

Presented to Parliament pursuant to Section 5(4) of the Marine and Aviation Insurance (War Risks) Act 1952

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# Marine and Aviation Insurance (War Risks) Fund Account 2008-2009

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# Marine and Aviation Insurance (War Risks) Fund Account 2008-2009

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## Foreword

### History

This fund was established under Section 5 of the Marine and Aviation Insurance (War Risks) Act 1952 with the transfer of the balance of a fund previously set up for the purpose of Part 1 of the War Risks Insurance Act 1939. Any receipts or payments arising by virtue of or in fulfilment of obligations under these Acts are required to be paid into, or out of, the fund.

### Statutory background

The Minister of Transport was empowered under the Marine and Aviation Insurance (War Risks) Act 1952 to insure and re-insure ships, aircraft and cargoes against war risks and in certain circumstances other risks. These powers rest with the Secretary of State for Transport.

The Marine Insurance Act 1906 and Salvage Convention 1989 together provide the legislation to cover the Fund's income from salvage and salvage contractors, the main source of income in recent years.

### Review of activities

The current agreements with the UK Shipowners Mutual Insurance Associations came into effect on 20 February 1988. The new agreements, which replaced those dating from 1954, took account of the changes in shipping and insurance practices in the intervening years. They afford a 95 per cent re-insurance for British registered merchant ships and larger fishing vessels and 100 per cent re-insurance in respect of small fishing vessels against war risks arising from hostilities involving the UK. In addition to the cover previously available under the 1954 agreements, non-British registered ships may, subject to the Secretary of State's approval, now be re-insured through the Associations, but in time of war only.

No premiums are charged to shipowners unless the Secretary of State considers there to be a particular risk, either generally, or in a specific geographical location. There have not been any receipts of premiums or payments of claims in recent years. Receipts from the sale of hulls of vessels lost during the Second World War and from the salvage of their cargoes are proper to this fund.

It is provided under the Marine and Aviation Insurance (War Risks) Act that any deficiency in the fund shall be met out of monies provided by Parliament, and that any excess over the amount likely to be required to meet liabilities of the fund shall be paid into the Consolidated Fund.

### Administration of fund

During the year of account, a total of £40,551.52 was received for the sale of wrecks and salvage. There have been no claims against the fund during 2008-2009 and there are none outstanding from previous years.

The fund is administered by the Department for Transport.

*Robert Devereux*  
Accounting Officer  
Department for Transport

11 March 2010

## Statement of Secretary of State's and Accounting Officer's responsibilities

Under Section 5(4) of the Marine and Aviation Insurance (War Risks) Act 1952, the Secretary of State for Transport is required to prepare an account for each financial year in the form and on the basis determined by the Treasury. The account is prepared on a cash basis and must properly present the receipts and payments for the financial year and the balance held at the end of the year.

The Treasury has appointed the Permanent Secretary of the Department as the Principal Accounting Officer for the Department for Transport (DfT) with overall responsibility for preparing the DfT's accounts and for transmitting them to the Comptroller and Auditor General. His relevant responsibilities as Accounting Officer, including his responsibility for the propriety and regularity of the public finances for which he is answerable, and for the keeping of proper records, and for safeguarding assets are set out in the Accounting Officer's Memorandum issued by the Treasury and published in '*Managing Public Money*'.

In preparing the accounts, the Accounting Officer is required to comply with the *Financial Reporting Manual* prepared by HM Treasury, and in particular to

- observe the relevant accounting and disclosure requirements, and apply suitable accounting policies on a consistent basis;
- make judgements and estimates on a reasonable basis;
- state whether applicable accounting standards, as set out in the *Financial Reporting Manual* have been followed, and disclose and explain any material departures in the accounts; and
- prepare the accounts on a going concern basis.

*Robert Devereux*  
Accounting Officer  
Department for Transport

11 March 2010

# Statement on Internal Control

## Scope of responsibility

- 1 Management and preparation of this account and the underlying accounting transactions are subject to the control environment of the Department for Transport to which the rest of this statement refers. There are no risks identified specifically for this account. In my role as Principal Accounting Officer for the Department for Transport (DfT), I have the responsibility for signing this account.
- 2 As Accounting Officer, I have responsibility for maintaining a sound system of internal control that supports the achievement of the Department for Transport's policies, aims and objectives, whilst safeguarding the public funds and departmental assets for which I am personally responsible, in accordance with the responsibilities assigned to me in *Managing Public Money*.

## Purpose of Report

- 3 The system of internal control is designed to manage risk to a reasonable level rather than to eliminate all risk of failure to achieve departmental policies, aims and objectives; it can therefore only provide reasonable and not absolute assurance of effectiveness. The system of internal control is based on an ongoing process designed to identify and prioritise the risks to the achievement of departmental policies, aims and objectives, to evaluate the likelihood of those risks being realised and the impact should they be realised, and to manage them efficiently, effectively and economically. Subject to the developments during the year described in the following paragraphs, the system of internal control has been in place in the Department for Transport for the year ended 31 March 2009 and up to the date of approval of the annual report and accounts, and accords with Treasury guidance.

