



Department  
for Transport

# Memorandum on the Supplementary Estimate 2016-17

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# Introduction

The Department for Transport's (DfT) Supplementary Estimate for 2016-17 seeks the necessary resources and cash to support the functions of the Department, its agencies and arm's length bodies. The Estimate provides a final opportunity to ensure that the Department has the necessary resources and cash for the remainder of the financial year.

The purpose of this Memorandum is to provide the Transport Select Committee with an explanation of how the resources and cash sought in the Main Estimate have changed since its approval.

This Memorandum has been prepared according to the requirements set out in the guidance manual on supply estimates provided by HM Treasury and has been approved by the Departmental Accounting Officer.

A glossary of key terms used in the memorandum is provided at Annex B.

Philip Rutnam  
Accounting Officer  
Permanent Secretary

# Executive summary

1. The Supplementary Estimate reflects a number of changes to both DEL and AME totals and shows the movement in the Net Cash Requirement.
2. Tables 1.0 and 1.1 below, show the net changes sought in the Supplementary against the Main Estimate.
3. There is a net reduction of £85.9m in resource DEL, net increase of £51.6m in capital DEL, a net increase of £62m in resource AME and a net increase of £114m in capital AME. The Department's Net Cash Requirement is also reduced by £1,439m.
4. Table 1.0 below, provides a summary of key changes in the provision sought in the Supplementary Estimate. Table 1.1 provides net change in the ring-fenced (RDEL) depreciation and table 1.2 looks at the key changes in both DEL and AME.

**Table 1.0 2016 17 Estimate provision by budgetary limits**

£'000	Main Estimate 2016-17	Supplementary Estimate 2016-7	Variance
Resource Departmental Expenditure Limit (RDEL)	3,166,794	3,080,852	-85,942
Of which:			
<i>Administration budget</i>	272,000	264,925	-7,075
<i>Programme budget</i>	2,894,794	2,815,927	-78,867
Capital Departmental Expenditure Limit (CDEL)	5,436,850	5,488,449	51,599
Resource Annually Managed Expenditure (RAME)	8,556,799	8,617,998	61,199
Capital Annually Managed Expenditure (CAME)	6,999,182	7,113,334	114,152
Net Cash Requirement (NCR)	19,999,999	18,561,228	-1,438,771

**Table 1.1 Ring fenced depreciation in Resource DEL**

£'000	Main Estimate 2016-17	Supplementary Estimate 2016-17	Variance
Depreciation	1,229,130	1,388,130	159,000

**Table 1.2 Key changes in DEL and AME**

<b>Description</b>	<b>£m</b>	<b>RDEL</b>	<b>CDEL</b>	<b>RAME</b>	<b>CAME</b>
Additional budget cover to reflect an increase in non-cash depreciation for Highways England - <b>section 1.6</b>		159			
RDEL to AME switch due to recording of intra-company transactions related to British Transport Police Authority (BTPA) - <b>section 1.1</b>		-84			
Reduction in TDEL in relation to agreed Budget Exchange into 2017/18 - <b>section 1.7</b>		-60	-40		
DUP aligned to overall spend - <b>section 1.14</b>		-73	73		
Alignment of budget to overall spend		-22	22		
Reduction in RDEL in relation to movement of costs for Crewe Hub to Network Rail (NR) - <b>section 1.12</b>		-4.5			
Other Government Transfers - <b>section 3.2</b>		-1.8	1.5		
Reduction in CDEL in relation to transaction between High Speed 2 (HS2) and NR			-4.5		
Increase in RAME for NR mainly due to the treatment of accretion and BTPA intra-company transaction - <b>section 1.8</b>				73	
Increase in CAME to reflect changes in capital provisions for HS2					114
Reduction in RAME to reflect changes in pensions' provisions for British Transport Police				-27.5	
Increase in RAME provisions to reflect possible future liability as a result of change in discount rate for personal injury claims				12	
Increase in RAME provisions to reflect liability for Air Travel Trust Fund				3.5	
<b>Net Changes</b>		-86	52	61	114

**Net Cash Requirement (NCR)** - a net reduction of £1,439m in the Department's NCR, which mainly reflects revisions to Network Rail's loan facility drawdown - **section 1.13**.

# 1. Main reasons for changes in Supplementary Estimate

- 1.1 The following section looks at the main reasons for changes made in the Supplementary Estimate.

## 2016-17 overall position

- 1.2 The Department has continued to review the full year forecast position across its agencies and arm's length bodies and has used the Supplementary Estimate to align expenditure plans to resource and cash requirement. This includes a switch of £95m from resource to capital DEL.
- 1.3 The Department has agreed with HM Treasury to carry over £100m (£60m RDEL and £40m CDEL) from this year's forecast underspend to help manage costs in 2017-18.
- 1.4 The Department has agreed with HM Treasury to retain the remaining available underspend to cover various contingencies.
- 1.5 The Department has agreed an additional non-cash budget cover of £159m to take account of an increase in depreciation costs for Highways England.

## Highways England

- 1.6 **Depreciation - Increase of £159m non-cash depreciation - Section C.** Results from the recent road surveys indicate that HE would require additional depreciation budget cover, which was agreed with HM Treasury. The increased requirement is mainly due to various factors including the level of inflation, the amount of capital investment (i.e. increase in renewals expenditure) made in HE network, the volume of traffic and hence the condition of the road surface. Budget set at the Main Estimate was in advance of these factors becoming certain and some of which are influenced by external factors.

## Budget Exchange

- 1.7 Budget Exchange (£100m) - is being sought in the Supplementary Estimate. HM Treasury has agreed to a transfer of budget, as set out below into 2017-18.
- £50m RDEL underspend from across the Department to help manage costs in 2017-18.



- £10m RDEL in relation to the development funding for East West Rail now falling into 2017-18.
- £40m CDEL underspend in Highways England to help manage costs in 2017-18.

