCESTER HARBOUR TRUSTEES

Notes to the accounts for the year ended 31 March 2009

	2009	2008
4 Surplus before Taxation	22,077	27,604
Surplus before taxation is stated after charging/(crediting)		
Depreciation charge for the year:-		
Tangible owned fixed assets	11,507	11,181
Adjustment on disposal of investments	923	1,293
Auditor's remuneration	3,170	3,235
5 Taxation	2009	2008
Domestic current year tax:-		
UK Corporation tax	4,241	3,354
	<hr/>	<hr/>
Current tax charge	4,241	3,354
	=====	=====
Factors affecting the tax charge for the year:-		
Profit on ordinary activities before tax	22,077	27,604
	=====	=====
Profit on ordinary activities before tax multiplied by standard rate of tax - 21% (2008 20%)	4,636	5,521
	<hr/>	<hr/>
Effect of :-		
Depreciation	2,417	2,236
Capital allowances	(1,151)	(2,908)
Other tax adjustments	(1,661)	(1,495)
	<hr/>	<hr/>
	(395)	(2,167)
	<hr/>	<hr/>
Current tax charge	4,241	3,354
	=====	=====

GLOUCESTER HARBOUR TRUSTEES

Notes to the accounts for the year ended 31 March 2009

6 Deferred Taxation

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

	2009	2008
	£	£
Decelerated Capital Allowances	(211) -----	(49) -----
Deferred taxation liability	(211) =====	(49) =====
		£
Balance at 1 April 2008		(49)
Movement in the year		<u>(162)</u>
Balance at 31 March 2009		(211) =====

7 Employees

The average weekly number of persons employed during the year was

	2009	2008
	2 ==	2 ==
Staff costs (for the above persons):-		
Wages and salaries	60,373	57,623
Pension contributions	8,819	8,017
Social security costs	5,640	5,360

GLOUCESTER HARBOUR TRUSTEES

Notes to the accounts for the year ended 31 March 2009

8 Fixed Assets

	Motor Vehicles	Office Equipment	Furniture	Trade & marine Equipment	Property	Total
	£	£	£	£	£	£
Cost						
At 1 April 2008	12,185	69,522	3,908	38,556	157,646	281,817
Additions	-	1,634	-	-	-	1,634
Adjustment	-	-	-	-	-	-
Disposals	-	31,724	-	-	-	31,724
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
At 31 March 2009	12,185	39,432	3,908	38,556	157,646	251,727
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
Depreciation						
At 1 April 2008	12,185	69,522	3,908	19,057	38,283	142,955
Charge for year	-	327	-	4,875	6,306	11,507
Adjustment	-	-	-	-	-	-
Disposals	-	31,724	-	-	-	31,724
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
At 31 March 2009	12,185	38,125	3,908	23,932	44,589	122,739
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
Net book value						
At 31 March 2009	-	1,307	-	14,624	113,057	128,988
	=====	=====	=====	=====	=====	=====
At 31 March 2008	-	-	-	19,499	119,363	138,861
	=====	=====	=====	=====	=====	=====

GLOUCESTER HARBOUR TRUSTEES

Notes to the accounts for the year ended 31 March 2009

9 Debtors	2009	2008
	£	£
Amounts falling due within one year		
Pilotage fees	38,121	31,806
Highways Agency	31,444	14,524
Magnox Electric PLC	2,644	1,983
Other debtors	444	520
	-----	-----
	72,653	48,833
	=====	=====
 10 Creditors		
	2009	2008
	£	£
Short Term : Amounts falling due within one year:-		
Other creditors	48,073	43,486
Corporation tax	4,241	3,354
Highways Agency	20,000	20,000
H M Customs & Revenue (VAT & PAYE)	3,209	2,431
Deferred income credit	996	986
	-----	-----
	76,519	70,257
	=====	=====
 Long Term: Amounts falling due in more than one year:-		
Deferred income credit	20,917	21,701
	-----	-----
	20,917	21,701
	=====	=====

The deferred income credit represents the amount remaining from BNFL Magnox Electric's one-off payment in 2005 to buy out its obligation for the maintenance of the Hayward Rock & Bull Rock Beacons.

GLOUCESTER HARBOUR TRUSTEES

Notes to the accounts for the year ended 31 March 2009

II Other Investments

	2009	2008
	£	£
Listed Investments	221,705	213,959
Cash	4,648	8,547
	<hr/>	<hr/>
	226,353	222,506
	=====	=====
The market value of other investments as at the balance sheet date:-		
Listed investments	213,524	245,082
Cash	4,648	8,547
	<hr/>	<hr/>
	218,172	253,629
	=====	=====
Acquisitions	19,282	11,355
Disposals	(18,659)	(14,651)
Movement in cash balance	(3,899)	6,889
	<hr/>	<hr/>
	(3,276)	3,593
	=====	=====
Income Received:-		
Dividends	5,174	5,796
Interest (net of tax)	2,395	2,955
Disposals adjustment	(923)	(1,293)
Administration charges	(2,492)	(3,355)
	<hr/>	<hr/>
	4,154	4,103
	=====	=====

GLOUCESTER HARBOUR TRUSTEES

Notes to the accounts for the year ended 31 March 2009

12 Income and Expenditure Reserve

	£
Balance at 1 April 2008	424,478
Surplus for year	17,674
	<hr/>
Balance at 31 March 2009	442,152
	=====

13 Financial commitments

At 31 March 2009 the trust had annual commitments under a non-cancellable operating lease as follows:

	Land	
	2009	2008
	£	£
Expiry date:		
Within one year	-	-
Between two and five years	-	-
In over five years	1,560	1,560
	<hr/>	<hr/>
	1,560	1,560
	=====	=====

14 Pension Costs

There are no pension costs outstanding at the balance sheet date.

Defined contribution	2009	2008
	£	£
Contributions payable by the authority for the year	8,819	8,017

The authority pays 15% of the employees' annual salary into the pension scheme.

GLOUCESTER HARBOUR TRUSTEES

Notes to the accounts for the year ended 31 March 2009

15 Contingent Liabilities

The Gloucester Harbour Trustees have been made aware of a significant deficit in the Pilots National Pension Fund. The self-employed pilots of Gloucester Pilots Partnership make their own contributions to this fund. The means by which this deficit will be eliminated or reduced beyond a revised investment strategy will be the subject of a Court ruling sought by the pension fund in the early part of 2010.

16 Related Party Transactions

A total sum of £5,675 (2008 - £5,500) was paid to Edmund L B Dorman in his capacity as Chairman of the Trustees of Gloucester Harbour Trustees.

Michael Johnson, a trustee, is also an employee of the trust.