



---

## Part 2

# LAWS AND REGULATIONS

---

20 March 2024 / Volume 156

### Summary

Table of Contents  
Notices to Readers  
Regulations and other Acts  
Draft Regulations  
Notices  
Erratum

Legal deposit – 1st Quarter 1968  
Bibliothèque nationale du Québec  
© Éditeur officiel du Québec, 2024

All rights reserved in all countries. No part of this publication may be translated, used or reproduced for commercial purposes by any means, whether electronic or mechanical, including micro-reproduction, without the written authorization of the Québec Official Publisher.

# NOTICE TO USERS

---

The *Gazette officielle du Québec* is the means by which the Québec Government makes its decisions official. It is published in two separate editions under the authority of the Act respecting the Ministère de l'Emploi et de la Solidarité sociale and the Commission des partenaires du marché du travail (chapter M-15.001) and the Regulation respecting the *Gazette officielle du Québec* (chapter M-15.001, r. 0.1).

Partie 1, entitled "Avis juridiques", is published at least every Saturday. If a Saturday is a legal holiday, the Official Publisher is authorized to publish it on the preceding day or on the following Monday.

Partie 2, entitled "Lois et règlements", and the English edition, Part 2 "Laws and Regulations", are published at least every Wednesday. If a Wednesday is a legal holiday, the Official Publisher is authorized to publish them on the preceding day or on the Thursday following such holiday.

## Part 2 – LAWS AND REGULATIONS

### Internet

The *Gazette officielle du Québec* Part 2 is available to all free of charge and is published at 0:01 a.m. each Wednesday at the following address:

[www.publicationsduquebec.gouv.qc.ca](http://www.publicationsduquebec.gouv.qc.ca)

### Contents

Regulation respecting the *Gazette officielle du Québec*, section 4

Part 2 shall contain:

- (1) Acts assented to;
- (2) proclamations and Orders in Council for the coming into force of Acts;
- (3) regulations and other statutory instruments whose publication in the *Gazette officielle du Québec* is required by law or by the Government;
- (4) regulations made by courts of justice and quasi-judicial tribunals;
- (5) drafts of the texts referred to in paragraphs (3) and (4) whose publication in the *Gazette officielle du Québec* is required by law before they are made, adopted or issued by the competent authority or before they are approved by the Government, a minister, a group of ministers or a government body; and
- (6) any other document published in the French Edition of Part 2, where the Government orders that the document also be published in English.

### Rates\*

1. Annual subscription to the printed version

Partie 1 «Avis juridiques»:	\$589
Partie 2 «Lois et règlements»:	\$808
Part 2 «Laws and Regulations»:	\$808
2. Acquisition of a printed issue of the *Gazette officielle du Québec*: \$12.61 per copy.
3. Publication of a document in Partie 1:  
\$2,03 per agate line.
4. Publication of a document in Part 2:  
\$1.35 per agate line.

A minimum rate of \$295 is applied, however, in the case of a publication of fewer than 220 agate lines.

\* **Taxes not included.**

### General conditions

The electronic files of the document to be published — a Word version and a PDF with the signature of a person in authority — must be sent by email ([gazette.officielle@servicesquebec.gouv.qc.ca](mailto:gazette.officielle@servicesquebec.gouv.qc.ca)) and received **no later than 11:00 a.m. on the Monday** preceding the week of publication. Documents received after the deadline are published in the following edition.

The editorial calendar listing publication deadlines is available on the website of the Publications du Québec.

In the email, please clearly identify the contact information of the person to whom the invoice must be sent (name, address, telephone and email).

For information, please contact us:

#### **Gazette officielle du Québec**

Email: [gazette.officielle@servicesquebec.gouv.qc.ca](mailto:gazette.officielle@servicesquebec.gouv.qc.ca)  
425, rue Jacques-Parizeau, 5<sup>e</sup> étage  
Québec (Québec) G1R 4Z1

### Subscriptions

For a subscription to the printed version of the *Gazette officielle du Québec*, please contact:

#### **Les Publications du Québec**

Customer service – Subscriptions  
425, rue Jacques-Parizeau, 5<sup>e</sup> étage  
Québec (Québec) G1R 4Z1  
Telephone: 418 643-5150  
Toll free: 1 800 463-2100  
Fax: 418 643-6177  
Toll free: 1 800 561-3479

**All claims must be reported to us within 20 days of the shipping date.**

---

## Table of Contents

---

Page

---

### Notices to Readers

---

End of the print edition of the *Gazette officielle du Québec* . . . . . 847

---

### Regulations and other Acts

---

Halocarbon destruction projects eligible for the issuance of offset credits (Amend.) . . . . . 849  
Scale of fees and duties related to the development of wildlife (Amend.) . . . . . 854  
Securities Act — Regulation 24-101 respecting Institutional Trade Matching and Settlement (Amend.) . . . . . 855  
Trapping and the fur trade . . . . . 859

---

### Draft Regulations

---

Declaration of a special planning zone to permit the development and the continued operation of  
a rendering plant on certain lots situated in the territory of Ville de Montreal . . . . . 861  
Insurance contributions . . . . . 868

---

### Notices

---

Petite-Buse Nature Reserve — Recognition . . . . . 877

---

### Erratum

---

Suspension of certain requirements for a driver of a road train operating under a special road train  
operating permit . . . . . 879



---

## Notices to Readers

---

### Notice

#### **End of the print edition of the *Gazette officielle du Québec***

The Regulation to amend the Regulation respecting the *Gazette officielle du Québec* was published on page 837 of Part 2 of the *Gazette officielle du Québec* of 13 March 2024.

The Regulation discontinues the print edition of the *Gazette officielle du Québec*, effective 1 April 2024.

As of that date, the *Gazette officielle du Québec* will only be available in electronic format, on the Publications du Québec website. The electronic version of the *Gazette officielle du Québec* is official, and it is free of charge.

If you have questions or need further information, please contact our customer service:

1 800 463-2100 (Toll-free) or 418 643-5150  
[publicationsduquebec@servicesquebec.gouv.qc.ca](mailto:publicationsduquebec@servicesquebec.gouv.qc.ca)

106737



## Regulations and other Acts

M.O., 2024

**Order 2024-0005 of the Minister of the Environment, the Fight Against Climate Change, Wildlife and Parks dated 5 March 2024**

Environment Quality Act  
(chapter Q-2)

Regulation to amend the Regulation respecting halocarbon destruction projects eligible for the issuance of offset credits

THE MINISTER OF THE ENVIRONMENT, THE FIGHT AGAINST CLIMATE CHANGE, WILDLIFE AND PARKS,

CONSIDERING section 46.5 of the Environment Quality Act (chapter Q-2), which establishes a cap-and-trade system to contribute to the achievement of greenhouse gas reduction or limitation targets and mitigate the cost of reducing or limiting greenhouse gas emissions;

CONSIDERING subparagraph 2 of the first paragraph of section 46.8 of the Act, which provides that, subject to the conditions determined by regulation of the Government, the Minister of the Environment and the Fight Against Climate Change may grant offset credits, in particular to any person or municipality having carried out, in whole or in part, in accordance with the regulation made under section 46.8.2 of the Act, a project eligible for such credits that has resulted in a reduction of greenhouse gas emissions;

CONSIDERING section 46.8.2 of the Act, which provides that the Minister may, by regulation, determine the projects that are eligible for offset credits, the conditions and methods applicable to those projects, and the information and documents that, among other things, must be kept or provided to the Minister by the person or municipality responsible for carrying out the project;

CONSIDERING the publication in Part 2 of the *Gazette officielle du Québec* of 23 August 2023, in accordance with sections 10 and 11 of the Regulations Act (chapter R-18.1), of a draft Regulation to amend the Regulation respecting halocarbon destruction projects eligible for the issuance of offset credits with a notice that it could be made by the Minister of the Environment, the Fight Against Climate Change, Wildlife and Parks on the expiry of 45 days following that publication;

CONSIDERING that the comments received during the consultation have been taken into account but that it is not expedient to make amendments to the draft Regulation;

CONSIDERING that it is expedient to make the Regulation without amendment;

ORDERS AS FOLLOWS:

The Regulation to amend the Regulation respecting halocarbon destruction projects eligible for the issuance of offset credits, attached to this Order, is hereby made.

Québec, 5 March 2024

BENOIT CHARETTE

*Minister of the Environment, the Fight Against Climate Change, Wildlife and Parks*

### **Regulation to amend the Regulation respecting halocarbon destruction projects eligible for the issuance of offset credits**

Environment Quality Act  
(chapter Q-2, s. 46.8.2)

**1.** The Regulation respecting halocarbon destruction projects eligible for the issuance of offset credits (chapter Q-2, r. 35.4) is amended in section 2 by striking out “or when used or intended to be used as refrigerants for refrigeration, freezing or air conditioning in equipment, systems or appliances from industrial, commercial, institutional or residential sources” in the definition of “halocarbon”.

**2.** Section 3 is amended

(1) by replacing “where the halocarbons destroyed during the project are removed from a refrigeration, freezer or air-conditioning appliance or system, the removal of foam and refrigerants from the appliance or system” at the beginning of subparagraph 4 of the first paragraph by “the removal of foam”;

(2) by striking out the second and third paragraphs.