## Network Rail (NR)

- 1.8** Net £73m increase in RAME - Section T - mainly due to the treatment of accretion, intra-company transaction with BTPA and transfer of budget related to Crewe Hub.
- 1.9** **Accretion** - prior to reclassification, NR issued inflation-linked bonds, which begin to mature in 2025 and with the final bond maturing in 2052. From the date of issue, NR accrues daily interest on the bonds and pays coupons to the lender every six months. These payments include interest payable on the notional amount borrowed and interest payable on the increase in the notional amount borrowed. The revaluation of the inflation-linked bonds results in a change in the value of future coupon payments. Accretion was incorrectly forecast as a non-cash expense in the Main Estimate however, following discussions with HMT, it has now been determined a cash expense. As accretion was correctly shown as a cash item in the original OBR assumptions, the switch in the Supplementary is fiscal neutral.
- 1.10** **BTPA intra-company transaction** - following HM Treasury advice, the Estimate is recording this intra-company transaction between DEL and AME on a pre-consolidation basis. The transaction results in an £84m switch from DEL to AME.
- 1.11** **Depreciation** - The main driver for this reduction is due to the Main Estimate depreciation budget being based on the draft outcome of the Depreciated Replacement Cost asset revaluation exercise, plus some contingency. The exercise has now been finalised and audited, which has the effect of reducing the forecast. Part of the underspend is being used to provide additional cover for other volatile non-cash items such as derivatives and property & pensions.
- 1.12** **Crewe Hub** - £4.5m of the transport development fund is being transferred to NR. Crewe station is a key transport hub in the north west of England, providing connectivity for passenger and freight services to all areas of the country. The opportunity is to enhance passenger experience and to rejuvenate the economy by improving the train service available and accommodating HS2 trains that are proposed to call at Crewe. The proposal is to provide more capacity, better connectivity, more resilience, and improved access to and facilities at the station.

**1.13 Loan facility** - As part of the loan facility agreement, NR borrows money from the Government and this impacts the Department's Net Cash Requirement. Following review of NR's loan requirement, drawdowns are forecast lower than the Main Estimate. This is mainly due to renegotiation of the Crossrail loan agreement, which will now be repaid later than originally planned.

## Departmental Unallocated Provision (DUP)

**1.14 Allocation of £73.4m from the DUP.** As part of the internal business planning work at the beginning of the financial year, a DUP of £73.4m resource DEL was created. Following a review of in-year spending plans, the full amount in the DUP is now allocated to various areas of the Department.

## 2. Detailed Explanation of Changes by Estimate Section

- 2.1 Explanations for large variances are given below for each Estimate Line.
- 2.2 A breakdown of provision by programmes within each Estimate line showing comparison between the 2016-17 Main Estimate and Supplementary Estimate is set out at **Annex A**.

### Voted DEL

#### Section A – Tolled Crossings

- 2.3 Resource -£17.4m: Majority of the net reduction relate to Dartford Toll Crossing.

#### Section B - Local Authority Transport

- 2.4 Capital +£6.3m: Majority of the net increase relates to RDEL/ CDEL switch and due LA road maintenance.

#### Section C - Highways England

- 2.5 Resource +£159m: An increase in depreciation charge, mainly due to increase in capital investment and external factors.
- 2.6 Capital -£27m: Relates to underspend on capital works.

#### Section D – Funding of Other ALBs (net)

- 2.7 Administration -£2m: Transfer to resource DEL in HS2.
- 2.8 Resource -£55m: Majority relates to the classification of treatment of intra-company transactions between BTPA and NR that resulted in a switch from DEL to AME.
- 2.9 Capital -£2.9m: Mainly due to movement between budget lines within BTP and HS2 to align costs.

#### Section E - Other railways

- 2.10 Resource -£54.8m: Majority of the net reduction relates to RDEL/CDEL switch and contribution towards the Budget Exchange.

- 2.11** Capital +£59.1m: Part relates to the RDEL/CDEL switch, c£10m transfer from Sustainable Travel (Section F) in relation to ticketing, and c£13m from HS2 (Section Q).

### **Section F - Sustainable Travel**

- 2.12** Resource +£11.4m: The net change is as a result of various internal movements across programmes to help align costs.
- 2.13** Capital -£7.2m: This change is also due to various internal movements to help align costs.

### **Section G - Bus Subsidies and Concessionary Fares**

- 2.14** Resource +£2.1m: Net increase is due to an uplift on Bus Services Operator Grants.

### **Section J - Aviation, Maritime, Security and Safety**

- 2.15** Resource -£3.2m: Net change is mainly due to transfer of £1.2m to the FCO for Dundee Airport, £1m transfer to DEFRA in relation to Climate Change Fund, £1.5m transfer in from the Home Office for Aviation and internal RDEL/CDEL switches.
- 2.16** Capital +£2.5m: The net increase relates to internal RDEL/CDEL switches.

### **Section K – Maritime and Coastguard Agency**

- 2.17** Resource -£14.5m: Reduction supports the overall Budget Exchange agreed with HMT.

### **Section L - Motoring Agencies**

- 2.18** Resource -£9.7m: Change mainly relates to internal RDEL/CDEL switch between agencies and c£3m reduction supports the overall Budget Exchange.
- 2.19** Capital +£4.2m: Change mainly due to RDEL/CDEL switch and distribution of DUP.

### **Section M – Science, Research and Support Functions**

- 2.20** Resource -£31m: This relates to various movements between programmes to help align costs.
- 2.21** Capital +£26.3m: This relates to various movements between programmes to help align costs.

## **Section N – Central Administration**

- 2.22** Administration -£5m: This relates to various movements between programmes to help align overall costs.
- 2.23** Resource +£43m: This relates to various movements between programmes and distribution of DUP.
- 2.24** Capital +£6.9m: The majority relates to RDEL/CDEL switches and distribution of DUP.

## **Departmental Unallocated Provision**

- 2.25** Resource -£73.4m: Distributed to various areas to align overall costs.

## **Section P – High Speed Two**

- 2.26** Resource -£5.8m: Net reduction mainly relates to transfer of the Transport Development Fund (Section Q) to NR.
- 2.27** Capital -£19.4m: c£13m transferred to Other Railways (Section E) work related NR; £3.5m to HS2 Ltd (Section AA); £3.3m transfer to AME to provide cover for Phases 1 & 2 Interfaces and Train Services.

## **Section Q -Transport Development Fund**

- 2.28** Resource -£22m: £10m relates to Budget Exchange; £4m transferred to NR for Crew Hub and the balance is part of RDEL/CDEL switch.

## **Non-voted DEL**

### **Section R - Funding of Other ALBs (net)**

- 2.29** Resource +£1.3m: £427k to (Voted) Aviation, Maritime, Security and Safety (Section J); £604k transfer from (Voted) Aviation, Maritime, Security & Safety (Section J); £517k transfer from (Voted) Other Railways (Section E) and £627k transfer from (Voted) Other ALBs (Section D).

## **Voted AME**

### **Section T – Network Rail (net)**

- 2.30** Resource AME +£73.2m: Net increase mainly due to accretion and as a result of intra-company transactions between BTPA and NR.

### **Section U - Funding of Other ALBs (net)**

- 2.31** Resource -£23.8m: Net change mainly relates to BTPA and the treatment of intra-company transaction.

