

That person may require the dietitian to send a copy of such information or attestation, as the case may be, to the person from whom he obtained the information or to any other person to whom the information has been provided.

30.6. A dietitian who holds information referred to in an application for access or corrections must, if he denies the application, keep it for the time needed by the person concerned to exhaust the recourses provided by law.”.

3. Section 41 is amended by substituting the following:

“**41.** The Ordre professionnel des diététistes du Québec is represented by a graphic symbol identical to the original held by the secretary of the Order.

A dietitian who reproduces the graphic symbol of the Order for advertising purposes shall ensure that it is identical to the original held by the secretary of the Order. Orange yellow is the colour of the graphic symbol and turquoise the colour of the text; those colours are the only official colours of the graphic symbol. Where it is not possible, they may be reproduced in black.

A dietitian who uses the graphic symbol of the Order in a statement or advertisement, except for business cards to indicate that he is a member of the Order, must include a warning to the effect that the statement or advertisement, as the case may be, does not emanate from and is not binding upon the Ordre professionnel des diététistes du Québec.”.

4. Section 43 is amended by adding the words “in such manner as to mislead the public or create a false impression” at the end of paragraph 2.

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

2054

Draft Regulation

An Act respecting the Ministère des Transports (R.S.Q., c. M-28, s. 12.1.1)

Towing and emergency repairs

Notice is hereby given, in accordance with sections 10 and 11 of the Regulations Act (R.S.Q., c. R-18.1), that the Regulation respecting towing and emergency repairs on certain routes and autoroutes and on certain bridges

or other infrastructures, the text of which appears below, may be made by the Government upon the expiry of 45 days following this publication.

The purpose of the draft Regulation is to prohibit whomever has not entered into a contract with the Minister of Transport from towing or making emergency repairs on certain roads.

Its purpose is to increase security and mobility of citizens by ensuring the fast and safe removal of vehicles from certain roads managed by the Minister of Transport when an accident or any other incident occurs on those roads. It is also intended to prevent towing and emergency repair businesses that are not linked by contract with the Ministère from carrying on their activities on those roads.

Further information may be obtained by contacting Mr. Allen Jones, Service des politiques d’exploitation, ministère des Transports, 700, boulevard René-Lévesque Est, 25^e étage, Québec (Québec) G1R 5H1; tel.: (418) 646-0581.

Any interested person having comments to make on the matter is asked to send them in writing, before the expiry of the 45-day period, to the Minister of Transport, 700, boulevard René-Lévesque Est, 29^e étage, Québec (Québec) G1R 5H1.

JACQUES BRASSARD,
Minister of Transport

Regulation respecting towing and emergency repairs on certain routes and autoroutes and on certain bridges or other infrastructures

An Act respecting the Ministère des Transports (R.S.Q., c. M-28, s. 12.1.1)

1. No person who has not entered into a contract with the Minister of Transport, in accordance with section 12.2 of the Act respecting the Ministère des Transports (R.S.Q., c. M-28), may tow or do emergency repairs on routes and autoroutes including their ramps and interchanges, as well as on the following bridges or infrastructures:

(1) the segment of Autoroute 10 which extends from the eastern limit of the former right-of-way of the Canadian National Railway, located in Ville de Brossard, to Rivière Richelieu, including the interchanges of Autoroute 10 connecting with Route 134, Boulevard Milan and Autoroute 30, located in Ville de Brossard;

(2) the segment of Autoroute 13 which extends from the junction of Autoroute 20 to the junction of Autoroute 640, including the interchanges of autoroutes 20, 40, 440, 520 and 640;

(3) the segment of Autoroute 15 which extends:

(a) from Rivière Saint-Jacques, located at the limit of the towns of La Prairie and Brossard, to the interchange of autoroutes 10 and 20, including ramps “A”, “B” and “D” described in Schedule I;

(b) from the northern extremity of the approach noses of the Atwater entrance and exit (No. 61) of Autoroute 40, including the interchange connecting autoroutes 15 and 40; and

(c) from Autoroute 40, including the interchange connecting autoroutes 15 and 40, to the southern extremity of the approach noses of Exit 23 (Sainte-Thérèse), including the interchanges of autoroutes 440 and 640;

