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THURSDAY, 20TH FEBRUARY 1969

State Intelligence

DEPARTMENT OF EMPLOYMENT AND PRODUCTIVITY

PRICES AND INCOMES ACT 1966

REFERENCE TO THE NATIONAL BOARD FOR PRICES AND INCOMES

Proposals by the London Transport Board for Fares Increases

1. The London Transport Board have consulted the Minister of Transport about fares increases which they propose should be introduced in the autumn of 1969 for the Board's bus and rail services. The proposals have been formulated in the light of the Transport (London) Bill at present before Parliament, which proposes a comprehensive re-organisation of transport in London. Under the Bill the Central buses and the rail network of the Board would pass to a new London Transport Executive responsible to the Greater London Council, and the Board's Country Bus Services and Green Line coaches would be transferred to the National Bus Company.

2. As regards the Central buses and the Board's rail network, the arrangements agreed between the Government and the Council for the transfer include provision for the Executive to be set on a sound financial basis and clearly viable at the time of transfer. The agreed definition of viability provides that the Executive should be in a position to appropriate £2 million to general reserve in the first year after vesting and thereafter maintain a general reserve of at least that level. The increases in fares proposed by the L.T.B. for Central bus and rail services are designed to raise additional revenue of the order of £8 million per annum—the best estimate which could be made by the L.T.B. and officials of the Ministry of Transport and G.L.C. of the amount required in order to achieve viability.

3. L.T.B.'s proposals for fares increases on the country bus services and Green Line coaches are designed to off-set the losses at present being incurred on that part of the London Transport under-

taking which is to be transferred to the National Bus Company. They have been prepared by the Board in conjunction with the Company.

4. As announced by the Prime Minister on 7th September 1967, the Government have decided that all proposals for significant price increases by publicly owned industries shall be referred for examination by the National Board for Prices and Incomes. Accordingly, in pursuance of their powers under section 2 (1) of the Prices and Incomes Act 1966 the First Secretary of State and Secretary of State for Employment and Productivity and the Minister of Transport hereby refer the following questions to the National Board for Prices and Incomes for examination against the background of the reorganisation of transport in London:

- the general level and structure of the proposed increases in fares on the Central buses and the L.T.B. rail network;
- the general level and structure of the proposed increase in fares on the country bus services and Green Line coaches.

PRICES AND INCOMES ACT 1966

REPORT BY THE NATIONAL BOARD FOR PRICES AND INCOMES

Pay and Productivity in the Car Delivery Industry

On 8th October 1968, in pursuance of their powers under section 2 (1) of the Prices and Incomes Act 1966, the First Secretary of State and Secretary of State for Employment and Productivity and the Minister of Transport referred to the National Board for Prices and Incomes for examination the question of pay and productivity in the car delivery industry. The Board has now made its report entitled "Pay and Productivity in the Car Delivery Industry". In accordance with section 5 (1) of the Prices and Incomes Act 1966, the First Secretary of State and Secretary of State for Employment and Productivity and the Minister of Transport hereby give notice that the report was first published as Command Paper Number 3929 on 18th February 1969.