### **Section V - Other railways**

**2.32** Resource -£90.2m: Mainly due to reduction in pension provisions.

### **Section W - Aviation, Maritime, Security and Safety**

**2.33** Resource -£18.4m: Mainly due to a reduction in the GLA's pensions buyout.

**2.34** Capital -£3.4m: Relates to a reduction in the GLA's pensions repayments.

### **Section Z - Central Administration**

**2.35** Resource +£120m: Mainly due to (transfer from Section V - Other Railways) related to pension provision.

### **Section AA – High Speed Two**

**2.36** Capital +£99m: Relates to the latest position on capital provisions.

## 3. Others Changes in the Supplementary Estimate

**3.1** This section provides details of a number of other changes impacting the Supplementary Estimate.

### Transfers to and from other Government Departments

**3.2** The following provide details of transfers to and from other Government Departments:

- **Aviation, Maritime, Security and Safety** (Section J) - transfer of £1.5m CDEL from Home Office as per SR15 agreement in relation to Counter-Terrorism spending.
- **Aviation, Maritime, Security and Safety** (Section J) - transfer of £1.2m resource to FCO (Scotland Office) for Dundee Airport.
- **Aviation, Maritime, Security and Safety** (Section J) - transfer of £1m to DEFRA for Climate Change Fund.
- **Maritime and Coastguard Agency** (Section K) -Transfer of £492k from FCO.
- **Aviation, Maritime, Security and Safety** (Section J) - transfer of £117k from FCO.

### Changes to Estimate lines

**3.3** An Estimate row for Non-Voted Funding of Other ALBs (for provisions in Lighthouses) is requested.

## Contingent liabilities or guarantees

**3.4** The following four **statutory liabilities** have been revised:

- **Channel Tunnel Act 1987, s 25, 26 and 29:** potential liabilities in the event of termination of Eurotunnel's concession. Increased to £100m.

*Reason for change:* Work has been carried out with new information to quantify this contingent liability.

- **Land Compensation Act 1973, Part I: Highways England Co Ltd:** Possible obligations in relation to land and property acquisitions. Reduced from £246.7m to £215.5m

*Reason for change:* £31m decrease in the estimate regarding possible obligations in relation to land and property acquisitions.

- **Railways Act 1993, Transport Act 2000:** Contingent liabilities arise from signing of new, replacement and extended passenger rail franchise agreements, and other agreements to encourage railways investment. Reduced from £4.7bn to £3.9bn

*Reason for change:* Reduction in the number of guarantees given in franchise agreements.

- **CTRL Act 1996:** Undertaking under the HS1 concession agreement. Increased from £3.045bn to £3.095bn.

*Reason for change:* The amount required to settle the obligation is linked to the value of HS1 Ltd's outstanding debt and will fluctuate in line with that value

- **Town and Country Act 1990:** The Department has issued a Safeguarding Order for the proposed route of HS2. This creates an obligation on the Department to purchase properties that have been blighted. Increased from £940k to £1.3m

*Reason for change:* Reduction in the assessment of possible costs of legal claims in relation to HS2 property purchases.

**3.5** The following **non-statutory liabilities** have been revised:

- **Deficit liability for Employees transferred from Kent County Council to Highways Agency.** No longer a contingent Liability.
- **Highways England Co Ltd third party claims:** Increased from £5.8m to £7.5m.

*Reason for change:* Increase in HE Red Claims since last year-litigation for property damage and personal injury.

- **Indemnities** have been issued to non-executive members of the departmental board, and to civil servants appointed to represent the Department on the boards of other organisations.



Work has been carried out with new information to quantify £500k contingent liability.

- Letters of comfort have been issued providing an indemnity in relation to legal action taken against the Judge, Counsel, solicitors and secretaries to the **Thames Safety Inquiry** (report published in year 2000) and the **Victim Identification Inquiry** (report published in year 2001) following major transport disasters.

Work has been carried out with new information to quantify £6m contingent liability.

- In 2008 the Secretary of State entered into quantifiable (disclosed) and unquantifiable indemnities under the **Crossrail Sponsor's agreement** and the **Project Development agreement** (between DfT and TfL as joint sponsors and the Project Delivery Agency (Crossrail Limited)). Increased from £3.839bn to £4.588bn.

*Reason for change:* Termination costs (which form part of the overall calculation) were decreased significantly from £8.8bn to £1.4bn. This adjustment was made to reflect the 'commitment and liabilities' figures provided in Crossrail Ltd.'s cancellation analysis.

- In 2013 the Secretary of State agreed to quantifiable (disclosed) and unquantifiable assurances, warranties, indemnities and potential losses under the **Thameslink Rolling Stock** contracts with Siemens, Network Rail and Cross London Trains. Increased from £1.701bn to £2.892bn.

*Reason for change:* Work has been carried out with new information to quantify this contingent liability.

- In 2012 the Secretary of State agreed to quantifiable (disclosed) and unquantifiable assurances, warranties, indemnities and potential losses under the **Inter City Express Rolling Stock** contracts with Agility Consortium and Network Rail. Increased from £50m to £299m

*Reason for change:* Work has been carried out with new information to quantify this contingent liability.

- Indemnities issued to businesses at **Rail privatisation and transferred from BRBR** on abolition: Reduced from £1.285bn to £991m

*Reason for change:* Reduction in indemnities as some have reached the end of their indemnifying period.

- Commitment by the Department to fund any shortfall of toll revenue from the **Mersey Gateway Bridge** to meet Halton's financial obligations under the **Demand Management Participation Agreement**. Reduced from £1.663bn to £1.546bn

*Reason for change:* Revised calculation to capture current information.

- **Guarantees issued by Network Rail to financial institutions:** Network Rail has guarantees in place with HSBC in relation to a

BACS facility and a credit facility. Most of the increase relates to the BACS facility. Reduced from £454m to £35m.

*Reason for change:* Reduction due to accounting treatment of guarantee on consolidation.

- Guarantee issued by Network Rail relating to obligations of the **Operator Agreement between NR (High Speed) Ltd and HS1 Ltd:** Reduced from £15m to £3m.

*Reason for change:* Work has been carried out by Network Rail to reduce the costs of the contract.

- Revenue element of **Train Operator Companies** sustained poor performance claim against Network Rail: Increased from £302m to £339m

*Reason for change:* £37m increase in the calculation of claims identified.

- **Other contingent liabilities.** Including legal claims: Increased from £87.4m to £682m.

*Reason for change:* Mainly due to new claims arising from several transport policy areas.