(4) the segment of Autoroute 19 which extends from Boulevard Henri-Bourassa, located in Ville de Montréal, to Boulevard Dagenais, located in Ville de Laval, including the interchange of Autoroute 440;

(5) the segment of Autoroute 20 which extends:

(a) from Pont Galipeault, located in the Municipalité de l'Île-Perrot, to the junction of autoroutes 15 and 720, including the interchange connecting these 3 autoroutes;

(b) from the junction of Autoroute 10, including ramps “E”, “F” and “H”, described in Schedule I, to Rivière Richelieu, including the interchanges of Autoroute 20 connecting:

i. Boulevard Simard, Route 112 and Rue Notre-Dame, located in Ville de Saint-Lambert;

ii. Route 134 (Pont Jacques-Cartier) including ramp I from Rue Pierre-Dupuy to Viaduc Charles-Lemoyne, the entrance ramps from Saint-Charles-Ouest and Saint-Charles-Est and the exit ramps to Saint-Charles-Est and Charles-Lemoyne, as illustrated in Schedule II; and

iii. Boulevard Roland-Therrien, Route 132 and Autoroute 25, located in Ville de Longueuil;

(6) the segment of Autoroute 25 which extends:

(a) from the junction of Autoroute 20 to Rue De-Lamartine, located north of Autoroute 40, including the interchange of Autoroute 40 and the Pont-tunnel Louis-Hippolyte-Lafontaine;

(b) on the northbound lane, from the exit approach nose of Boulevard Henri-Bourassa Ouest, located in Ville de Montréal-Nord, to the junction of Autoroute 640, in the towns of Lachenaie and Mascouche, including the interchanges of autoroutes 440 and 640;

(c) on the southbound lane, from the junction of Autoroute 640, in the towns of Lachenaie and Mascouche, to the exit to Boulevard Henri-Bourassa Ouest via Rue Saint-Jean, located in Ville de Montréal-Nord, including the interchanges of autoroutes 440 and 640;

(7) the segment of Autoroute 30 which extends from the junction of Autoroute 10 to the junction of Autoroute 20 including the interchange connecting autoroutes 20 and 30;

(8) the segment of Autoroute 40 which extends from the junction of Autoroute 540 to the overpass of Route 341, located in the municipalities of Repentigny and l'Assomption, including the interchanges of autoroutes 540 and 640 and the interchange of Autoroute 40 connecting with Boulevard Roche;

(9) the segment of Autoroute 40 which extends from Autoroute 440 (Charest) to the interchange of Boulevard Henri-Bourassa, located in Ville de Québec, including the entrance and exit ramps of Einstein and John-Molson streets, of Route 138 (Boulevard Hamel), of Route 371 (Boulevard Masson/Boulevard de l'Ornière), of Boulevard Saint-Jacques, of Route 358 (Boulevard Pierre-Bertrand), of 1^{er} Avenue and of Boulevard Henri-Bourassa, the interchange connecting autoroutes 73 (Laurentienne) and 440 (Charest), the interchange connecting with Autoroute 573 (Henri-IV), the interchange connecting with Autoroute 740 (Du Vallon) and the interchange connecting autoroutes 73 (Laurentienne) and 973 (Laurentienne);

(10) the segment of Autoroute 73 (Laurentienne) which extends:

(a) on the northbound lane, from the extremity of the approach nose dividing Autoroute 73 Nord of the entrance ramp of Autoroute 20 Est to the junction of autoroutes 40 and 440 (Charest) including:

i. Pont Pierre-Laporte;

ii. the ramps connecting Route 136 (Boulevard Champlain) and connecting with Avenue des Hôtels;

iii. the ramps of Autoroute 540 (Duplessis), from Route 175 to Rue de Lavigerie, of Chemin Saint-Louis, of Boulevard Hochelaga and of Rue Louis-Riel;

iv. the ramps connecting with Chemin des Quatre-Bourgeois;

v. the entrance and exit ramps of Boulevard du Versant-Nord to the intersection of Lestre and d'Entremont streets, on the west side, and to the intersection of Rue Chanoine-Scott, on the east side;

