

his list that the practitioner is for the time being in their opinion not in a position to carry out his obligations under the terms of service and that they should choose another practitioner.

(2) During any period in which the practitioner is performing relevant service in an emergency recognised by the Ministry for the purpose of these regulations, the Board shall, if they appoint a deputy under sub-paragraph (1), deduct the cost of the arrangements from the remuneration of the practitioner."

Sealed with the Official Seal of the Ministry of Health and Local Government for Northern Ireland this 19th day of December, 1963, in the presence of

(L.S.)

Wm. J. Morgan,

Minister of Health and Local Government.

EXPLANATORY NOTE

(This note is not part of the Regulations but is intended to indicate their general purport.)

These Regulations amend the Health Services (General Medical and Pharmaceutical Services) Regulations (Northern Ireland) 1956, by providing:—

- (a) that a practitioner may employ as a deputy, only with the consent of the Board, a person employed by a deputising service and that the practitioner shall be responsible for the acts and omissions of the deputy except where the deputy is on the Board's Medical List;
- (b) that the Board may make arrangements, including the appointment of a deputy, for the medical care of patients whose practitioner is temporarily incapacitated or engaged on emergency service and for enabling the practitioner to resume his practice on recovery or on completion of such service;
- (c) for consequential amendments of details in existing regulations necessitated by (a) and (b) above.

1963. No. 246

[C]

ROAD TRAFFIC

REGULATIONS, DATED 19TH DECEMBER, 1963, MADE BY THE MINISTRY OF HOME AFFAIRS UNDER SECTIONS 3(2), 15(2) AND 72(1) OF THE ROAD TRAFFIC ACT (NORTHERN IRELAND) 1955.

The Ministry of Home Affairs in exercise of the powers vested in it by Sections 3(2), 15(2) and 72(1) of the Road Traffic Act (Northern Ireland) 1955(a) (hereinafter referred to as "the Act"), and of all other powers enabling it in that behalf, hereby makes the following Regulations:—

(a) 1955. c. 27.

Citation

1. These Regulations may be cited as the Motor Vehicles (Invalid Carriages) Regulations (Northern Ireland) 1963.

Amendment of definition of invalid carriages

2. For the purposes of the Act and all regulations made thereunder the maximum weight specified in Section 3(1)(g) of the Act (which relates to the classification of invalid carriages for the purposes of the Act) shall be varied from five hundredweight to six hundredweight.

Provision as to driving tests and licences

3. A person who has passed the test of competence prescribed under Part II of the Act to drive an invalid carriage shall be deemed to have passed the test in respect of an invalid carriage as redefined by virtue of the preceding Regulation, and any licence to drive an invalid carriage shall be deemed to license the holder to drive an invalid carriage as so redefined.

Sealed with the Official Seal of the Ministry of Home Affairs for Northern Ireland this 19th day of December, 1963, in the presence of

(L.S.)

J. W. E. Cathcart,
Assistant Secretary.

EXPLANATORY NOTE

(This note is not part of the Regulations but is intended to indicate their general purport.)

Invalid carriages are at present defined by the Road Traffic Act (Northern Ireland) 1955 as (in part) "mechanically-propelled vehicles the weight of which unladen does not exceed 5 cwt." However, modern types of invalid carriage now weigh more than this, and the purpose of these Regulations is to ensure that these vehicles and their drivers are subject to the same restrictions and receive the same concessions as were intended to apply in respect of invalid carriages.

1963. No. 247

[C]

EDUCATION**Superannuation****Allocation of Annual Allowances**

RULES, DATED 23RD DECEMBER, 1963, MADE BY THE MINISTRY OF EDUCATION UNDER THE TEACHERS (SUPERANNUATION) ACTS (NORTHERN IRELAND) 1950 TO 1956, WITH THE APPROVAL OF THE MINISTRY OF FINANCE.