### 3.6 New additions to **non-statutory liabilities:**

- Under the **Enhanced Bromsgrove Station Deed** the Department has an obligation to use reasonable endeavours to ensure that the **Electrification Project** will have been completed within a specified timeframe. If not accomplished the Department shall compensate the transport authority and the County Council for any net financial loss: £26m
- Contingent element of incentives relating to **HS2 Ltd:** £4.4m

# Annex A: Detailed Comparison between 2016-17 Main Estimate and 2016-17 Supplementary Estimate

			<b>Main Estimate</b>	<b>Supplementary Estimate</b>	<b>Variance</b>	<b>Variance</b>
<b>Section</b>	<b>Column</b>	<b>Programme</b>	<b>2016-17 £m</b>	<b>2016-17 £m</b>	<b>£m</b>	<b>%</b>
<b>VOTED DEL</b>						
<b>A</b>		<b>Tolled Crossings</b>				
	4	Tolled Crossings	10.7	2.2	-8.4	-79.0
	4	Dartford Crossing Tolls	48.0	42.7	-5.3	-11.1
	5	Dartford Crossing Tolls	-142.4	-146.1	-3.7	2.6
	5	Tolled Crossings	0.0	0.0	0.0	0.0
	6	<b>Resource programme net total</b>	<b>-83.8</b>	<b>-101.2</b>	<b>-17.4</b>	20.8
	7	Dartford Crossing Tolls	0.0	0.0	0.0	0.0
	7	Tolled Crossings	0.0	1.0	1.0	0.0
	8	Tolled Crossings	0.0	0.0	0.0	0.0
	9	<b>Capital net total</b>	<b>0.0</b>	<b>1.0</b>	<b>1.0</b>	0.0
<b>B</b>		<b>Local Authority Transport</b>				
	4	LA Major Schemes	1.4	1.5	0.1	4.8
	4	LA Maintenance	0.0	0.0	0.0	0.0
	4	LA PFI Schemes	323.4	323.4	0.0	0.0
	4	Northern Transport Strategy	10.5	10.7	0.2	2.3
	4	Other LA Schemes	1.0	0.6	-0.4	-44.3
	6	<b>Resource programme net total</b>	<b>336.2</b>	<b>336.1</b>	<b>-0.1</b>	0.0
	7	LA Road Maintenance	1,029.3	1,038.5	9.2	0.9
	7	Other LA Schemes	0.0	0.7	0.7	0.0
	7	Integrated Transport Block Grant	251.2	251.2	0.0	0.0
		Northern Transport Strategy	0.0	1.9	1.9	0.0
	7	LA Major Schemes	236.2	230.7	-5.5	-2.3
	9	<b>Capital net total</b>	<b>1,516.7</b>	<b>1,523.0</b>	<b>6.3</b>	0.4
<b>C</b>		<b>Highways England ALB (net)</b>				
	1	HE administration	48.7	48.7	0.0	0.0
	3	<b>Administration net total</b>	<b>48.7</b>	<b>48.7</b>	<b>0.0</b>	0.0
	4	Making better use of the network	652.9	633.3	-19.6	-3.0
	4	Maintenance	248.5	257.4	8.9	3.6
	4	Traffic Officer Services	106.3	105.6	-0.7	-0.7
	4	Associated costs of investment	1,068.4	1,227.6	159.1	14.9
	6	<b>Resource programme net total</b>	<b>2,076.2</b>	<b>2,223.8</b>	<b>147.6</b>	7.1
	7	HE administration	0.0	0.0	0.0	0.0
	7	Capital programme	2,058.4	2,031.2	-27.2	-1.3
	9	<b>Capital net total</b>	<b>2,058.4</b>	<b>2,031.2</b>	<b>-27.2</b>	-1.3

			Main Estimate	Supplementary Estimate	Variance	Variance
Section	Column	Programme	2016-17	2016-17		
			£m	£m	£m	%
<b>D</b>		<b>Funding of Other ALBs (net)</b>				
	1	Passenger Council	1.1	1.1	0.0	0.0
	1	High Speed 2	6.5	4.5	-2.0	-31.0
	1	Air Travel Trust Fund	0.6	0.6	0.0	0.0
	3	<b>Administration net total</b>	<b>8.2</b>	<b>6.2</b>	<b>-2.0</b>	<b>-24.4</b>
	4	Directly Operated Railways	0.0	0.0	0.0	0.0
	4	British Transport Police	85.7	3.6	-82.1	-95.8
	4	High Speed 2	150.3	150.3	0.0	0.0
	4	Passenger Council	3.8	4.0	0.2	5.8
	4	Air Travel Trust Fund	-32.6	-6.0	26.6	-81.5
	6	<b>Resource programme net total</b>	<b>207.1</b>	<b>151.9</b>	<b>-55.3</b>	<b>-26.7</b>
	7	British Transport Police	15.2	8.7	-6.4	-42.4
	7	High Speed 2	384.4	387.9	3.5	0.9
	7	Directly Operated Railways	0.0	0.0	0.0	0.0
	9	<b>Capital net total</b>	<b>399.6</b>	<b>396.6</b>	<b>-2.9</b>	<b>-0.7</b>
<b>E</b>		<b>Other railways</b>				
	4	Rail Strategy and Stakeholder Relations Community Rail	4.4	0.8	-3.6	-82.1
	4	British Rail Board Residuary	1.9	1.9	0.0	-0.4
	4	Rail projects	10.4	3.9	-6.5	-62.2
	4	London and Continental Railways	0.7	0.0	-0.7	-100.0
	4	Channel Tunnel Rail Link Eurotunnel	285.1	246.1	-39.1	-13.7
	4	Rail pensions	36.3	15.8	-20.5	-56.4
	4	Rail Grants including Nexus	106.4	103.3	-3.0	-2.9
	4	HS1 and Ashford	48.7	46.1	-2.7	-5.4
	4	HLOS 2	11.6	0.0	-11.6	-100.0
	4	Intercity Express Programme	2.5	6.7	4.2	170.9
	5	British Rail Board Residuary	-5.4	-5.7	-0.3	5.5
	5	Channel Tunnel Rail Link Eurotunnel	-274.6	-245.6	29.0	-10.6
	5	Rail Strategy and Stakeholder Relations Community Rail	0.0	0.0	0.0	0.0
	5	Rail projects	0.0	0.0	0.0	0.0
	5	HS1 and Ashford	-54.4	-54.4	0.0	0.0
	6	<b>Resource programme net total</b>	<b>173.6</b>	<b>118.9</b>	<b>-54.8</b>	<b>-31.5</b>
	7	London and Continental Railways	0.0	0.5	0.5	0.0
	7	Rail projects	6.1	17.0	10.9	178.7
	7	Rail Grants including Nexus	30.0	30.0	0.0	0.0
	7	Intercity Express Programme	0.0	46.2	46.2	0.0
	8	Rail Strategy and Stakeholder Relations	0.0	1.4	1.4	0.0
	9	<b>Capital net total</b>	<b>36.1</b>	<b>95.2</b>	<b>59.1</b>	<b>163.6</b>