(b) on the southbound lane, from the junction of Autoroute 440 (Charest) to the extremity of the approach nose dividing Autoroute 73 Sud from the exit ramp to Autoroute 20 Est, including Pont Pierre-Laporte and the interchanges mentioned in subparagraph a;

(11) the segment of Autoroute 73 (Laurentienne) which extends to the junction of Autoroute 40 to Route 369 (Boulevard Saint-Joseph/80^e Rue Ouest) including the ramps connecting with Boulevard Lebourgneuf, located in Ville de Québec, and the ramps connecting with Route 369;

(12) the segment of Autoroute 440 which extends from the junction of Autoroute 13 to the junction of Autoroute 25, located in Ville de Laval;

(13) the segment of Autoroute 520 which extends from the junction of Autoroute 20, including the interchange connecting them, to the junction of Autoroute 40, including the interchange connecting autoroutes 20 and 40;

(14) the segment of Autoroute 540 (Duplessis) which extends from the interchange connecting Autoroute 73, Route 175, Chemin Saint-Louis, Boulevard Hochelaga and Rue Louis-Riel to the overpass crossing Boulevard Hochelaga;

(15) the segment of Autoroute 640 which extends from the junction of Route 148, located in Ville de Saint-Eustache, to the overpass of Route 335, located in Ville de Bois-des-Filion;

(16) the segment of Autoroute 720 which extends from the junction of autoroutes 15 and 20 to Rue Papineau, located in Ville de Montréal, including the Ville-Marie tunnel;

(17) the segment of Autoroute 740 (Du Vallon) which extends from Boulevard Lebourgneuf, located in Ville de Québec, to Boulevard Hochelaga, located in Ville de Sainte-Foy, including:

(a) the entrance and exit ramps of Rue Jean-Perrin to the extremity of the approach nose;

(b) the entrance and exit ramps of Boulevard Père-Lelièvre;

(c) the entrance and exit ramps of Route 138 (Boulevard Hamel);

(d) the ramps connecting Autoroute 440 (Charest) and Rue Jean-Talon Nord to the intersection of Lavoisier and Jean-Talon Nord streets;

(e) the ramps connecting with Autoroute 440 (Charest);

(f) on the northbound lane, the exit ramp to Boulevard du Versant-Nord to the extremity of the approach noses located at the intersection of Boulevard du Versant-Nord and Rue Jean-Talon Sud;

(g) on the southbound lane, the exit ramp to Boulevard du Versant-Nord to the extremity of the approach nose;

(h) the entrance ramp from Boulevard du Versant-Nord from the extremity of the approach noses located at the intersection of Boulevard du Versant-Nord and Rue Jean-Talon Sud;

(i) the ramp which extends from the entrance ramp from Autoroute 440 Est (Charest) to the extremity of the approach noses located at the intersection of Boulevard du Versant-Nord and Rue Jean-Talon Sud;

(j) the ramp connecting Boulevard du Versant-Nord to Autoroute 440 Est (Charest) from the extremity of the approach noses located at the intersection of Boulevard du Versant-Nord and Rue Jean-Talon Sud;

(k) the ramps connecting with Chemin Sainte-Foy;

(l) the ramps connecting with Chemin des Quatre-Bourgeois;

(18) Route 138 from the junction of Autoroute 20 to the junction of Route 207 including the interchange connecting Route 138 to Autoroute 20 and Pont Honoré-Mercier;

(19) Route 132 from the junction of Route 138 to the intersection with Chemin Saint-Bernard, located in the Kahnawake Reserve, including the interchange connecting routes 132 and 138;