**3.** Section 10 is amended by striking out “contained in foam” in paragraph 2.

**4.** Section 12 is amended by striking out subparagraphs *a* and *d* in paragraph 3.

**5.** Section 17 is amended by striking out the phrase “contained in foam” wherever it appears.

**6.** Sections 18 and 21 are revoked.

**7.** Section 22 is amended by replacing the table by the following:

Type of halocarbon	Global warming potential factor (GWP) (metric tonnes CO <sub>2</sub> equivalent per metric tonne of halocarbon)
CFC-11	4,750
CFC-12	10,900
HCFC-22	1,810
HCFC-141b	725
HFC-134a	1,430
HFC-245fa	1,030

**8.** The heading of subdivision 3 of Division II of Chapter V is revoked.

**9.** Section 23 is amended

(1) by replacing “the destruction of halocarbons contained in foam” in the introductory paragraph by “the project during the reporting period”;

(2) by replacing Equation 2 by the following:

**“Equation 2**

$$ER = BE - PE$$

Where:

ER = GHG emission reductions attributable to the destruction of halocarbons, in metric tonnes CO<sub>2</sub> equivalent;

BE = GHG emissions in the baseline scenario attributable to the destruction of halocarbons, calculated using Equation 3 in section 24, in metric tonnes CO<sub>2</sub> equivalent;

PE = GHG emissions in the project scenario attributable to the destruction of halocarbons, calculated using Equation 5 in section 25, in metric tonnes CO<sub>2</sub> equivalent.”

**10.** Section 24 is amended

(1) by striking out “contained in foam” in the introductory paragraph;

(2) by replacing Equations 3 and 4 by the following equations:

**“Equation 3**

$$BE = \sum_{i=1}^n [Q_{init,i} \times EF_i \times GWP_i]$$

Where:

BE = GHG emissions in the baseline scenario attributable to the destruction of halocarbons in metric tonnes CO<sub>2</sub> equivalent;

*i* = Type of halocarbon;

*n* = Number of types of halocarbons;

$Q_{init,i}$  = Initial quantity of halocarbon of type *i* contained in foam prior to removal from appliances, calculated using Equation 4, in metric tonnes of halocarbon of type *i*;

$EF_i$  = GHG emission factor for halocarbon of type *i*, as indicated in section 26;

$GWP_i$  = Global warming potential factor for halocarbon of type *i* as indicated in section 22, in metric tonnes CO<sub>2</sub> equivalent per metric tonne of halocarbon of type *i*;

**Equation 4**

$$Q_{init,i} = Q_{final,i} + \left( Q_{final,i} \times \left( \frac{1 - EE}{EE} \right) \right)$$

Where:

$Q_{init,i}$  = Initial quantity of halocarbon of type *i* contained in foam prior to removal from appliances, in metric tonnes of halocarbon of type *i*;

$Q_{final,i}$  = Final quantity of halocarbon of type *i* extracted and sent for destruction, determined in accordance with the method in Appendix D, in metric tonnes of halocarbon of type *i*;

EE = Extraction efficiency of the extraction process for halocarbons, determined in accordance with the method in Appendix E;

*i* = Type of halocarbon.”



**11.** Section 25 is amended

(1) by striking out “contained in foam” in the introductory paragraph;

(2) by replacing Equations 5, 6 and 7 by the following equations:

**Equation 5**

$$PE = EEXT + ETD$$

Where:

PE = GHG emissions in the project scenario attributable to the destruction of halocarbons, in metric tonnes CO<sub>2</sub> equivalent;

EEXT = Total GHG emissions attributable to the extraction of halocarbons, calculated using Equation 6, in metric tonnes CO<sub>2</sub> equivalent;

ETD = GHG emissions attributable to the transportation and destruction of halocarbons, calculated using Equation 7, in metric tonnes CO<sub>2</sub> equivalent.

**Equation 6**

$$EEXT = \sum_{i=1}^n [Q_{init,i} \times (1 - EE) \times GWP_i]$$

Where:

EEXT = Total GHG emissions attributable to the extraction of halocarbons, in metric tonnes CO<sub>2</sub> equivalent;

i = Type of halocarbon;

n = Number of types of halocarbons;

Q<sub>init,i</sub> = Initial quantity of halocarbon of type i contained in foam prior to removal from appliances, calculated using Equation 4 in section 24, in metric tonnes of halocarbon of type i;

EE = Extraction efficiency of the extraction process for halocarbons, determined in accordance with the method in Appendix E;

GWP<sub>i</sub> = Global warming potential factor for halocarbon of type i as indicated in section 22, in metric tonnes CO<sub>2</sub> equivalent per metric tonne of halocarbon of type i;

**Equation 7**

$$\acute{E}TD = Q_{final} \times 7,5$$

Where:

ETD = GHG emissions attributable to the transportation and destruction of halocarbons, in metric tonnes CO<sub>2</sub> equivalent;

Q<sub>final</sub> = Final quantity of halocarbon extracted and sent for destruction, calculated using Equation 17 in Appendix E, in metric tonnes of halocarbon;

7.5 = Default emission factor for the transportation and destruction of halocarbons, in metric tonnes CO<sub>2</sub> equivalent per metric tonne of halocarbon.”

**12.** Section 26 is amended

(1) by striking out “contained in foam” in the introductory paragraph;

(2) by replacing “Emission factor for halocarbons contained in foam removed from appliances (EF<sub>F, i</sub>)” in the table by “GHG emission factor for halocarbon (EF<sub>i</sub>)”.

**13.** Subdivision 4 of Division II of Chapter V including sections 27 to 31 is revoked.

**14.** Section 39 is amended

(1) in the first paragraph

(a) by striking out subparagraphs *a* and *d* of subparagraph 5;

(b) by replacing “recovered appliances or a quantity of halocarbons exceeding 225 kg are transferred” in subparagraph *a* of subparagraph 16 by “a quantity of halocarbons exceeding 225 kg is transferred”;

(c) by striking out subparagraph *b* of subparagraph 18;

(d) by striking out “or refrigerant” in subparagraph 20;

(e) by striking out “for projects to destroy halocarbons contained in foam,” in subparagraph 21;

(f) by replacing “has authorized the carrying out of the project by the promoter” in subparagraph 23 by “or their representative have authorized the carrying out of the project or a part of the project on the site”;

(2) by striking out the second paragraph.

**16.** Section 40 is amended by striking out the second paragraph.

**17.** Section 45 is amended by replacing “storage sites for the appliances and halocarbons recovered during the project, the facility sites where halocarbons are extracted, the facility sites where halocarbons are destroyed and, where applicable, the facility where appliances are recycled” by “the facility sites where halocarbons are extracted and the facility sites where halocarbons are destroyed”.

**18.** Section 46 is amended

(1) by replacing “a visit by the verifier to each facility where halocarbons are destroyed as part of the project, except if such visit is part of a verification during the 2 previous reporting periods included in a same eligibility period” in the first paragraph by “, over a period of 3 consecutive years, at least one visit by the verifier to each facility where halocarbons are destroyed as part of the project”;

(2) by adding the following paragraph at the end:

“Despite the first paragraph, a visit to facilities where halocarbons are destroyed must be made during the verification of a project report in the following cases:

(1) for a verification of the destruction facility conducted for the first time by the verification organization;

(2) the verification organization has not conducted a verification of the destruction facility for at least 3 years;

(3) the destruction facility was found non-compliant during the last verification;

(4) there has been a change of operator of the destruction facility since the preceding verification;

(5) the verifier designated by the verification organization believes that a visit is necessary.”

**19.** Section 52 is amended by striking out “from foam” in subparagraph 5.

**20.** Sections 59, 60 and 61 are revoked.

**21.** Section 2 of Appendix A is revoked.

**22.** Appendix B is amended

(1) by striking out “**contained in foam**” in the titles of Figure 1 and Table 1;

(2) by striking out Figure 2 and Table 2.

**23.** Appendix C is amended

(1) in Table 1

(a) by striking out the phrase “contained in foam” wherever it appears;

(b) by striking out the letter “F” in the parameter “ $Q_{F\text{ final}, i}$ ”;

(c) by striking out “for projects to destroy halocarbons contained in foam” in the second “N/A” parameter;

(2) by striking out Table 2.

**24.** Appendix D is amended

(1) by replacing “**contained in foam extracted and sent for destruction ( $Q_{F\text{ final}, i}$ ) and the quantity of halocarbon of type i used or intended to be used as refrigerants that are recovered and sent for destruction ( $Q_{R,i}$ )**” in the title of section 5 by “**extracted and sent for destruction ( $Q_{\text{ final}, i}$ )**”;

(2) by replacing “ $Q_{F\text{ final}, i}$ , namely the final quantity of halocarbon of type i contained in the foam, or the factor  $Q_{R,i}$ , namely the quantity of halocarbon of type i used or intended to be used as refrigerants” in paragraph 3 of section 5 by “ $Q_{\text{ final}, i}$ , namely the final quantity of halocarbon of type i”.