			<b>Main Estimate</b>	<b>Supplementary Estimate</b>	<b>Variance</b>	<b>Variance</b>
<b>Section</b>	<b>Column</b>	<b>Programme</b>	<b>2016-17</b>	<b>2016-17</b>		
			<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>%</b>
<b>F</b>		<b>Sustainable Travel</b>				
	4	Cleaner Vehicles & Low Carbon	37.6	19.9	-17.7	-47.1
	4	Smart and integrated ticketing	-20.1	3.2	23.3	-115.8
	4	Freight grants	19.7	19.1	-0.6	-3.1
	4	Cycling England	7.1	7.1	0.0	0.0
	4	Sustainable Transport	27.8	33.6	5.8	20.7
	5	Freight grants	0.0	0.0	0.0	0.0
	5	Smart and integrated ticketing	0.0	0.7	0.7	0.0
	6	<b>Resource programme net total</b>	<b>72.2</b>	<b>83.6</b>	<b>11.4</b>	15.8
	7	Cleaner Vehicles & Low Carbon	133.0	158.3	25.3	19.0
	7	Europe	0.0	0.2	0.2	
	7	Smart and integrated ticketing	47.0	17.5	-29.5	-62.8
	7	Freight grants	0.0	0.0	0.0	0.0
	7	Sustainable Transport	3.8	0.2	-3.6	-94.5
	7	Cycling	38.0	38.0	0.0	0.0
	8	Smart and integrated ticketing	-0.4	0.0	0.4	-100.0
	8	Cleaner Vehicles & Low Carbon	0.0	0.0	0.0	0.0
	9	<b>Capital net total</b>	<b>221.4</b>	<b>214.2</b>	<b>-7.2</b>	-3.2
<b>G</b>		<b>Bus Subsidiaries and Concessionary Fares</b>				
	4	Bus Service Operator Grant	243.3	252.2	8.9	3.7
	4	Accessibility	6.9	0.6	-6.3	-90.7
	4	Concessionary Fares	1.0	0.5	-0.5	-48.8
	5	Bus Service Operator Grant	0.0	0.0	0.0	0.0
	6	<b>Resource programme net total</b>	<b>251.3</b>	<b>253.4</b>	<b>2.1</b>	0.8
	7	Bus Service Operator Grant	5.7	3.8	-1.9	-33.4
	7	Accessibility	0.0	2.8	2.8	0.0
	9	<b>Capital net total</b>	<b>5.7</b>	<b>6.6</b>	<b>0.9</b>	16.2
<b>H</b>		<b>GLA Transport grants</b>				
	4	Transport for London grant	474.4	474.4	0.0	0.0
	6	<b>Resource programme net total</b>	<b>474.4</b>	<b>474.4</b>	<b>0.0</b>	0.0
	7	Transport for London grant	944.0	944.0	0.0	0.0
	9	<b>Capital net total</b>	<b>944.0</b>	<b>944.0</b>	<b>0.0</b>	0.0

				Main Estimate	Supplementary Estimate	Variance	Variance
Section	Column		Programme	2016-17	2016-17		
				£m	£m	£m	%
<b>I</b>			<b>Crossrail</b>				
	4		Crossrail	2.1	1.6	-0.5	-22.2
	6		<b>Resource programme net total</b>	<b>2.1</b>	<b>1.6</b>	<b>-0.5</b>	<b>-22.2</b>
	8		Crossrail	-200.0	-200.0	0.0	0.0
	9		<b>Capital net total</b>	<b>-200.0</b>	<b>-200.0</b>	<b>0.0</b>	<b>0.0</b>
<b>J</b>			<b>Aviation, Maritime, Security &amp; Safety</b>				
	4		Maritime	4.8	7.7	2.8	58.6
	4		Aviation	18.3	11.5	-6.8	-37.3
	4		Transitional Aviation Security	0.0	8.2	8.2	
	4		Transport security	3.9	1.3	-2.6	-67.0
	4		Marine Accident Investigation Branch	4.0	4.2	0.2	4.1
	4		Air Accident Investigation Branch	7.3	7.3	0.0	0.0
	4		Rail Accident Investigation Branch	4.6	4.4	-0.2	-4.3
	4		Road Safety Grants	-2.0	0.5	2.6	-125.4
	4		Aviation Serv Trans, Security & Royal T	27.8	20.7	-7.0	-25.4
	4		Air Safety Support International	3.1	3.2	0.1	2.3
	4		Dangerous Goods	1.3	1.2	0.0	-2.2
	5		Maritime	-1.2	-1.5	-0.3	21.8
	5		Air Accident Investigation Branch	-0.1	-0.1	0.0	50.0
	5		Aviation	0.0	0.0	0.0	0.0
	5		Air Safety Support International	-3.1	-3.2	-0.1	2.3
	5		Transport security	0.0	0.0	0.0	0.0
	5		National Air Traffic Services Dividend	0.0	0.0	0.0	0.0
	6		<b>Resource programme net total</b>	<b>68.7</b>	<b>65.5</b>	<b>-3.2</b>	<b>-4.7</b>
	7		Aviation	1.8	2.7	0.9	47.6
	7		Dangerous Goods	0.0	0.2	0.2	0.0
	7		Maritime	2.2	1.8	-0.4	-18.1
	7		Maritime Public Corporation	0.0	0.0	0.0	0.0
	7		Marine Accident Investigation Branch	0.0	0.0	0.0	0.0
	7		Maritime Trust Ports	0.0	3.2	3.2	0.0
	7		Air Accident Investigation Branch	0.4	0.4	0.0	-6.3
	7		Rail Accident Investigation Branch	0.0	0.0	0.0	0.0
	7		Aviation Serv Trans, Security & Royal T	0.0	0.9	0.9	
	7		Transitional Aviation Security	4.4	2.8	-1.7	-37.8
	7		Transport security	8.5	8.0	-0.5	-5.8
	9		<b>Capital net total</b>	<b>17.4</b>	<b>19.9</b>	<b>2.5</b>	<b>14.6</b>
<b>K</b>			<b>Maritime &amp; Coastguard Agency</b>				
	1		Maritime & Coastguard Agency	8.5	8.6	0.1	1.1
	2		Maritime & Coastguard Agency	-0.5	-0.6	-0.1	17.9
	3		<b>Administration net total</b>	<b>8.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>
	4		Maritime & Coastguard Agency	339.5	325.7	-13.8	-4.1
	5		Maritime & Coastguard Agency	-11.2	-11.8	-0.6	5.4
	6		<b>Resource programme net total</b>	<b>328.3</b>	<b>313.9</b>	<b>-14.4</b>	<b>-4.4</b>
	7		Maritime & Coastguard Agency	13.1	13.1	0.0	0.0
	8		Maritime & Coastguard Agency	0.0	0.0	0.0	0.0
	9		<b>Capital net total</b>	<b>13.1</b>	<b>13.1</b>	<b>0.0</b>	<b>0.0</b>

