STATUTORY INSTRUMENTS

1972 No. 1237 (S.88)

RATING AND VALUATION

The British Railways Board (Amendment of Certified Amount) (Scotland) Order 1972

Laid before Parliament in draft

Made	- - -	*7th August* 1972
Coming into Operation		*8th August* 1972

In exercise of the powers conferred on me by section 109(1) of the Local Government Act 1948(**a**) and section 11 of the Local Government (Financial Provisions) (Scotland) Act 1963(**b**) and of all other powers enabling me in that behalf, and after consultation with the British Railways Board and such associations of local authorities as appeared to me to be concerned, I hereby make the following order, in the terms of a draft approved by resolution of each House of Parliament:—

1.—(1) This order may be cited as the British Railways Board (Amendment of Certified Amount) (Scotland) Order 1972 and shall come into operation on 8th August 1972.

(2) The Interpretation Act 1889(**c**) shall apply for the interpretation of this order as it applies for the interpretation of an Act of Parliament.

2. For the purpose of determining the standard amount for the British Railways Board in Scotland under section 66(3) of the Transport Act 1962(**d**) for the year 1972-73 and subsequent years, the amount certified by the Secretary of State in accordance with the provisions of section 2(1) of the Local Government (Financial Provisions, etc.) (Scotland) Act 1962(**e**), as amended by the British Railways Board (Amendment of Certified Amount) (Scotland) Order 1967(**f**), namely £160,000 is hereby further amended to £279,000.

Gordon Campbell,
One of Her Majesty's
Principal Secretaries of State.

St. Andrew's House,
Edinburgh.

7th August 1972.

(**a**) 1948 c. 26.
(**b**) 1963 c. 12.
(**c**) 1889 c. 63.
(**d**) 1962 c. 46.
(**e**) 1962 c. 9.
(**f**) S.I. 1967/1175 (1967 II, p. 3460).

EXPLANATORY NOTE

(This Note is not part of the Order.)

The purpose of this Order is to adjust, for 1972-73 and subsequent years, the standard amount on which the payments to Scottish local authorities by the British Railways Board in lieu of rates are based, to take account of the general increase in valuations following the 1971 revaluation.

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