**25.** Appendix E is amended

(1) by striking out “CONTAINED IN FOAM” in the appendix title;

(2) in section 1, pertaining to calculation methods for the initial quantity of halocarbons

(a) by striking out “**contained in foam**” in the section heading;

(b) by inserting “initial” before “quantity” in the introductory paragraph;

(c) in Method A,

i. by striking out “**contained in foam**” in the Method heading;

ii. by striking out “contained in foam” in the introductory paragraph;

iii. by replacing Equation 14 by the following:

**“Equation 14**

$$Q_{init} = (N_1 \times M_1) + (N_2 \times M_2) + (N_3 \times M_3) + (N_4 \times M_4)$$

Where:

$Q_{init}$  = Initial quantity of halocarbon of type  $i$  contained in foam prior to removal from appliances, in metric tonnes;

$N_1$  = Number of appliances of type 1;

$N_2$  = Number of appliances of type 2;

$N_3$  = Number of appliances of type 3;

$N_4$  = Number of appliances of type 4;

$M_1$  = Metric tonnes of halocarbon per appliance of type 1;

$M_2$  = Metric tonnes of halocarbon per appliance of type 2;

$M_3$  = Metric tonnes of halocarbon per appliance of type 3;

$M_4$  = Metric tonnes of halocarbon per appliance of type 4;”

(d) in Method B,

i. by striking out “**contained in foam**” in the Method heading;

ii. by striking out “contained in foam” in the introductory paragraph;

iii. by replacing “in the foam, and using that value as the “ $C_F$ ” factor in Equation 15 to calculate the initial quantity of halocarbons contained in foam from appliances” in subparagraph *e* of paragraph 1 by “in the foam, and using that value as the “ $C_F$ ” factor in Equation 15 to calculate the initial quantity of halocarbons”;

iv. by replacing Equation 15 in paragraph 3 by the following:

**“Equation 15**

$$Q_{init} = Q_{Frec} \times C_F$$

Where:

$Q_{init}$  = Initial quantity of halocarbon contained in foam prior to removal from appliances, in metric tonnes;

$Q_{Frec}$  = Total quantity of foam recovered prior to extraction of halocarbons, in metric tonnes;

$C_F$  = Concentration of halocarbon in foam prior to removal from appliances, in metric tonnes of halocarbon per metric tonne of foam.”

v. by striking out “from the foam” in subparagraph *b* of paragraph 4;

vi. by replacing “provenant de” in the French text of subparagraph *c* of paragraph 4 by “dans les”;

(3) in section 2 pertaining to the calculation method for extraction efficiency,

(a) by replacing Equation 16 by the following:

**“Equation 16**

$$EE = \frac{Q_{final}}{Q_{init}}$$

Where:

EE = Extraction efficiency;

$Q_{final}$  = Final quantity of halocarbons extracted and sent for destruction, calculated using Equation 17, in metric tonnes;

$Q_{init}$  = Initial quantity of halocarbon contained in foam prior to removal from appliances, calculated using Equation 14 or 15, as the case may be, in metric tonnes;

(b) by replacing Equation 17 by the following:

**“Equation 17**

$$Q_{final} = \sum_{i=1}^n Q_{final,i}$$

Where:

$Q_{final}$  = Final quantity of halocarbons extracted and sent for destruction, in metric tonnes;

$i$  = Type of halocarbon;

$n$  = Number of types of halocarbons;

$Q_{final,i}$  = Final quantity of halocarbons of type  $i$  extracted and sent for destruction, determined in accordance with the method referred to in Appendix D, in metric tonnes of halocarbon of type  $i$ .”

**26.** This Regulation, except section 4, subparagraphs *a*, *b* and *f* of paragraph 1 of section 14, and sections 17 and 18, does not apply to projects starting on or before 3 April 2024 and for which a project notice in accordance with section 12 or a renewal notice in accordance with section 15 was filed on or before 3 April 2024.

**27.** This regulation comes into force on 4 April 2024.

106744

## M.O., 2024

### Order 2024-0004 of the Minister of the Environment, the Fight Against Climate Change, Wildlife and Parks dated 7 March 2024

Act respecting the conservation and development of wildlife (chapter C-61.1)

Regulation to amend the Regulation respecting the scale of fees and duties related to the development of wildlife

THE MINISTER OF THE ENVIRONMENT, THE FIGHT AGAINST CLIMATE CHANGE, WILDLIFE AND PARKS,

CONSIDERING subparagraph 4 of the first paragraph of section 163 of the Act respecting the conservation and development of wildlife (chapter C-61.1), which provides that the Minister may make regulations to set in particular the fees payable for the issue of a licence;

CONSIDERING the making of the Regulation respecting the scale of fees and duties related to the development of wildlife (chapter C-61.1, r. 32);

CONSIDERING the publication in Part 2 of the *Gazette officielle du Québec* of 4 October 2023, in accordance with sections 10 and 11 of the Regulations Act (chapter R-18.1), of the draft Regulation to amend the Regulation respecting the scale of fees and duties related to the development of wildlife with a notice that it could be made on the expiry of 45 days following that publication;

CONSIDERING that it is expedient to make the Regulation without amendments;

ORDERS AS FOLLOWS:

The Regulation to amend the Regulation respecting the scale of fees and duties related to the development of wildlife, attached to this Order, is hereby made.

Québec, 7 March 2024

BENOIT CHARETTE

*Minister of the Environment, the Fight Against Climate Change, Wildlife and Parks*

### Regulation to amend the Regulation respecting the scale of fees and duties related to the development of wildlife

Act respecting the conservation and development of wildlife (chapter C-61.1, s. 163)

**1.** The Regulation respecting the scale of fees and duties related to the development of wildlife (chapter C-61.1, r. 32) is amended in section 4.3

(1) by inserting the following after the first paragraph:

“Where a general licence to keep animals is issued after 30 November, the fees payable correspond to half the applicable amount provided for in subparagraph 1 of the first paragraph.”;

(2) by adding “applicable” before “amount provided for” in the second paragraph;

(3) by adding “applicable” before “amount provided for” in the third paragraph.

**2.** This Regulation comes into force on the fifteenth day following the date of its publication in the *Gazette officielle du Québec*.

106743

**M.O., 2024-03**

**Order number V-1.1-2024-03 of the Minister of Finance dated 5 March 2024**

Securities Act  
(chapter V-1.1)

CONCERNING the Regulation to amend Regulation 24-101 respecting Institutional Trade Matching and Settlement

WHEREAS paragraphs 1, 3, 8, 9.1, 26, 32.0.1 and 34 of section 331.1 of the Securities Act (chapter V-1.1) provide that the Autorité des marchés financiers may make regulations concerning the matters referred to in those paragraphs;

WHEREAS the third and fourth paragraphs of section 331.2 of the said Act provide that a draft regulation shall be published in the Bulletin de l'Autorité des marchés financiers, accompanied with the notice required under section 10 of the Regulations Act (chapter R-18.1) and may not be submitted for approval or be made before 30 days have elapsed since its publication;

WHEREAS the first and fifth paragraphs of the said section provide that every regulation made under section 331.1 must be approved, with or without amendment, by the Minister of Finance and comes into force on the date of its publication in the *Gazette officielle du Québec* or on any later date specified in the regulation;

WHEREAS the Regulation 24-101 respecting Institutional Trade Matching and Settlement was approved by ministerial order no. 2007-03 dated 6 March 2007 (2007, G.O. 2, 1270);

WHEREAS there is cause to amend this Regulation;

WHEREAS the draft regulation to amend Regulation 24-101 respecting Institutional Trade Matching and Settlement was published for consultation in the Bulletin de l'Autorité des marchés financiers, vol. 19, no. 49 of 15 December 2022;

WHEREAS the Autorité des marchés financiers made, on 19 February 2024, by the decision no. 2024-PDG-0003, Regulation to amend Regulation 24-101 respecting Institutional Trade Matching and Settlement;

WHEREAS there is cause to approve this Regulation without amendment;

CONSEQUENTLY, the Minister of Finance approves without amendment the Regulation to amend Regulation 24-101 respecting Institutional Trade Matching and Settlement appended hereto.

5 March 2024

ERIC GIRARD  
*Minister of Finance*

---

## REGULATION TO AMEND REGULATION 24-101 RESPECTING INSTITUTIONAL TRADE MATCHING AND SETTLEMENT

### Securities Act

(chapter V-1.1, s. 331.1, par. (1), (3), (8), (9.1), (26), (32.0.1) and (34))

1. Section 1.1 of Regulation 24-101 respecting Institutional Trade Matching and Settlement (chapter V-1.1, r. 8) is amended by striking out the definition of “T+2”.

2. Sections 3.1 and 3.3 of the Regulation are amended by replacing “12 p.m. (noon)” in paragraph (1) by “3:59”.

3. Sections 4.1 and 4.1.1 of the Regulation are repealed.

4. Section 6.5 of the Regulation is amended, in paragraph (a):

(1) by replacing “tests avec charge élevée” in the French text of subparagraph (ii) by “simulations de crise”;

(2) by inserting “adequacy of cyber resilience and the” in subparagraph (iv) and after “review the”.

5. Form 24-101F1 of the Regulation is repealed.

6. Form 24-101F2 of the Regulation is amended, in exhibit A:

(1) by replacing “MMM” by “MM”;

(2) by replacing tables 1 and 2 by the following:

“Table 1 – Equity trades

	Entered into matching service utility by dealer-users/subscribers				Matched in matching service utility by other users/subscribers			
	# of Trades	% Industry	\$ Value of Trades	% Industry	# of Trades	% Industry	\$ Value of Trades	% Industry
T – 12:00 p.m.								
T – 4:00 p.m.								
T – 7:30 p.m.								
T + 1 – 3:59 a.m.								
T + 1 – 12:00 p.m.								
T + 1 – 4:00 p.m.								
T + 1 – 11:59 p.m.								
> T + 1								
Total								

“Table 2 – Debt trades

	Entered into matching service utility by dealer-users/subscribers				Matched in matching service utility by other users/subscribers			
	# of Trades	% Industry	\$ Value of Trades	% Industry	# of Trades	% Industry	\$ Value of Trades	% Industry
T – 12:00 p.m.								
T – 4:00 p.m.								
T – 7:30 p.m.								
T + 1 – 3:59 a.m.								
T + 1 – 12:00 p.m.								
T + 1 – 4:00 p.m.								
T + 1 – 11:59 p.m.								
> T + 1								
Total								

7. Form 24-101F3 of the Regulation is amended:

- (1) by replacing all occurrences of “MMM” by “MM”;
- (2) by replacing “d’essai avec charge élevée” in the French text of item 1 of exhibit L by “de simulation de crise”;
- (3) by striking out “during normal business hours” in exhibit N.