			<b>Main Estimate</b>	<b>Supplementary Estimate</b>	<b>Variance</b>	<b>Variance</b>
<b>Section</b>	<b>Column</b>	<b>Programme</b>	<b>2016-17</b>	<b>2016-17</b>		
			<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>%</b>
<b>L</b>		<b>Motoring Agencies</b>				
	4	Compliance & Agency Sponsorship	20.1	20.1	0.0	0.0
	4	Vehicle Certification Agency	17.5	18.7	1.2	7.0
	4	Driver & Vehicle Licensing Agency	475.4	466.9	-8.5	-1.8
	4	Driver and Vehicle Standards Agency formerly VOSA	1.6	0.9	-0.7	-45.2
	5	Vehicle Certification Agency	-17.5	-18.8	-1.3	7.3
	5	Driver & Vehicle Licensing Agency	-362.2	-362.4	-0.2	0.1
	5	Driver and Vehicle Standards Agency formerly DSA	-0.6	-0.8	-0.2	25.2
	6	<b>Resource programme net total</b>	<b>134.3</b>	<b>124.6</b>	<b>-9.7</b>	<b>-7.2</b>
	7	Vehicle Certification Agency	0.7	0.6	-0.1	-15.4
	7	Driver and Vehicle Standards Agency formerly VOSA	0.3	0.6	0.3	105.1
	7	Driver & Vehicle Licensing Agency	13.0	8.7	-4.3	-33.4
	8	Driver and Vehicle Standards Agency	-22.8	-14.4	8.4	-36.7
	9	<b>Capital net total</b>	<b>-8.8</b>	<b>-4.6</b>	<b>4.2</b>	<b>-47.5</b>
<b>M</b>		<b>Science, research and support functions</b>				
	4	Transport Direct	1.2	0.0	-1.2	-100.0
	4	Rail Research	26.1	0.3	-25.9	-99.0
	4	Local Research Programme	5.5	4.6	-1.0	-17.3
	4	Freight research & statistics	0.4	0.4	0.0	5.8
	4	Transport statistics - roads	6.1	6.3	0.3	4.5
	4	Statistics personal travel	3.1	3.1	0.0	0.0
	4	Road Safety research	3.3	0.1	-3.3	-97.4
	4	Rail and Land Compliance	2.8	2.7	-0.2	-5.9
	4	Transport analysis and economics res	1.1	0.3	-0.8	-69.6
	4	Analysis and Strategy	-0.4	0.6	1.0	-250.0
	4	National Roads Policy Assessment	0.0	0.0	0.0	0.0
	5	Rail Research	0.0	0.0	0.0	0.0
	5	Transport analysis and economics res	0.0	0.0	0.0	0.0
	5	Transport Direct	0.0	0.0	0.0	0.0
	6	<b>Resource programme net total</b>	<b>49.3</b>	<b>18.3</b>	<b>-31.0</b>	<b>-629.0</b>
	7	Transport analysis and economics res	0.0	0.8	0.8	0.0
	7	Transport Direct	0.0	0.0	0.0	0.0
	7	Local Research Programme	0.0	0.0	0.0	0.0
	7	Freight research & statistics	0.0	0.3	0.3	
	7	Transport statistics - roads	0.4	0.5	0.1	22.0
	7	Rail Research	0.0	23.8	23.8	0.0
	7	Analysis and Strategy	3.5	3.1	-0.4	-10.6
	7	Road Safety research	0.0	1.8	1.8	0.0
	9	<b>Capital net total</b>	<b>3.9</b>	<b>30.2</b>	<b>26.3</b>	<b>679.1</b>

			Main Estimate	Supplementary Estimate	Variance	Variance
Section	Column	Programme	2016-17	2016-17		
			£m	£m	£m	%
<b>N</b>		<b>Central Administration</b>				
	1	Central administration	209.2	206.6	-2.6	-1.2
	2	Central administration	-8.9	-11.4	-2.5	27.7
	3	<b>Administration net total</b>	<b>200.2</b>	<b>195.2</b>	<b>-5.1</b>	-2.5
	4	Human Resources Programme expend	1.5	19.8	18.3	1,218.6
	4	Central administration	3.5	2.0	-1.5	-41.7
	4	Shared Services - (incl migration)	2.4	2.3	-0.1	-3.8
	4	Road Safety Publicity	5.5	5.1	-0.4	-7.2
		Commercial Contracts	9.9	16.4	6.5	65.6
	4	Capital Infrastructure Investment	1.4	0.2	-1.2	-83.2
	4	Direct Government Business	0.2	0.0	-0.2	-100.0
	4	Finance & Estates	0.0	0.0	0.0	0.0
	5	Human Resources Programme expend	0.0	0.0	0.0	0.0
	5	Finance & Estates	0.0	-9.2	-9.2	0.0
	5	Central administration	0.0	0.0	0.0	0.0
	5	Commercial Contracts	-8.5	0.0	8.5	-100.0
	5	Capital Infrastructure Investment	-67.1	-42.7	24.4	-36.3
	6	<b>Resource programme net total</b>	<b>-51.1</b>	<b>-6.0</b>	<b>45.1</b>	-88.2
	7	Commercial Contracts	1.0	0.9	-0.1	-12.5
	7	Central administration	0.0	7.0	7.0	0.0
	7	IT Capital	0.4	0.1	0.7	-73.1
	9	<b>Capital net total</b>	<b>1.4</b>	<b>8.0</b>	<b>7.6</b>	452.9
<b>Removed In Supps</b>		<b>Departmental Unallocated Provision</b>				
	4	Departmental Unallocated Provision	73.4	0.0	-73.4	-100.0
	6	<b>Resource programme net total</b>	<b>73.4</b>	<b>0.0</b>	<b>-73.4</b>	-100.0
<b>O</b>		<b>Support for Passenger Rail Services</b>				
	4	Purchase of Goods & Services	1.1	1.8	0.8	
	4	Current grants to Local Government	4.7	4.7	0.0	0.0
	4	Subsidies to Private Sector	468.9	377.9	-91.0	-19.4
	5	Misc Income	-1,795.4	-1,703.7	91.7	-5.1
	6	<b>Resource programme net total</b>	<b>-1,320.7</b>	<b>-1,319.2</b>	<b>1.5</b>	-0.1
<b>P</b>		<b>High Speed Two</b>				
	4	High Speed 2	40.5	34.7	-5.8	-14.3
	6	<b>Resource programme net total</b>	<b>40.5</b>	<b>34.7</b>	<b>-5.8</b>	-14.3
	7	High Speed 2	429.0	409.6	-19.4	-4.5
	9	<b>Capital net total</b>	<b>429.0</b>	<b>409.6</b>	<b>-19.4</b>	-4.5
<b>Q</b>		<b>Transport Development Fund</b>				
	4	Transport Development Fund	57.0	35.0	-22.0	-38.6
	6	<b>Resource programme net total</b>	<b>57.0</b>	<b>35.0</b>	<b>-22.0</b>	-38.6
		<b>TOTAL VOTED DEL</b>				
		<b>Administration net total</b>	<b>265.1</b>	<b>258.0</b>	<b>-7.1</b>	<b>-2.7</b>
		<b>Resource programme net total</b>	<b>2,889.0</b>	<b>2,809.3</b>	<b>-79.8</b>	<b>-2.8</b>
		<b>Capital net total</b>	<b>5,437.8</b>	<b>5,488.0</b>	<b>51.2</b>	<b>0.9</b>



