Travelling Expenses

REGULATIONS, DATED 18TH DECEMBER, 1953, MADE BY THE MINISTRY OF HEALTH AND LOCAL GOVERNMENT UNDER ARTICLE 4 (*b*) OF PART IV OF THE FIRST SCHEDULE AND ARTICLE 6 OF THE SECOND SCHEDULE OF THE HEALTH SERVICES ACT (NORTHERN IRELAND), 1948.

1953. No. 159

The Ministry of Health and Local Government for Northern Ireland, (in these Regulations referred to as " the Ministry "), in exercise of the powers conferred by Article 4 (*b*) of Part IV of the First Schedule, and Article 6 of the Second Schedule of the Health Services Act (Northern Ireland), 1948 (in these Regulations referred to as " the Act "), in conjunction with the Ministry of Finance for Northern Ireland, hereby makes the following regulations :—

1.—(1) These Regulations may be cited as the Health Services (Travelling Expenses) Regulations (Northern Ireland), 1953, and shall come into operation on 1st January, 1954.

(2) The Interpretation Act, 1921, shall apply for the purpose of the interpretation of these Regulations in like manner as it applies for the interpretation of an Act of the Parliament of Northern Ireland.

2.—(1) The Northern Ireland General Health Services Board and the Northern Ireland Hospitals Authority may make to their members or to the members of any Committee thereof, including a Hospital Management Committee, and the Ministry may make to members of the Tribunal constituted under section sixteen of the Act, (*a*) payments in respect of travelling expenses in accordance with the rules contained in Part I of the Schedule hereto, (*b*) payments in respect of subsistence expenses in accordance with the rules contained in Part II of the said Schedule and (*c*) payments in respect of other out-of-pocket expenses in accordance with the rules contained in Part III of that Schedule.

(2) Any reference in these Regulations and in the Schedule hereto to a committee of a body shall be deemed to include a reference to a sub-committee of a committee.

3. The making of any payment under these Regulations shall be conditional on —

(*a*) certification by the member that, so far as travelling and subsistence allowances are concerned, the expenses were actually and necessarily incurred whilst engaged on the business of the body or committee of which he is a member ; and on —

(*b*) the observance of such conditions as the body authorised to make the payment may impose.

4. The Health Services (Travelling Expenses) Regulations (Northern Ireland), 1948 (a), the Health Services (Travelling Expenses) Regulations (Northern Ireland), 1949 (b), the Health Services (Travelling Expenses) (Amendment) Regulations (Northern Ireland), 1952 (c), and Regulation 6 and Part II and Part III of the Second Schedule of the Health Services (Tribunal) Regulations (Northern Ireland), 1948 (d), as amended by the Health Services (Tribunal) (Amendment) Regulations (Northern Ireland), 1952 (e), are hereby revoked.

Sealed with the Official Seal of the Ministry of Health and Local Government for Northern Ireland this eighteenth day of December One thousand nine hundred and fifty-three in the presence of

(L.S.) *W. McCaughey,*
Assistant Secretary.

Sealed with the Official Seal of the Ministry of Finance for Northern Ireland this eighteenth day of December One thousand nine hundred and fifty-three in the presence of

(L.S.) *D. C. B. Holden,*
Assistant Secretary.

SCHEDULE

PART I

RULES WITH RESPECT TO THE PAYMENT OF TRAVELLING EXPENSES

1. The payment shall be made in respect of expenses incurred by a member in attending meetings of the body or committee to which the member belongs or in travelling on business approved by the body or committee.

2. Except as provided in paragraph 8 below, the sum paid shall not exceed the amount disbursed by the member.

3. First class railway and steamship fares shall be payable but members shall take the fullest possible advantage of any available cheap fares.

4. Subject as provided in the next following paragraph, expenditure on the hire of vehicles shall not be paid if an adequate public service is available but a member hiring a vehicle shall be entitled to claim the sum he would have been paid had he travelled by such a service.

5. Expenditure on the hire of vehicles shall be payable in cases of urgency or in other cases in which transport is reasonably required and an adequate public service is not available.

6. A member making an overnight journey by rail and engaging sleeping car accommodation may receive the cost, but any subsistence allowances payable to him for that night shall be reduced by one-third.

7. Fares for air travel shall be payable if either

(*a*) the excess cost by comparison with fares for surface travel does not exceed the additional subsistence allowances that would have been payable in respect of surface travel; or

(a) S. R. & O. (Northern Ireland), 1948, No. 118.
(b) S. R. & O. (Northern Ireland), 1949, No. 46.
(c) S. R. & O. (Northern Ireland), 1952, No. 88.
(d) S. R. & O. (Northern Ireland), 1948, No. 290.
(e) S. R. & O. (Northern Ireland), 1952, No. 231.

(*b*) in the case of a member of a body or of a committee of a body mentioned in Regulation 2 of these Regulations, that body resolves, as regards either a particular journey or a class of journeys, that the saving of time involved is so substantial as to justify payment.