8. Form 24-101F4 of the Regulation is amended by replacing “MMM” under the title “**DATE OF CESSATION INFORMATION:**” by “MM”.

9. Form 24-101F5 of the Regulation is amended, in exhibit C :

- (1) by replacing « MMM » by « MM »;
- (2) by replacing tables 1 and 2 by the following:

“Table 1 – Equity trades

	Entered into matching service utility by dealer-users/subscribers				Matched in matching service utility by other users/subscribers			
	# of Trades	% Industry	\$ Value of Trades	% Industry	# of Trades	% Industry	\$ Value of Trades	% Industry
T – 12:00 p.m.								
T – 4:00 p.m.								
T – 7:30 p.m.								
T + 1 – 3:59 a.m.								
T + 1 – 12:00 p.m.								
T + 1 – 4:00 p.m.								
T + 1 – 11:59 p.m.								
> T + 1								
Total								

“Table 2 – Debt trades

	Entered into matching service utility by dealer-users/subscribers				Matched in matching service utility by other users/subscribers			
	# of Trades	% Industry	\$ Value of Trades	% Industry	# of Trades	% Industry	\$ Value of Trades	% Industry
T – 12:00 p.m.								
T – 4:00 p.m.								
T – 7:30 p.m.								
T + 1 3:59 a.m.								
T + 1 – 12:00 p.m.								
T + 1 – 4:00 p.m.								
T + 1 – 11:59 p.m.								
> T + 1								
Total								

”.

#### 10. Transition – Clearing agency’s operations report – former forms may apply for first quarter ending after in force date

(1) For the purposes of section 5.1 of the Regulation, a clearing agency is not required to deliver Form 24-101F2 as amended by this Regulation if the following conditions are met:

- (a) it delivers Form 24-101F2 as it was in force on 26 May 2024;
- (b) the delivery is in respect of the calendar quarter that ends 30 June 2024.

(2) In Saskatchewan, paragraph (1) does not apply if this Regulation comes into force in this province on or after 1 July 2024.



**11. Transition – Matching service utility’s operations report – former forms may apply to first quarter ending after in force date**

(1) For the purposes of paragraph (1) of section 6.4 of the Regulation, a matching service utility is not required to deliver Form 24-101F5 as amended by this Regulation if the following conditions are met:

- (a) it delivers Form 24-101F5 as it was in force on 26 May 2024;
- (b) the delivery is in respect of the calendar quarter that ends 30 June 2024.

(2) In Saskatchewan, paragraph (1) does not apply if this Regulation comes into force in this province on or after 1 July 2024.

**12. Effective date**

(1) This Regulation comes into force on 27 May 2024.

(2) In Saskatchewan, despite paragraph (1), if this Regulation is filed with the Registrar of Regulations after 27 May 2024, this Regulation comes into force on the day of which it is filed with the Registrar of Regulations.

106740

**M.O., 2024**

**Order 2024-0002 of the Minister of the Environment, the Fight Against Climate Change, Wildlife and Parks dated 5 March 2024**

Act respecting the conservation and development of wildlife  
(chapitre C-61.1)

Regulation respecting trapping and the fur trade

THE MINISTER OF THE ENVIRONMENT, THE FIGHT AGAINST CLIMATE CHANGE, WILDLIFE AND PARKS,

CONSIDERING subparagraph 3 of the third paragraph of section 56 of the Act respecting the conservation and development of wildlife (chapter C-61.1), which provides that the Minister may, by regulation, determine the area, territory or place in which an animal may be hunted or trapped;

CONSIDERING subparagraphs 1 and 2 of the first paragraph of section 163 of the Act respecting the conservation and development of wildlife, which provide that the Minister may make regulations determining classes of licences, their content and duration, and the conditions for their issue, replacement, renewal or transfer and limiting

the number of licences of each class for a zone, territory or place the Minister specifies, and determining the number of licences or leases of each class that a person is authorized to issue under section 54 for that zone, territory or place;

CONSIDERING the first paragraph of section 164 of the Act, which provides in particular that a regulation made under section 56 and paragraphs 1 and 2 of the first paragraph of section 163 is not subject to the publication requirements set out in section 8 of the Regulations Act (chapter R-18.1).

CONSIDERING the making of the Regulation respecting trapping and the fur trade (chapter C-61.1, r. 21);

CONSIDERING that it is expedient to amend certain provisions of the Regulation;

ORDERS AS FOLLOWS:

The Regulation to amend the Regulation respecting trapping and the fur trade is hereby made.

Québec, 5 March 2024

BENOIT CHARETTE  
*Ministry of the Environment, the Fight Against Climate Change, Wildlife and Parks*

## Regulation to amend the Regulation respecting trapping and the fur trade

Act respecting the conservation and development of wildlife  
(chapter c-61.1, s. 56 and s. 163, subpars. 1 and 3)

**1.** The Regulation respecting trapping and the fur trade (chapter C-61.1, r. 21) is amended in section 3 by striking out “detachable” in the third paragraph.

**2.** Section 11 is amended

(1) by inserting “, XIII and” after “Schedules IV”; and

(2) by inserting “In the territory of the Beauharnois canal shown on the plan in Schedule XIV, trapping is prohibited from the third Saturday in September to 26 December.” at the end.

**3.** Section 19.1 is amended

(1) in the first paragraph by adding the following subparagraph at the end:

“(3) pay the fees payable on the issue of a pelts trader’s licence determined in section 7 of the Regulation respecting the scale of fees and duties related to the development of wildlife (chapter C-61.1, r. 32).

(2) by adding the following paragraphs at the end:

“In addition to the conditions mentioned in the first paragraph, the holder of the licence must meet the following requirements to be eligible for the renewal of their licence:

(1) send to the Minister, as applicable, before 10 September of the current year, copies of the completed forms of the register referred to in paragraphs 2 and 3 of section 19.2, the copies of the cancelled forms of that register or the last completed number in the register if no pelts have been traded during the period of validity of the licence;

(2) pay the fees payable under subparagraph 3 of the first paragraph before 10 September of the current year.

In the case of an application for a licence renewal, failing to comply with the requirements of the second paragraph renders the licence holder ineligible for a new licence for the year that follows the reference year.”.

**4.** Section 19.2 is amended in paragraph 3

(1) by replacing “31 July” by “10 September”; and

(2) by inserting “or communicate in writing the last completed number in the register if no pelts have been traded during the period of validity of the licence” at the end.

**5.** Schedule X is struck out.

**6.** This Regulation comes into force on the fifteenth day following the date of its publication in the *Gazette officielle du Québec*.

106739

## Draft Regulations

---

### Notice

Act respecting land use planning and development (chapter A-19.1)

#### **Declaration of a special planning zone to permit the development and the continued operation of a rendering plant on certain lots situated in the territory of Ville de Montreal**

Notice is hereby given that, under section 158 of the Act respecting land use planning and development (chapter A-19.1), the Government may make the Draft Order respecting the declaration of a special planning zone to permit the development and the continued operation of a rendering plant on certain lots situated in the territory of Ville de Montreal, appearing below, upon completion of the consultation mentioned below.

Under section 161 of the Act, a special planning zone order may be passed only if a draft order has been previously published in the *Gazette officielle du Québec* and notified to each responsible body or municipality concerned.

Under the first paragraph of section 163 of the Act, before the adoption of the order, the Minister or the Minister's representative must hold a consultation on the content of the draft order.

Further information on the draft Order may be obtained by contacting Yvon Doyle, Associate Deputy Minister, Sous-ministériat à la transformation, aux marchés, à la main d'œuvre et aux politiques intergouvernementales, Ministère de l'Agriculture, des Pêcheries et de l'Alimentation, 200, chemin Sainte-Foy, 10<sup>e</sup> étage, Québec (Québec), G1R 4X6; telephone: 418 380-2100, extension 3268; email: yvon.doyle@mapaq.qc.ca.