				Main Estimate	Supplementary Estimate	Variance	Variance
Section	Column	Programme		2016-17	2016-17		
				£m	£m	£m	%
<b>NON VOTED DEL</b>							
<b>R</b>		<b>Funding of Other ALBs (net)</b>					
	1	Trinity House Lighthouse Service		3.5	3.5	0.0	0.0
	1	Northern Lighthouse Board		3.1	3.1	0.0	0.0
	1	Commissioners of Irish Lights		0.2	0.2	0.0	1.6
	3	<b>Administration net total</b>		<b>6.9</b>	<b>6.9</b>	<b>0.0</b>	0.1
	4	Trinity House Lighthouse Service		3.8	5.7	1.9	51.4
	4	Northern Lighthouse Board		1.7	1.1	-0.6	-35.7
	4	Commissioners of Irish Lights		0.2	0.2	0.0	-0.9
	6	<b>Resource programme net total</b>		<b>5.7</b>	<b>7.0</b>	<b>1.3</b>	23.2
	7	Trinity House Lighthouse Service		0.0	0.0	0.0	0.0
	7	Northern Lighthouse Board		0.0	0.0	0.0	0.0
	8	Commissioners of Irish Lights		0.0	0.0	0.0	0.0
	9	<b>Capital net total</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	0.0
		<b>TOTAL NON-VOTED DEL</b>					
		<b>Administration net total</b>		<b>6.9</b>	<b>6.9</b>	<b>0.0</b>	<b>0.1</b>
		<b>Resource programme net total</b>		<b>5.7</b>	<b>7.0</b>	<b>1.3</b>	<b>23.2</b>
		<b>Capital net total</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
		<b>TOTAL DEL</b>					
		<b>Administration net total</b>		<b>272.0</b>	<b>264.9</b>	<b>-7.1</b>	<b>-2.6</b>
		<b>Resource programme net total</b>		<b>2,894.7</b>	<b>2,816.3</b>	<b>-78.4</b>	<b>-2.7</b>
		<b>Capital net total</b>		<b>5,437.8</b>	<b>5,488.0</b>	<b>51.2</b>	<b>0.9</b>
<b>VOTED AME</b>							
<b>S</b>		<b>Highways England ALB (net)</b>					
	4	Highways England asset write-downs and provisions		5.0	5.0	0.0	0.8
	4	Highways England administration		0.0	0.0	0.0	0.0
	6	<b>Resource programme net total</b>		<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	0.8
	7	Capital		0.0	38.3	38.3	0.0
	9	<b>Capital net total</b>		<b>0.0</b>	<b>38.3</b>	<b>38.3</b>	0.0
<b>T</b>		<b>Network Rail ALB (net)</b>					
	4	Network Rail		8,177.2	8,250.4	73.2	0.9
	6	<b>Resource programme net total</b>		<b>8,177.2</b>	<b>8,250.4</b>	<b>73.2</b>	0.9
	7	Network Rail		6,713.8	6,713.8	0.0	0.0
	9	<b>Capital net total</b>		<b>6,713.8</b>	<b>6,713.8</b>	<b>0.0</b>	0.0

			<b>Main Estimate</b>	<b>Supplementary Estimate</b>	<b>Variance</b>	<b>Variance</b>
<b>Section</b>	<b>Column</b>	<b>Programme</b>	<b>2016-17</b>	<b>2016-17</b>		
			<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>%</b>
<b>U</b>		<b>Funding of Other ALBs (net)</b>				
	4	British Transport Police	82.1	54.6	-27.5	-33.5
	4	Air Travel Trust	0.0	3.7	3.7	0.0
	6	<b>Resource programme net total</b>	<b>82.1</b>	<b>58.3</b>	<b>-23.8</b>	<b>-29.0</b>
	7	British Transport Police	0.0	0.0	0.0	0.0
	9	<b>Capital net total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>V</b>		<b>Other railways</b>				
	4	London & Continental Railways	262.6	262.6	0.0	0.0
	4	CTRL Corporate Support Finance Managed	136.0	132.9	-3.2	-2.3
	4	Finance & Planning Pension provision	76.4	-13.8	-90.2	-118.1
	5	London & Continental Railways	-131.3	-131.3	0.0	0.0
	5	CTRL Corporate Support Finance Managed	-68.3	-65.1	3.2	-4.6
	6	<b>Resource programme net total</b>	<b>275.4</b>	<b>185.3</b>	<b>-90.2</b>	<b>-32.7</b>
<b>W</b>		<b>Aviation, Maritime, Security &amp; Safety</b>				
	4	ASSI	0.0	0.0	0.0	0.0
	4	GLA pension related payments	20.0	1.6	-18.4	-92.2
	5	GLA pension repayments	0.0	0.0	0.0	0.0
	6	<b>Resource programme net total</b>	<b>20.0</b>	<b>1.6</b>	<b>-18.4</b>	<b>-92.2</b>
	7	GLA pension payments	3.4	0.0	-3.4	-100.0
	8	GLA pension repayments	0.0	0.0	0.0	0.0
	9	<b>Capital net total</b>	<b>3.4</b>	<b>0.0</b>	<b>-3.4</b>	<b>-100.0</b>
<b>X</b>		<b>Maritime &amp; Coastguard Agency</b>				
	4	MCA Purchase of goods & services	0.9	0.9	0.0	-4.1
	6	<b>Resource programme net total</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>-4.1</b>
<b>Y</b>		<b>Motoring Agencies</b>				
	4	GCDA Provisions	-0.1	-0.1	0.0	0.0
	4	Driver and Vehicle Licensing Agency	-3.4	-3.4	0.0	0.0
	6	<b>Resource programme net total</b>	<b>-3.5</b>	<b>-3.5</b>	<b>0.0</b>	<b>0.0</b>