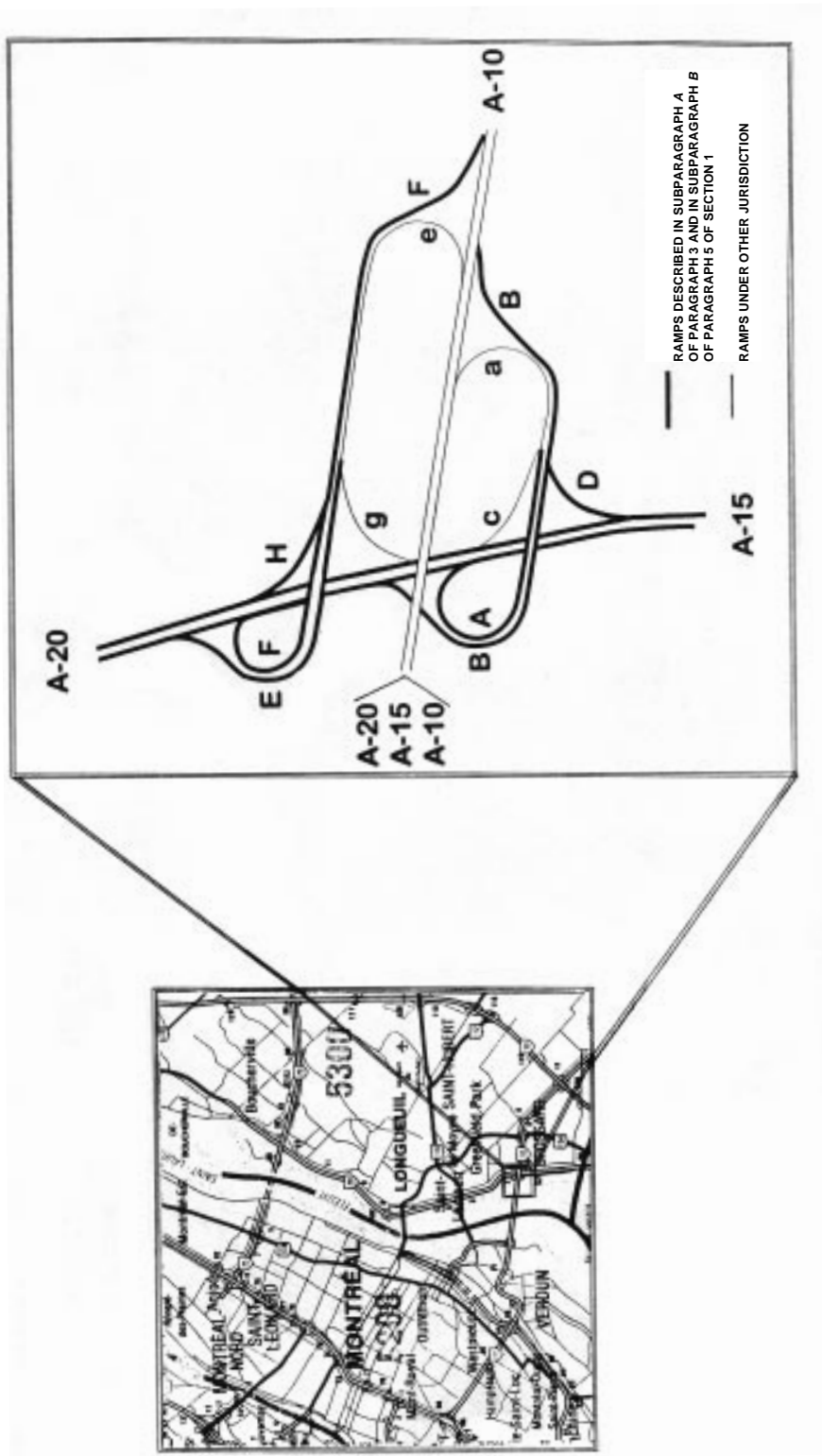
(20) Route 175 from the overpass crossing Route 132 to the interchange connecting autoroutes 73 and 540, including the interchanges of Chemin Saint-Louis, Boulevard Hochelaga and Rue Louis-Riel, including Pont de Québec, the exit ramp to Avenue des Hôtels up to Avenue des Hôtels and the entrance ramp from Avenue des Hôtels from the overpass of Route 175.

2. Any contravention of section 1 constitutes an offence liable to a fine under section 12.4 of the Act respecting the Ministère des Transports.

3. This Regulation replaces the Regulation respecting traffic, emergency repairs and towing on certain main arteries of the Montréal region (R.R.Q., 1981, c. C-24, r. 10).

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

SCHEDULE I
INTERCHANGES BETWEEN AUTOROUTES 10, 15 AND 20



SCHEDULE II
INTERCHANGES BETWEEN AUTOROUTE 20 AND ROUTE 134 (PONT JACQUES-CARTIER)