ANDRÉ LAMONTAGNE  
*Minister of Agriculture, Fisheries and Food*

---

### Draft order

Declaration of a special planning zone to permit the development and the continued operation of a rendering plant on certain plots situated in the territory of Ville de Montreal

WHEREAS, under sections 158 and 159 of the Act respecting land use planning and development (chapter A-19.1), the Government may, by order, declare any part of the territory of Québec to be a special planning zone for the purpose of solving a development or environmental problem whose urgency or seriousness, in the opinion of the Government, warrants its intervention;

WHEREAS, the rendering industry is essential to the effective operation of the agrifood and the residual materials management sectors in Québec and the closing of the rendering plant situated in the territory of Ville de Montréal's Rivière-des-Prairies-Pointe-aux-Trembles borough would have a serious impact on the agrifood sector;

WHEREAS the plans of the enterprise operating the plant to bring its facility up to environmental standards as soon as possible require the declaration of a special planning zone to change the development controls in order to allow for the continued operation of the plant;

WHEREAS alternative methods of disposing of inedible meats could involve environmental and public health issues, and it is currently impossible to implement in the short and medium term these alternative methods for the disposal of the volume ordinarily processed by the plant;

WHEREAS it is not possible to send all of the inedible meat currently reclaimed in the plant to other rendering plants;

WHEREAS the closure of the plant and the impossibility of sending all of the inedible meat currently reclaimed in the plant to other rendering plants could considerably affect public health;

WHEREAS the Government is of the opinion that the circumstances expose an environmental problem whose seriousness warrants its intervention;

WHEREAS, in accordance with the second paragraph of section 267 of the Act respecting land use planning and development, the Minister of Municipal Affairs authorized the Minister of Agriculture, Fisheries and Food to exercise the powers and perform the duties granted to the Minister under sections 158 to 165 of the Act for the purpose of declaring this special planning zone;

IT IS ORDERED, therefore, on the recommendation of the Minister of Agriculture, Fisheries and Food:

THAT the territory corresponding to lots 1 509 401, 1 509 410, 2 603 176, 4 193 238, 1 509 608, 1 509 609, 1 509 610, 1 509 665, 5 375 597, 5 375 599, 5 375 600 and 5 375 601 of the cadastre du Québec, registration division of Montréal, be declared a special planning zone;

THAT the objectives pursued be the following:

(1) preserve public health from the consequences of the closure of the rendering plant situated in the territory of the Ville de Montréal borough of Rivière-des-Prairies-Pointe-aux-Trembles while promoting the cohabitation of uses and enabling, without delay, the implementation of certain developments and installations required to bring the plant into compliance with applicable environmental regulations, in particular, By-law 2001-10 of Communauté métropolitaine de Montréal respecting atmospheric emissions and the delegation of its enforcement and By-law 2008-47 of Communauté métropolitaine de Montréal respecting wastewater treatment;

(2) avoid a serious problem with regard to the management and elimination of inedible meats in Québec;

THAT the following land use planning and development controls apply within the perimeter of the special planning zone:

(1) not more than two main buildings are permitted on lots 1 509 401, 1 509 410 and 2 603 176, one building for the main industrial use “animal matter (processing for extraction of fats, oils, gelatins and other products)” and one building for the main use “office”. Those main uses must be carried out within the buildings;

(2) the extension of the floor area of the main buildings referred to in paragraph 1 is permitted on the following conditions:

(a) the extension of the floor area of a building must not exceed 1,000 m<sup>2</sup>;

(b) the extension of the combined floor area of both buildings must not exceed 1,200 m<sup>2</sup>;

(c) the buildings referred to in subparagraphs *a* and *b* of paragraph 3° and the area used only for loading finished products under negative pressure are not included in the permitted floor area extension;

(d) a building may be extended for the purposes set out in subparagraphs *a* and *b*;

(e) the floor area of a demolished building may not be added to the surface area of the permitted extensions;

(f) extensions may not be made in the front yard on lots 1 509 401, 1 509 410 and 2 603 176, as illustrated in Schedule A of this Order;

(g) no extension of the floor area of a facility other than that authorized under this Order is permitted;

(3) the following constructions and complementary or accessory uses are permitted:

(a) the construction in whole or in part on lots 1 509 401, 2 603 176 or 4 193 238 of a maximum of four complementary buildings solely for the purpose of housing trucks and trailers, including those containing raw materials awaiting processing. Those buildings may have the form of a dome consisting of a metal frame and tensile membrane;

(b) the construction in whole or in part on lots 1 509 401, 2 603 176 and 4 193 238 of a complementary building solely for the purpose of occupancy by a water treatment plant and works and equipment related to the plant;

(c) the installation and use of a truck scale on lots 4 193 238, 5 375 599, 5 375 600 and 5 375 601 to allow access to animal raw materials through 7<sup>e</sup> rue;

(d) the transit of animal raw materials and products through lot 4 193 238, 5 375 599, 5 375 600 or 5 375 601;

(e) the construction on lot 5 375 599 of a building solely for the complementary use “road vehicles – repair, maintenance” and for the installation and use of a scale;

(f) the development on lot 5 375 597 of an outdoor parking area for motor vehicles, excluding trucks and trailers, as an accessory use;

(g) in respect of the main industrial use “animal matter (processing for extraction of fats, oils, gelatins and other products)” permitted on lot 1 509 401, the complementary uses of office, training centre, cleaning of used cooking oil containers and indoor storage, including of trucks and trailers, on lots 1 509 608, 1 509 609, 1 509 610, 1 509 665 or 4 193 238 and, only on lot 4 193 238, the complementary use of storage of empty trucks, containing no animal by-products;

(h) the buildings referred to in subparagraphs *a*, *b* and *e* and complementary buildings existing on the date of the coming into force of this Order on a lot other than that on which the main use is carried out;

(i) in respect of the main industrial use “animal matter (processing for extraction of fats, oils, gelatins and other products)”, the accessory outdoor storage of vehicles and heavy equipment and empty cooking oil containers, even on a lot other than that on which the main use is carried out;

(4) the demolition of buildings identified in Schedule B of this Order is permitted;

(5) the following planning standards are imposed:

(a) the building referred to in subparagraph *e* of paragraph 3 must not have any openings on 60<sup>e</sup> avenue;

(b) any space intended for the circulation or outdoor storage of heavy vehicles must be made of an impermeable surface, such as bitumen or concrete;

(c) any landscaping removed must be replaced by new landscaping of an equivalent or greater surface area in order to maintain a permanent vegetation cover;

(d) any felled tree must be replaced by a conifer with a minimum height of 2.5 metres or by a hardwood tree with a minimum diameter at breast height of 0.06 metres;

(e) on the sites shown in Schedule C of this Order, on lots 1 509 401, 2 603 176 and 5 375 599, a vegetative buffer consisting solely of trees must be created in accordance with the following:

i. it must be composed of coniferous trees, at least 2.5 metres high, in a proportion of 60% or more;

ii. all deciduous trees must have a minimum diameter at breast height of 0.06 metres when planted, and must create a continuous visual screen;

(f) any yard of a building located on lots 1 509 608, 1 509 609, 1 509 610, 1 509 665 or 5 375 599 adjacent to lots 5 375 601, 5 375 602 or 5 375 598 must be landscaped with green spaces consisting of plants, trees and shrubs, which may include pedestrian paths. These spaces must include a tree every ten metres along these lots;

(g) no truck or trailer access to lots 5 375 597 and 5 375 599 may be located on a lot line adjacent to 60<sup>e</sup> avenue;

(6) for the application of urban planning standards, buildings located on lots 1 509 608, 1 509 609, 1 509 610, 1 509 665 or 5 375 599 are deemed to be main buildings, even where occupied for a complementary or accessory use;

(7) for the purposes of the interventions referred to in this Order:

(a) only a building covered by subparagraph *c* of paragraph (2) and subparagraphs *a*, *b* and *e* of paragraph (3) of this Order may deviate from the setbacks prescribed in the applicable specification grids;

*b*) in particular, it is permitted to depart from the definition of “front yard” for the lots referred to in subparagraph *f* of paragraph (2) of this Order, the definition of “complementary building” for the lots referred to in paragraph (7) of this Order, from sections 16, 18, 85.8, except with regard to the implementation rate and floor space ratio, 86, paragraph (10) of section 93, paragraphs (1) and (2) of section 101, from sections 132, 133, 134, 134.1, 166 in relation to 60<sup>e</sup> avenue only, 190, 191, 193, 238, 242, 324, except paragraphs (1), (2) and (4), 325 except paragraphs (1), (2) and (4), paragraphs (2) and (4) of section 332, paragraph (3) of section 380 and section 424 of Règlement de zonage de l’arrondissement Rivière-des-Prairies-Pointe-aux-Trembles (RCA09-Z01) and paragraph (1) of section 30 of Règlement sur le lotissement à l’égard du territoire de l’arrondissement Rivière-des-Prairies-Pointe-aux-Trembles (RCA09-L01);

(c) the demolition of buildings referred to in paragraph (4) of this Order is not subject to paragraph (7) of section 6, section 7, or Divisions VI to IX and XI of the Règlement régissant la démolition d’immeubles (RCA07-30019);

(8) any regulatory provisions of the municipality that are not incompatible with the present Order remain applicable;

THAT Ville de Montréal be the authority responsible for the administration of the controls provided for by this Order;

THAT the controls provided for by this Order may be amended or revoked by an order of the Minister of Agriculture, Fisheries and Food published in the *Gazette officielle du Québec*;

THAT the controls provided for by this Order will cease to have effect on 1 July 2027.