				<b>Main Estimate</b>	<b>Supplementary Estimate</b>	<b>Variance</b>	<b>Variance</b>
<b>Section</b>	<b>Column</b>	<b>Programme</b>		<b>2016-17</b>	<b>2016-17</b>		
				<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>%</b>
<b>Z</b>		<b>Central Administration</b>					
	4	Central Administration		0.0	17.4	17.4	0.0
	4	Finance & Estates		-0.4	0.6	0.9	-260.0
	4	Human Resources		0.0	102.1	102.1	0.0
	6	<b>Resource programme net total</b>		<b>-0.4</b>	<b>120.1</b>	<b>120.4</b>	<b>-34,409.4</b>
<b>AA</b>		<b>High Speed two</b>					
	7	High Speed two		282.0	381.2	99.2	35.2
	9	<b>Capital net total</b>		<b>282.0</b>	<b>381.2</b>	<b>99.2</b>	<b>35.2</b>
		<b>TOTAL VOTED AME</b>	<b>Resource programme net total</b>	<b>8,557.7</b>	<b>8,618.8</b>	<b>61.1</b>	<b>0.7</b>
			<b>Capital total</b>	<b>6,999.2</b>	<b>7,133.3</b>	<b>134.2</b>	<b>1.9</b>
<b>NON VOTED AME</b>							
<b>AB (added back in Supps)</b>		<b>Funding of Other ALBs (net)</b>					
	4	Commissioners of Irish Lights		0.0	0.0	0.0	0.0
	4	Trinity House Lighthouse Service		0.0	0.0	0.0	0.0
	4	Northern Lighthouse Board		0.0	0.0	0.0	0.0
	6	<b>Resource programme net total</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
		<b>TOTAL NON VOTED AME</b>	<b>Resource programme net total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
		<b>TOTAL AME</b>	<b>Resource programme net total</b>	<b>8,557.7</b>	<b>8,618.8</b>	<b>61.1</b>	<b>0.7</b>
			<b>Capital net total</b>	<b>6,999.2</b>	<b>7,133.3</b>	<b>134.2</b>	<b>1.9</b>

Column Number Key	
1	Resources Gross Administration
2	Resources Income Administration
3	Resources Net Administration
4	Resources Gross Programme
5	Resources Income Programme
6	Resources Net Programme
7	Capital Gross
8	Capital Income
9	Capital Net

# Annex B: Glossary of Terms

**Administration Budget:** Expenditure incurred by departments and agencies in providing those services which are not directly associated with frontline service delivery. Includes pay, training, travel, accommodation, stationery, utilities, etc.

**Ambit:** The ambits describe the activities for which provision sought in the Estimate will be used. They are set out in Part I of the departmental Estimate. Separate ambits are required for both expenditure and income in each budgetary category included in the Estimate (DEL, AME and Non Budget).

**Annually Managed Expenditure (AME):** A Treasury budgetary control for expenditure which is generally less predictable and controllable than expenditure in DEL.

**Arm's Length Body (ALB):** A Non-Departmental Public Body, a company in which the department has a significant shareholding, or other sponsored body.

**Budget Exchange:** A mechanism that allows Departments either a) to carry forward a forecast DEL underspend from one financial year to the next or b) surrender a forecast DEL underspend in advance of the end of the financial year (through a DEL reduction in the Supplementary Estimate) in return for a corresponding DEL increase in the following year.

**Contingent liabilities:** Potential liabilities that are uncertain but recognise that future expenditure may arise if certain conditions are met or certain events happen.

**Departmental Expenditure Limit (DEL):** A Treasury budgetary control for expenditure which is generally within the department's control and can be managed within fixed four year limits (Comprehensive Spending Review period).

**Departmental Unallocated Provision (DUP):** An amount held back by a department to meet unforeseen pressures in expenditure and is not allocated at the start of the year to any particular programme. It forms part of the DEL.

**Grant-in-Aid:** Financing payment made by a department to a Non-Departmental Public Body or other Arm's Length Bodies.

**Non-budget:** This is a parliamentary control, one of the main items that appear in this limit relates to Prior Period Adjustments.

**Provision:** A provision is set up to cover recognised liabilities which either have to be paid out by departments over a period of more than one year (such as pensions or contractual obligations), or are held back by the departments pending decision for eventual payment if directed by a ruling body.

**Reserve:** A small amount of both resource and capital DEL budgetary provision that has not been allocated by HM Treasury to a department. The function of the Reserve is to assist departments with the costs of genuinely unexpected and unforeseeable events, which are also large relative to the department's available resources.

**Spectrum:** Electromagnetic spectrum includes frequencies used for radio and radar. The Department is looking to free up bandwidth for use elsewhere.

**Spending Review (SR):** A cross-Government review of the departmental aims and objectives and analysis of all spending programmes, with the resultant allocation of four year Departmental Expenditure Limits (DEL).

**Supplementary Estimate:** A single opportunity for a Department to seek parliamentary authority for additional resources and/or cash above that obtained in the Main Estimate, or vary the way in which resources are allocated. Supplementary Estimates are normally presented in February.

**TransNorth:** indication given in the Budget 2015 (March) that Northern Transport Strategy will shortly publish an interim report, committing to build on the concept of HS3 to develop a network of high quality rail connections across the north – the TransNorth vision.

**Voted Expenditure:** That which has been authorised by Parliament in response to Supply Estimates.

**Non-voted Expenditure:** Public expenditure outside that voted by Parliament in Supply Estimates. It is largely used for ALB budgets.