8. If the member uses his private motor vehicle in circumstances which involve a substantial saving in his time and are otherwise reasonable, or where it is in the interests of the body that the member should use his private motor vehicle in preference to a public service, the following mileage allowances shall be payable :—

(i) Motor cars exceeding 10 horse-power : 9¼*d.* a mile for the first 2,000 miles for which in any year the member uses a private motor car, 7¾*d.* a mile for the next 5,000 miles in the same year, and thereafter in the same year 6¼*d.* a mile ;

(ii) Motor cars not exceeding 10 horse-power and tri-cars of cylinder capacity exceeding 500 c.c. : 7¾*d.* a mile for the first 2,000 miles for which in any year the member uses a private motor car, 6*d.* a mile for the next 5,000 miles in the same year, and thereafter in the same year 4¾*d.* a mile ;

(iii) Motor cars and tri-cars of cylinder capacity of 500 c.c. or less, motor-cycle combinations, and motor-cycles of cylinder capacity exceeding 500 c.c. : 4*d.* a mile ;

(iv) Motor-cycles of cylinder capacity exceeding 150 c.c. but not exceeding 500 c.c. : 3*d.* a mile ;

(v) Motor-cycles of cylinder capacity exceeding 120 c.c. but not exceeding 150 c.c. : 2½*d.* a mile ;

(vi) Motor-cycles of cylinder capacity of 120 c.c. or less, auto-cycles and motor-assisted bicycles : 2*d.* a mile.

If a member uses a private motor vehicle in circumstances where travel by a public service would be appropriate, a mileage allowance of 2*d.* a mile shall be payable, irrespective of the type of vehicle.

Where other members are conveyed in the same vehicle on business relating to services provided, or to be provided, under the Health Services Acts (Northern Ireland), 1948 to 1953, and where fares by a public service would otherwise be payable under these Regulations, an allowance of ½*d.* a mile for each passenger carried shall be payable on journeys qualifying for the rate of allowance set out in sub-paragraphs (i) to (vi) above, and of 1*d.* a mile, subject to a limit of 4*d.* a mile for four or more passengers, for each passenger carried on journeys not qualifying for the said rate of allowance :

Provided that (*a*) for the purpose of calculating mileage under sub-paragraphs (i) and (ii) no account shall be taken of mileage for which the rate, excluding any allowance for passengers, is 2*d.* a mile, and (*b*) no passenger allowance shall be payable for motor-cycles, auto-cycles, or motor-assisted bicycles.

9. In this part of this Schedule " public service " refers to railways, steamships, omnibuses and tramways, and to aircraft as far as payments in respect of air travel are authorised by paragraph 7 hereof.

Part II

RULES WITH RESPECT TO THE PAYMENT OF SUBSISTENCE ALLOWANCES

1. The allowance payable in respect of each night when a member is necessarily absent from his home or place of business on the business of the body or committee shall be (*a*) in respect of an absence in Northern Ireland, 31*s.* per night and (*b*) in respect of an absence in Great Britain, 42*s.* per night :

Provided that any case in which a member is likely to spend, or spends, more than seven nights in one place shall be reported to the Ministry, and the Ministry shall fix a special rate of allowance in accordance with the circumstances.

2. A night allowance shall be deemed to cover a single period of absence of 24 hours.

3. A day allowance in respect of duties not involving a night's absence shall be payable at the rate of 5*s.* when a member is necessarily absent from his home or place

of business for more than five hours but not more than ten hours, and at the rate of 10*s.* when his absence exceeds ten hours.

RULES WITH RESPECT TO OTHER OUT-OF-POCKET EXPENSES

1. Payment may be made of an amount not exceeding the actual amount of out-of-pocket expenses necessarily incurred by a member on the business of the body or committee of the body, not being expenses referred to elsewhere in this Schedule. Where the amount of a claim by a member under this Part of this Schedule exceeds ten shillings, payment may be made only with the approval of the Ministry.

HEATING APPLIANCES (FIREGUARDS)

REGULATIONS, DATED 14TH MAY, 1953, MADE BY THE MINISTRY OF HOME AFFAIRS UNDER SUB-SECTION (1) OF SECTION 5 OF THE HEATING APPLIANCES (FIREGUARDS) ACT (NORTHERN IRELAND), 1953.

1953. No. 75

The Ministry of Home Affairs, by virtue and in exercise of the powers conferred upon it by sub-section (1) of Section five of the Heating Appliances (Fireguards) Act (Northern Ireland), 1953, (a) hereby makes the following Regulations :—

1. These Regulations shall apply to any heating appliance of a type which is so designed that it is suitable for use in a dwelling house or other residential premises.

2. Every heating appliance shall be fitted with a guard which shall be robustly made and of such standard of construction and fitting as is specified in the Schedule to these Regulations, and the appliance and the guard shall be so constructed that the guard when in use with the appliance shall be securely attached thereto.

3. The means to be used for ascertaining for the purposes of the Act whether any guard fitted to a heating appliance complies with the standard of construction and fitting required by these Regulations for that guard shall be the carrying out of the tests specified in the Schedule to these Regulations in the manner there described.

4. Any heating appliance which is not fitted with such a guard as is required by Regulation 2 of these Regulations may, notwithstanding anything in Section 1 of the Act, be sold for the purpose of being broken up as scrap to a person who carries on a business of dealing in scrap of that nature.

5.—(1) Any heating appliance, the manufacture of which is completed before the date of the coming into operation of these Regulations, which is not fitted with such a guard as is required by Regulation 2 of these Regulations may, notwithstanding anything in Section 1 of the Act, be sold or let under a hire-purchase agreement or offered or

(a) 1 & 2 Eliz. 2 C.4.