SCHEDULE A  
FRONT YARD

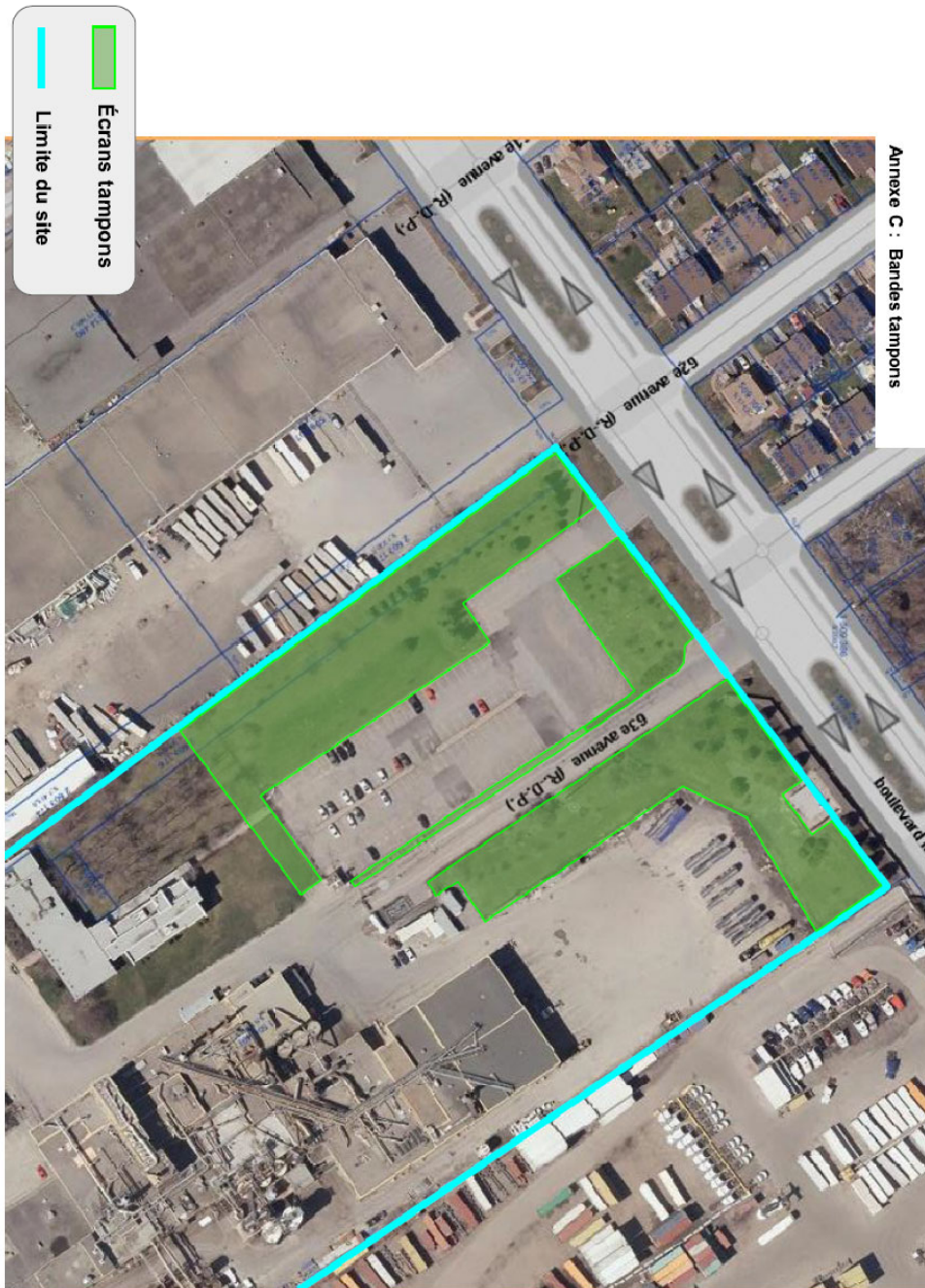


### SCHEDULE B BUILDING WHOSE DEMOLITION IS AUTHORIZED





**SCHEDULE C**  
**VEGETATIVE BUFFER**







Annexe C -Bandes tampons

Écrans tampons  
Limite du site

106748

## Notice

Automobile Insurance Act  
(chapter A-25)

Act respecting the Société de l'assurance automobile du Québec  
(chapter S-11.011)

### Insurance contributions — Amendment

Notice is hereby given, in accordance with sections 10 and 11 of the Regulations Act (chapter R-18.1), that the Regulation to amend Regulation respecting insurance contributions, appearing below, may be made by the Société de l'assurance automobile du Québec after receiving the report from the Panel of Experts on automobile insurance contributions, set for June 20, 2024.

The draft Regulation proposes insurance contributions for 2025-2027.

The Société has prepared a discussion document entitled Insurance Contributions – Proposal for 2025-2027, which explains the nature of the proposed amendments. The document and the Regulation to amend Regulation respecting insurance contributions are available for consultation on the Société's website at [www.saaq.gouv.qc.ca](http://www.saaq.gouv.qc.ca).

A copy of the documents can also be obtained at the following address:

Société de l'assurance automobile du Québec  
Direction des communications  
Case postale 19600  
333, boulevard Jean-Lesage, E-1-20  
Québec (Québec) G1K 8J6

Email: [courrier@saaq.gouv.qc.ca](mailto:courrier@saaq.gouv.qc.ca)

Interested persons may submit their observations on the draft Regulation to the Panel of Experts on insurance contributions, according to the terms indicated in the notice of the Panel of Experts published in the *Gazette officielle du Québec* on this day.

KONRAD SIOUI  
*Chair of the board of directors of the  
Société de l'assurance automobile du Québec*

## Regulation to amend the Regulation respecting insurance contributions

Automobile Insurance Act  
(chapter A-25, ss. 151, 151.1, 151.2, 151.3 and 151.3.1, s. 195, pars. 31 and 32, and s. 195.1)

**1.** The Regulation respecting insurance contributions (chapter A-25, r. 3.4) is amended in section 1

(1) by inserting “unless otherwise indicated,” after “this Regulation,”;

(2) by replacing “10 December 2020” by “7 December 2023”.

**2.** Section 2 is amended by inserting ““emergency vehicle”,” after ““motorcycle”,”.

**3.** Section 4 is replaced by the following:

“4. The annual insurance contribution payable to retain the right to operate a road vehicle is determined as follows:

(1) for a passenger vehicle, as shown in the following table:

Payment due year of the insurance contribution	Insurance contribution
2025	\$64.78

(2) for a passenger vehicle referred to in section 98 or 99 of the Regulation respecting road vehicle registration (chapter C-24.2, r. 29), as shown in the following table:

Payment due year of the insurance contribution	Insurance contribution
2025	\$64.78

(3) for a combustion engine motorcycle or an electric motorcycle, whose make, model and the first 10 characters of the vehicle identification number, except the ninth, are provided for in Schedule I or whose first 7 characters of the vehicle identification number are “2SAAQQ4”, that is owned by a natural person and mainly used for personal purposes, as shown in the following table:

Payment due year of the insurance contribution	Insurance contribution based on the driving experience acquired as the holder of a licence bearing one or more of the classes authorizing the driving of a motorcycle		
	0 to under 3 years	3 years to under 5 years	5 years and over
2025	\$2,328.15	\$1,857.05	\$1,587.66
2026	\$2,956.73	\$2,014.52	\$1,474.85

(4) for a three-wheeled motorcycle, as shown in the following table:

Payment due year of the insurance contribution	Insurance contribution
2025	\$224.85

(5) for a combustion engine motorcycle or an electric motorcycle, other than a motorcycle referred to in subparagraphs 3 and 4, that is owned by a natural person and mainly used for personal purposes, as shown in the following table:

Payment due year of the insurance contribution and driving experience acquired as the holder of a licence bearing one or more of the classes authorizing the driving of a motorcycle	Insurance contribution based on the cylinder displacement of the combustion engine motorcycle or the nominal output of the electric motorcycle			
	125 cm <sup>3</sup> or less or 11 kW or less	More than 125 cm <sup>3</sup> without exceeding 400 cm <sup>3</sup> or more than 11 kW without exceeding 35kW	More than 400 cm <sup>3</sup> or more than 35kW	
2025	0 to under 3 years	\$306.96	\$541.57	\$792.81
	3 years to under 5 years	\$252.27	\$435.38	\$637.54
	5 years and over	\$221.06	\$374.68	\$548.82
2026	0 to under 3 years	\$354.40	\$676.13	\$982.87
	3 years to under 5 years	\$244.98	\$463.75	\$672.33
	5 years and over	\$182.31	\$342.10	\$494.46

(6) for a combustion engine motorcycle or an electric motorcycle, whose make, model and the first 10 characters of the vehicle identification number, except the ninth, are provided for in Schedule I or whose first 7 characters of the vehicle identification number are “2SAAQQ4”, that is owned by a legal person, as shown in the following table:

Payment due year of the insurance contribution	Insurance contribution
2025	\$1,587.66
2026	\$1,474.85

(7) for a combustion engine motorcycle or an electric motorcycle, other than a motorcycle referred to in subparagraphs 4 and 6, that is owned by a legal person, as shown in the following table:

Payment due year of the insurance contribution	Insurance contribution based on the cylinder displacement of the combustion engine motorcycle or the nominal output of the electric motorcycle		
	125 cm <sup>3</sup> or less or 11 kW or less	More than 125 cm <sup>3</sup> without exceeding 400 cm <sup>3</sup> or more than 11 kW without exceeding 35kW	More than 400 cm <sup>3</sup> or more than 35kW
2025	\$221.06	\$374.68	\$548.82
2026	\$182.31	\$342.10	\$494.46

(8) for a moped, as shown in the following table:

Payment due year of the insurance contribution	Insurance contribution
2025	\$290.91

(9) for each of the road vehicles listed in subparagraphs *a* to *c*, as shown in the table in subparagraph *d*:

(a) an emergency vehicle;

(b) a tow truck having a net weight of 3,000 kg or less;

(c) a tow truck having a net weight of more than 3,000 kg that is used solely for the towing or moving of not more than 2 road vehicles;

(d) Payment due year of the insurance contribution	Insurance contribution
2025	\$121.23
2026	\$142.45

(10) for a vehicle in the motor homes category, as shown in the following table:

Payment due year of the insurance contribution	Insurance contribution
2025	\$58.24

(11) for each of the road vehicles having a net weight of 3,000 kg or less or, if the vehicle is a sport utility vehicle, having a net weight of 4,000 kg or less, listed in subparagraphs *a* to *d*, as shown in the table in subparagraph *e*:

(a) a commercial vehicle, other than a vehicle referred to in subparagraph *a* of paragraph 9;

(b) a hearse;

(c) a vehicle engaged in the transportation of school-children;

(d) a road vehicle owned by a driving school;

Payment due year of the insurance contribution	Insurance contribution
2025	\$101.60

(12) for each of the road vehicles listed in subparagraphs *a* to *f*, as shown in the table in subparagraph *g*:

(a) a commercial vehicle, other than a vehicle referred to in subparagraph *a* of paragraph 9, having a net weight of more than 3,000 kg or, if the vehicle is a sport utility vehicle, having a net weight of more than 4,000 kg;

(b) a road vehicle owned by a driving school or an institution that holds a licence to dispense instruction in the driving of heavy trucks issued under section 10 of the Act respecting private education (chapter E-9.1) having a net weight of more than 3,000 kg or, if the vehicle is a sport utility vehicle, having a net weight of more than 4,000 kg;

(c) a snowblower;

(d) a tool vehicle and special mobile snow equipment;

(e) a hearse having a net weight of more than 3,000 kg or, if the vehicle is a sport utility vehicle, having a net weight of more than 4,000 kg;

(f) an equipment transport vehicle;

Payment due year of the insurance contribution	Insurance contribution
2025	\$50.23

(13) for a farm motor vehicle having a net weight of not more than 3,000 kg, as shown in the following table:

Payment due year of the insurance contribution	Insurance contribution
2025	\$82.49

(14) for a farm tractor, as shown in the following table:

Payment due year of the insurance contribution	Insurance contribution
2025	\$25.23

(15) for a truck, other than a truck owned by a person referred to in Schedule II, as shown in the following table:

Payment due year of the insurance contribution	Insurance contribution based on the number axles on the truck		
	2 axles	3 and 4 axles	5 axles and more
2025	\$119.06	\$227.89	\$383.19

(16) for a truck owned by a person referred to in Schedule II or a farm motor vehicle having a net weight of more than 3,000 kg, as shown in the following table:

Payment due year of the insurance contribution	Insurance contribution based on the number axles on the truck or farm motor vehicle		
	2 axles	3 and 4 axles	5 axles and more
2025	\$80.18	\$117.38	\$189.23

(17) for a bus or a minibus owned by a person referred to in Schedule III, as shown in the following table:

Payment due year of the insurance contribution	Insurance contribution
2025	\$1,811.37

(18) for a bus engaged in the transportation of school-children, as shown in the following table:

Payment due year of the insurance contribution	Insurance contribution
2025	\$161.10

(19) for a minibus used exclusively for personal purposes owned by a person who is a member of a family of at least 9 persons residing together, as shown in the following table:

Payment due year of the insurance contribution	Insurance contribution
2025	\$64.78

(20) for a bus or a minibus, other than a bus or a minibus referred to in paragraph 17, 18 or 19, as shown in the following table:

Payment due year of the insurance contribution	Insurance contribution based on the net weight of the bus or minibus	
	10,000 kg or less	More than 10,000 kg
2025	\$232.66	\$1,170.13



(21) for a road vehicle with a limited area of operation referred to in section 124 of the Regulation respecting road vehicle registration, other than a passenger vehicle, and used in a locality not linked to the Québec highway system, as shown in the following table:

Payment due year of the insurance contribution	Insurance contribution
2025	\$76.80

(22) for a road vehicle, other than a motorcycle or a three-wheeled motorcycle, registered under the first paragraph of section 137 of the Regulation respecting road vehicle registration, as it reads at the time of application of this paragraph, as shown in the following table:

Payment due year of the insurance contribution	Insurance contribution
2025	\$34.18

(23) for a motorcycle whose model year is prior to 1981 that is preserved in or restored to its original state and is registered under the first paragraph of section 137 of the Regulation respecting road vehicle registration, as it reads at the time of application of this paragraph, as shown in the following table:

Payment due year of the insurance contribution	Insurance contribution
2025	\$106.70

(24) for a road vehicle equipped with a detachable licence plate, as shown in the following table:

Payment due year of the insurance contribution	Insurance contribution
2025	\$135.81

For the purposes of subparagraphs 3 and 5 of the first paragraph, the driving experience acquired as the holder of a licence bearing one or more of the classes authorizing the driving of a motorcycle is determined on the due date of the amounts payable pursuant to section 31.1 of the Highway Safety Code (chapter C-24.2). Driving experience corresponds to the number of months, including parts of months, plus one, during which the owner of a motorcycle was the holder of a licence bearing one or more of the classes authorizing the driving of a motorcycle, except a licence bearing class 6E. The number of months is determined according to the following rules:

(1) are included

(a) the months, including parts of months, during which a person was the holder of a learner's licence, a probationary licence or a driver's licence bearing one or more of the classes authorizing the driving of a motorcycle, except a licence bearing class 6E;

(b) the months, including parts of months, during which a person was the holder of a valid licence issued by another administrative authority bearing a class authorizing the driving of a motorcycle;

(2) any period during which a licence bearing one or more of the classes authorizing the driving of a motorcycle, of which the person is or was the holder, was subject to a sanction within the meaning of section 106.1 of the Highway Safety Code, as well as any period during which the person was not authorized to drive a motorcycle under the first paragraph of section 93.1 of the Code, is excluded.

For the purposes of subparagraphs 5 and 7 of the first paragraph, a hybrid motorcycle is considered to be an electric motorcycle and the total power produced by its electric motors and its combustion engine is taken into consideration to determine the power rating of the motorcycle.

For the purposes of subparagraphs 15 and 16 of the first paragraph, the number of axles on a truck or a farm motor vehicle is calculated in accordance with the Regulation respecting road vehicle registration.”.

**4.** Section 6 is amended by adding the following at the end:

“For the purposes of the first paragraph, the driving experience acquired as the holder of a licence bearing one or more of the classes authorizing the driving of a motorcycle to be considered for the calculation of the insurance contribution payable upon the registration of a motorcycle and for the right to operate the motorcycle is determined on the date of registration and established according to the rules set out in subparagraphs 1 and 2 of the second paragraph of section 4.”.

**5.** Section 8 is amended by replacing “\$16.02” by “\$16.69”.

**6.** Section 9 is amended by replacing “\$4.92” by “\$5.13”.

**7.** Section 10 is amended by replacing “\$2.45” by “\$2.55”.

**8.** Section 12 is amended by adding the following at the end:

“For the purposes of the first paragraph, the driving experience acquired as the holder of a licence bearing one or more of the classes authorizing the driving of a motorcycle to be considered for the calculation of the amount of the reimbursement of the insurance contribution is determined on the date on which the reimbursement is calculated and established according to the rules set out in subparagraphs 1 and 2 of the second paragraph of section 4.”.

**9.** Section 13 is amended by replacing the table in paragraph 1 by the following:

“

Payment due year of the insurance contribution and classes of the holder's licence	Annual insurance contribution based on the total number of demerit points					
	0 points	1 to 3 points	4 to 6 points	7 to 9 points	10 to 14 points	15 or more points
One or more of classes 1 to 5	\$84.55	\$154.39	\$224.82	\$284.15	\$370.15	\$587.60
2025 One or more motorcycle classes	\$81.21	\$130.78	\$176.12	\$236.38	\$271.26	\$558.80

”.

**10.** Section 17 is amended by replacing “\$13.56” by “\$14.13”.

**11.** Section 27 is amended by replacing the table in paragraph 2 by the following:

“

Total number of revocations and suspensions during the 5 previous years	Insurance contribution
1	\$385.14
2	\$449.33
3 or more	\$513.53

”.

**12.** Section 29 is amended

(1) by replacing “\$29.57” in paragraph 1 by “\$32.43”;

(2) by replacing the table in paragraph 2 by the following table:

“

Year of licence issue	Insurance contribution based on the total number of demerit points					
	0 points	1 to 3 points	4 to 6 points	7 to 9 points	10 to 14 points	15 or more points
2025	\$250.58	\$403.52	\$543.42	\$729.35	\$836.98	\$1,724.19
2026	\$288.16	\$464.04	\$624.93	\$838.75	\$962.52	\$1,982.81
2027	\$331.38	\$533.64	\$718.66	\$964.56	\$1,106.89	\$2,280.23

”.

**13.** Section 35 is amended by replacing “\$201.54” in the first paragraph by “\$201.17”.

**14.** Section 46 is amended

(1) by replacing “at \$165.09.” by “, as shown in the following table, at.”;

(2) by adding the following table at the end:

“

Payment due year of the insurance contribution	Insurance contribution
2025	\$241.17
2026	\$312.30
2027	\$383.43

”

**15.** Section 57 is replaced by the following:

“Beginning in 2026, the insurance contributions set in this Regulation are indexed on 1 January of each year, except those set, for the years 2025, 2026 and 2027, in paragraph 2 of section 29 and in section 46, which are not indexed.

The indexation provided for in the first paragraph includes the indexation, in 2026, of the insurance contribution set in subparagraphs 3, 5, 6, 7 and 9 of the first paragraph of section 4 for the year 2026.”

**16.** Schedule I is amended by replacing “(s. 4, 1st par., subpar. 3)” by “(s. 4, 1<sup>st</sup> par., subpars. 3 and 6)”.

**17.** Schedule II is amended by replacing “(s. 4, 1st par., subpars. 10 and 11)” by “(s. 4, 1st par., subpars. 15 and 16)”.