## Capacity to handle risk

- 4 Leadership on risk management is provided by
  - the Department's Board, which monitors performance and risk, making choices (or recommendations to Ministers) on priorities and risk appetite across the DfT family. Significant risks to key objectives are identified by managers within the Department and escalated to the Board. At the end of 2008-2009, the Department's Board included the five Directors General in the central Department and four non-executive members; and
  - an Executive Committee, which assesses progress on and risks to key deliverables and budgets, and assesses the potential impact on plans of major new initiatives from Ministers or beyond the Department.
- 5 The Department's Audit Committee monitors and reviews the processes for managing risk, control, governance and assurance across the DfT family, and includes a non-executive chair, who is also a member of the board and three further non-executive members from the wider DfT family. Each Agency has its own Audit Committee, which fulfils a similar function. The specific business of the Marine and Aviation Insurance (War Risks) Fund has not been subject to consideration by any Audit Committee during the year.
- 6 Officials consult Ministers regularly on risk. Submissions to Ministers incorporate assessments of key risks including, for example, to the operation of the transport system, including public perceptions, and to the successful delivery of new policies.
- 7 During 2008-2009, a new overall DfT Group Risk Management Framework was agreed by the Executive Committee. This Framework included revised criteria for Board level risks and specified the responsibilities for each of the Director General Groups in relation to improving risk management within their groups. Resource Management Planning Teams (RMPTs), embedded within each Director General Group, have continued to support their respective Director General on implementing and updating policies and procedures to improve the identification and mitigation of Board and Group level risks.

- 8 Along with the new Risk Management Framework, the risk management guidance was updated and made available to staff on Transnet (the Department's intranet system). The RMPTs have also been responsible for ensuring that the appropriate support and training on risk management is available to staff within the central Department. A new e-learning Risk Management package is currently being developed for release Departmental wide.

### Risk and control framework

- 9 The Treasury published its Code of Good Practice on Corporate Governance in Central Government Departments in July 2005; the Department's practices are consistent with the principles set out in this Code.
- 10 The central Department has in place a Corporate Governance Framework, which includes: the framework of accountabilities; the roles and responsibilities of Agency Chief Executives, Directors General and Directors; and the in-year and end-of-year reporting arrangements. The Corporate Governance Framework includes the risk management framework which is described in paragraph 7; detailing how risks are escalated to the Department's Board for attention. The Framework is supported by delegations from the Accounting Officer to Directors General to maintain effective accountability and management of resources.

### Review of effectiveness

- 11 As Accounting Officer, I have responsibility for reviewing the effectiveness of the system of internal control. My review of the effectiveness of the system of internal control is informed by the work of the internal auditors and the executive managers within the Department who have responsibility for the development and maintenance of the internal control framework, and comments made by the external auditors in their management letter and other reports. I have been advised on the implications of the results of my review of the effectiveness of the system of internal control by the Board and the Audit Committee, and a plan to address weaknesses and ensure continuous improvement of the system is in place.
- 12 The Department's Audit and Risk Assurance Division (Internal Audit) operates to standards defined in the Government's Internal Audit Standards. The work of the Audit Risk and Assurance Division is based upon its analysis of the risks to which the Department is exposed and by what the Group Audit Committee identify the key risks to be. The annual audit plan was discussed and endorsed by the Department's Group Audit Committee and approved by me. The work completed in connection with the annual audit plan provides me, as the Department's Principal Accounting Officer, with an independent opinion on control and governance and the effectiveness of the Department's risk management systems. Regular reports are provided to the Department's management, as well as advice on risk and control issues. The Department's assessment of the control environment is also informed by the programme of external audits and value for money studies undertaken by the National Audit Office.
- 13 Each year the Head of Internal Audit (HIA) provides me with a report on internal audit activity in the Department. This report includes the HIA's independent opinion on the adequacy and effectiveness of the Department's governance, risk management and internal control arrangements. The HIA opinion for 2008-2009 concluded that the DfT Group's arrangements for governance, risk management and internal control have been adequate and effective throughout the year.
- 14 The Group Audit Committee receives summaries of Internal Audit reports and considers the Group Head of Internal Audit's annual opinion on the effectiveness of risk management, control and governance. The Chair of the Group Audit Committee reports regularly to the Departmental Board the Committee's views on the effectiveness of internal control.
- 15 Directors General and Directors have reviewed internal control within their areas of responsibility within the central Department and have completed assurance returns which have been communicated to the Group Audit Committee. No significant weaknesses have been identified relating to the business of the Marine and Aviation Insurance (War Risks) Act 1952.