**18.** Schedule III is amended by replacing “(s. 4, 1st par., subpar. 12)” by the following and as shown:

“(s. 4, 1st par., subpar. 17)

0.1 Réseau de transport métropolitain.”

**19.** This Regulation comes into force on 1 November 2024.

Despite the foregoing, sections 1 to 60 of the Regulation respecting insurance contributions (chapter A-25, r. 3.4), as they read on 31 October 2024, continue to apply to

(1) the insurance contribution payable to retain the right to operate a road vehicle that is due between 1 January 2022 and 31 December 2024 inclusively;

(2) the insurance contribution payable for the registration of a road vehicle and the right to operate the vehicle, if that registration and that right are obtained between 1 January 2022 and 31 December 2024 inclusively;

(3) the insurance contribution payable by the holder of a driver’s licence that is due between 1 January 2022 and 31 December 2024 inclusively;

(4) the insurance contribution payable to obtain a licence that takes effect between 1 January 2022 and 31 December 2024 inclusively;

(5) the insurance contribution payable to obtain the authorization for the automobile to be used to provide remunerated passenger transportation if that authorization is obtained between 1 January 2022 and 31 December 2024 inclusively;

(6) the insurance contribution payable by the owner of an automobile for an authorization granted with respect to the automobile that is due between 1 January 2022 and 31 December 2024 inclusively;

(7) the insurance contribution payable by a transportation system operator that is due between 1 January 2022 and 31 December 2024 inclusively.

## Notice

### Amendments to Insurance Contributions

#### Draft Regulation to amend the Regulation respecting insurance contributions

Automobile Insurance Act  
(chapter A-25)

Act respecting the Société de l’assurance automobile du Québec  
(chapter S-11.011)

Before amending the Regulation respecting insurance contributions, the Société de l’assurance automobile du Québec (SAAQ) is required to obtain the opinion of a panel of experts established for that purpose. The mandate of the Panel of Experts on Automobile Insurance Contributions (Panel of Experts) is to:

— review the approach taken by the SAAQ to determine insurance contributions;

— verify the data used by the SAAQ in support of the regulatory amendments under consideration; and

— hold a public consultation.

The Panel of Experts must submit its report and recommendations to the Board of Directors of the SAAQ. The report is scheduled to be published in early July 2024.

Notice is hereby given that, once the report from the Panel of Experts has been tabled and its recommendations have been examined, the Regulation to amend the Regulation respecting insurance contributions would be adopted by the SAAQ and published in the *Gazette officielle du Québec*.

The public automobile insurance plan is governed by a fundamental principle: each driver's licence holder and each road vehicle owner must pay their fair share, while taking into account the risk associated with driving behaviour and each vehicle category.

Two indicators are particularly important in assessing the financial situation of the automobile insurance plan: the financing ratio and the funding ratio.

The financing ratio indicates whether the annual insurance contributions are sufficient to cover the costs incurred in a given accident year. This rate must correspond to 100% each time insurance contributions are reviewed.

To determine the financing needs for 2025, the SAAQ took the following elements, among other things, into consideration: the data regarding the frequency and severity of accidents that occurred during the reference period; the enhanced insurance coverage; changes to certain motorcycle classes so that the driving experience acquired as the holder of a licence authorizing the operation of a motorcycle be taken into account in determining rates; the creation of a specific rate category for legal persons that own a motorcycle; and the division of the commercial vehicle category into four separate categories of road vehicles. In addition, after analyzing the evolution of the remunerated passenger transportation by automobile industry since the enactment of the Act respecting remunerated passenger transportation by automobile, the SAAQ proposes to end the transitional insurance contribution in force since the previous review and set an insurance contribution that reflects the new reality of this industry.

To achieve full financing for each contributor category, the SAAQ proposes the following:

—passenger vehicles: decreasing the insurance contributions to be collected from the cost of vehicle registration and driver's licences for the majority of licence holders in order to reflect financial needs that are lower than those forecasted in the previous review;

—motorcycles: expanding the classification model in order to recognize driving experience for the vast majority of motorcycle owners. As a result, motorcycle owners with extensive experience as the holder of a licence authorizing the operation of a motorcycle will see a significant decrease in their insurance contribution, while those with little experience will pay a higher insurance contribution. This will ensure that each contributor will pay their fair share in accordance with the accident risk associated with the user category in which they belong;

—commercial vehicles bearing an F licence plate: dividing this vehicle category into 4 subgroups to allow for better accident risk assessment: emergency vehicles; motor homes; passenger vehicles used for commercial purposes; and other commercial vehicles bearing an F licence plate;

—vehicles authorized to provide remunerated passenger transportation by automobile: adjusting the insurance contribution gradually as of 2025 to achieve full financing for this vehicle category in 2028.

In its public information document, the SAAQ indicates that the proposed insurance contributions make it possible to restore the financing ratio to 100% in 2025. The SAAQ also proposes, notwithstanding certain cases, that the contributions in 2026 and 2027 will be those of 2025 indexed to inflation.

The funding ratio indicates whether assets are sufficient to cover the indemnities to be paid out to traffic accident victims, as well as administrative costs. To ensure the plan remains financially strong, the SAAQ has determined that the funding ratio must be between 100% and 125% (the stabilization corridor).

According to the SAAQ's data, if the investment assumptions, indemnity experience and the number of persons to be compensated are as expected, with the insurance contributions collected from the cost of driver's licences in 2025 at actual cost, the financial situation of the Fonds d'assurance automobile du Québec should remain close to the stabilization corridor.

### **Public information document**

The SAAQ has produced a public information document entitled Proposed Insurance Contributions for 2025-2027, which explains the nature of the proposed amendments.



In the document, the SAAQ indicates that the insurance contributions proposed for 2025 to 2027 were determined further to an actuarial report and respect the same conditions and principles that guided previous reviews. The contribution level for each contributor category was also determined on the basis of the risk of being involved in an accident with bodily injury, with no discrimination on the basis of age, sex or region.

The document, as well as the draft Regulation to amend the Regulation respecting insurance contributions, are available on the SAAQ website at [www.saaq.gouv.qc.ca](http://www.saaq.gouv.qc.ca).

You may also obtain a copy of these documents by sending a written request to:

Société de l'assurance automobile du Québec  
Direction des communications  
Case postale 19600  
333, boulevard Jean-Lesage, E-1-20  
Québec (Québec) G1K 8J6

Email: [courrier@saaq.gouv.qc.ca](mailto:courrier@saaq.gouv.qc.ca)

### Public consultation

The rules and conditions for participating in the public consultation of the Panel of Experts are available on the Gouvernement du Québec public consultation website at <https://consultation.quebec.ca/processes/conseil-experts20252027?locale=en>.

Persons or groups interested in presenting a brief or submitting written comments regarding the insurance contributions proposed by the SAAQ for 2025-2027 must forward them to the Panel of Experts no later than April 19, 2024.

The Panel of Experts will hold an online public hearing on the following date and time:

May 7, 2024, starting at 9:30 a.m.

Members of the public may view the exchanges between the Panel of Experts and the persons or groups who will be invited to present their briefs at the hearing by clicking on the link posted on the Gouvernement du Québec public consultation website.

The Panel of Experts reserves the right to extend the hearings into the evening hours and to schedule additional hearing dates as needed if justified by the number of participants.

### Contact information

Ms. Micheline Dionne, Chair  
Panel of Experts on Automobile Insurance Contributions  
Case postale 19400, succursale Terminus  
Québec (Québec) G1K 0J4  
Telephone: 418-528-4525 or 1-833-933-4525 (toll-free)

Email: [email@conseilexpert.aauto.ca](mailto:email@conseilexpert.aauto.ca)

Panel of Experts website: [Quebec.ca/gouv/panel-experts](http://Quebec.ca/gouv/panel-experts)

Gouvernement du Québec public consultation website:  
<https://consultation.quebec.ca/processes/conseil-experts20252027?locale=en>

MICHELINE DIONNE  
*Chair, Panel of Experts on Automobile Insurance Contributions*

106745



---

## Notices

---

### Notice

#### **Petite-Buse Nature Reserve — Recognition**

Natural Heritage Conservation Act  
(chapter C-61.01)

Notice is hereby given, pursuant to section 60 of the Natural Heritage Conservation Act (Chapter C-61.01), that the Minister of the Environment, the Fight against Climate Change, Wildlife and Parks has recognized a private property located within the municipality of Bonsecours in the regional county municipality of Le Val-Saint-François, known and designated as lot 6 547 190 of the Québec cadastre, Shefford registry division, as a nature reserve. This property covers an area of 8.31 hectares.

The recognition is given in perpetuity and takes effect on the date of publication of this notice in the *Gazette officielle du Québec*.

FRANCIS BOUCHARD  
*Director of Protected Areas*

106741



---

## Erratum

---

### **M.O., 2023**

#### **Order 2023-03 of the Minister of Transport and Sustainable Mobility dated 16 February 2024**

Highway Safety Code  
(chapter C-24.2)

Suspension of certain requirements for a driver of a road train operating under a special road train operating permit

*Gazette officielle du Québec*, Part 2, February 28, 2024, Volume 156, No. 9, page 784.

On page 784, the title of the Ministerial Order should read:

“**M.O., 2024**

**Order 2024-03 of the Minister of Transport and Sustainable Mobility dated 16 February 2024”**

instead of:

“**M.O., 2023**

**Order 2023-03 of the Minister of Transport and Sustainable Mobility dated 16 February 2024”.**

106742