*Robert Devereux*  
Accounting Officer  
Department for Transport

11 March 2010



# The Certificate and Report of the Comptroller and Auditor General to the Houses of Parliament

I certify that I have audited the financial statements of the Marine and Aviation Insurance (War Risks) Fund for the year ended 31 March 2009 under the Marine and Aviation Insurance (War Risks) Act 1952. These financial statements have been prepared in the form and on the basis determined by HM Treasury.

## Respective Responsibilities of the Accounting Officer and Auditor

The Accounting Officer is responsible for preparing the Foreword and the financial statements in accordance with the Marine and Aviation Insurance (War Risks) Act 1952 and HM Treasury directions made thereunder and for ensuring the regularity of financial transactions. These responsibilities are set out in the Statement of the Secretary of State's and Accounting Officer's responsibilities.

My responsibility is to audit the financial statements in accordance with relevant legal and regulatory requirements, and with International Standards on Auditing (UK and Ireland).

I report to you my opinion as to whether the financial statements properly present the receipts and payments and whether the financial statements have been properly prepared in accordance with the Marine and Aviation Insurance (War Risks) Act 1952 and HM Treasury directions made thereunder. I report to you whether, in my opinion, information given in the Foreword is consistent with the financial statements. I also report whether in all material respects the receipts and payments have been applied to the purposes intended by Parliament and the financial transactions conform to the authorities which govern them.

In addition, I report to you if the Accounting Officer has not kept proper accounting records, if I have not received all the information and explanations I require for my audit, or if information specified by HM Treasury is not disclosed.

I review whether the Statement on Internal Control reflects compliance with HM Treasury's guidance, and I report if it does not. I am not required to consider whether this statement covers all risks and controls, or form an opinion on the effectiveness of the Department for Transport's corporate governance procedures or its risk and control procedures.

I read the other information contained in the Foreword and consider whether it is consistent with the audited financial statements. I consider the implications for my report if I become aware of any apparent misstatements or material inconsistencies with the financial statements. My responsibilities do not extend to any other information.

## Basis of audit opinions

I conducted my audit in accordance with International Standards on Auditing (UK and Ireland) issued by the Auditing Practices Board. My audit includes examination, on a test basis, of evidence relevant to the amounts, disclosures and regularity of financial transactions included in the financial statements. It also includes an assessment of the significant estimates and judgements made by the Accounting Officer in the preparation of the financial statements.

I planned and performed my audit so as to obtain all the information and explanations which I considered necessary in order to provide me with sufficient evidence to give reasonable assurance that the financial statements are free from material misstatement, whether caused by fraud or error, and that in all material respects the receipts and payments have been applied to the purposes intended by Parliament and the financial transactions conform to the authorities which govern them. In forming my opinion I also evaluated the overall adequacy of the presentation of information in the financial statements.

## Opinions

### **Audit opinion**

In my opinion

- the financial statements properly present the receipts and payments of the Secretary of State for Transport in accordance with the Marine and Aviation Insurance (War Risks) Act 1952 and directions made thereunder by HM Treasury, for the year ended 31 March 2009;
- the financial statements have been properly prepared in accordance with the Marine and Aviation Insurance (War Risks) Act 1952 and HM Treasury directions made thereunder; and
- information given within the Foreword, is consistent with the financial statements.

### **Audit opinion on regularity**

In my opinion, in all material respects the receipts and payments have been applied to the purposes intended by Parliament and the financial transactions conform to the authorities which govern them.

### **Report**

I have no observations to make on these financial statements.

*Amyas C E Morse*  
Comptroller and Auditor General

18 March 2010

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Victoria  
London SW1W 9SP

## Receipts and Payments Account for the year ended 31 March 2009

	<b>2008-2009</b>	2007-2008
	£	£
<b>Operating receipts</b>		
Insurance premiums	<b>0</b>	0
Received from salvage contractor - Wrecks and Salvage	<b>40,552</b>	6,853
<b>Operating payments</b>		
Payments against approved claims	<b>0</b>	0
<b>Surplus for the financial year</b>	<b>40,552</b>	6,853
<b>Surplus surrendered to the Consolidated Fund</b>	<b>40,552</b>	6,853

No statement of balances is given as any excess of receipts over payments after settlement of approved claims is surrendered to the Consolidated Fund.

### *Notes to the Account*

- 1 This Account is drawn up in a form directed by the Treasury.
- 2 There was a closing bank balance of £40,552 at year end which equated to the total proceeds received for the financial year 2008-2009. This balance should have been paid over to Treasury to bring the balance to zero but the Department made this payment incorrectly from the main Departmental bank account. At the beginning of 2009-2010 this amount was paid back to the main Departmental bank account from the MAIWR bank account, bringing the balance down to zero.

*Robert Devereux*  
Accounting Officer  
Department for Transport

11 March 2010

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