

Draft Regulation

Highway Safety Code
(R.S.Q., c. C-24.2)

Transportation of dangerous substances

Notice is hereby given, in accordance with sections 10 and 11 of the Regulations Act (R.S.Q., c. R-18.1), that the Transportation of Dangerous Substances Regulation, the text of which is attached hereto, may be made by the Government upon the expiry of 45 days following this publication.

The purpose of the draft Regulation is to ensure that the regulations respecting the transportation of dangerous substances will be applied with as much flexibility as possible, while taking into account the large variety of products transported and the requirements of the federal government's Transportation of Dangerous Goods Regulations. The harmonization with the federal Regulations will allow Québec carriers and consignors to remain competitive with the carriers and consignors of the other provinces. The new federal Regulations entitled Transportation of Dangerous Goods Regulations, made under the Transportation of Dangerous Goods Act, 1992 (Statutes of Canada, 1992, chapter 34), deals with safety rules relating to containerization standards, the use of shipping documents, the display of safety marks and the training of persons involved in the transportation of dangerous substances. The new Regulations were subject to impact studies at the time of their publication by the Government of Canada and a number of interprovincial road carriers will be required to comply with those new rules as of 15 August 2002.

Other amendments have been made to the Transportation of Dangerous Substances Regulation in order to assure harmonization with the regulations respecting petroleum products of the Ministère des Ressources naturelles du Québec. The transfer of certain responsibilities of the Ministère des Ressources naturelles du Québec to the Ministère des Transports du Québec will simplify rules for carriers, while maintaining current safety standards applicable to the transportation of petroleum products.

Requirements with respect to the transportation of contaminated soil have been clarified in order to establish the conditions for transporting that soil according to its level of contamination. Transportation by dump body and transportation by specialized transportation are defined in the Regulation. The prohibition to transport dangerous substances in large road trains is transferred from the Special Road Train Operating Permits Regulation to the Transportation of Dangerous Substances Regulation.

The draft Regulation may have a minor effect on certain businesses. The Regulation increases the safety measures to be taken in tunnels designated as potentially at risk. The responsibilities of consignors involved in the transportation of dangerous substances are clarified. A speed recording system will be required for the transportation of dangerous substances by tank truck in order to raise drivers' awareness of compliance with speed limits.

Fines have been revised in order to ensure fairness in the liability of carriers, drivers and consignors of dangerous substances.

Further information may be obtained by contacting Raynald Boies, Ministère des Transports du Québec, Direction du transport routier des marchandises, 700, boulevard René-Lévesque Est, 2^e étage, Québec (Québec) G1R 5H1, by telephone at (418) 528-8640 or by fax at (418) 528-5670.

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, 2^e étage, Québec (Québec) G1R 5H1.

SERGE MÉNARD,
Minister of Transport

Transportation of dangerous substances regulation

Highway Safety Code
(R.S.Q., c. C-24.2, s. 622, supparas. 1 to 8)

DIVISION I DEFINITIONS

I. In this Regulation,

“consignor” means a person who offers dangerous substances for transport (*expéditeur*);

“handling” means the operations, regardless of the facilities where they take place, of loading, unloading, putting into containers, and packing dangerous substances transported, or to be transported, on a public highway (*manutention*);

“tank truck” means any highway tank described in CSA Standard B620-98: Highway Tanks and Portable Tanks for the Transportation of Dangerous Goods, as amended, such as a single unit truck carrying a cargo tank, a tractor and semi-trailer tank or a combination of these vehicles (*camion-citerne*); and

“Transportation of Dangerous Goods Regulations” means the Transportation of Dangerous Goods Regulations made by Order in Council P.C. 2001-1336 dated 1 August 2001, SOR/2001-286, dated 1 August 2001, and published in the Canada Gazette, Part II, on 15 August 2001 (*Règlement sur le transport des marchandises dangereuses*).

Subject to the first paragraph, the definitions and abbreviations contained in the Transportation of Dangerous Goods Act (Statutes of Canada, 1992, chapter 34) and the Transportation of Dangerous Goods Regulations, as they read on (*enter the date of coming into force of this Regulation*) apply to this Regulation, except the definitions of “inspector,” “minister,” and “order.”

2. The safety standards and safety requirements prescribed in Part 1 of the Transportation of Dangerous Goods Regulations apply to this Regulation.

3. This Regulation applies to dangerous substances transported, or to be transported, on public highways, particularly the handling and offering for transport of these substances.

4. Sections 1.5 to 1.14 of the Transportation of Dangerous Goods Regulations apply to the handling, offering for transport and transportation of dangerous substances by a road vehicle.

5. Schedules 1 and 2 to the Transportation of Dangerous Goods Regulations apply during the transportation of dangerous substances. Where there is a conflict between the two, the special provision shall apply. Where there is a conflict between the provisions of the Transportation of Dangerous Goods Regulations and those of this Regulation, the latter shall apply.

6. The exemptions provided for in sections 1.15 to 1.20, 1.25 to 1.32 and 1.36 to 1.46 of the Transportation of Dangerous Goods Regulations apply, under the conditions therein stipulated, to the handling, offering for transport and transportation of dangerous substances by a road vehicle.

7. The exemptions provided for in sections 1.21 to 1.24 of the Transportation of Dangerous Goods Regulations apply, under the conditions therein stipulated, to the handling, offering for transport and transportation of dangerous substances on public highways by a farm vehicle.

Notwithstanding the foregoing, it is prohibited to transport dangerous substances pursuant to the aforemen-

tioned exemptions unless they are being transported in a standardized means of containment as prescribed in Divisions V.II and V.III of this Regulation.

For the purposes of this section, “farm vehicle” means any farm machinery, farm trailer, farm tractor, or farm motor vehicle as defined in the Regulation respecting road vehicle registration made by Order in Council 1420-91 dated 16 October 1991.

8. The exemptions provided for in sections 1.33 to 1.35 of the Transportation of Dangerous Goods Regulations apply, under the conditions therein stipulated, to the handling, offering for transport and transportation of dangerous substances by a road vehicle.

Notwithstanding the first paragraph, it is prohibited to transport those dangerous substances pursuant to the aforementioned exemptions unless they are being transported in standardized means of containment as prescribed in Divisions V.II and V.III of this Regulation, unless dangerous goods safety marks are displayed on the means of containment in accordance with Division IV of this Regulation, and unless the means of containment are being transported in a single unit vehicle whose total gross mass does not exceed its load carrying capacity.

The dangerous goods safety marks referred to in the second paragraph are not required when the dangerous substances are transported by a farm vehicle.

DIVISION II CLASSIFICATION OF DANGEROUS SUBSTANCES AND CONTAMINATED SOIL

9. Any substance designated dangerous goods within the scope of the Transportation of Dangerous Goods Act or the Transportation of Dangerous Goods Regulations is a dangerous substance.

10. A dangerous substance belongs to the class assigned to it in accordance with Schedule 1 or Part 2 of the Transportation of Dangerous Goods Regulations.

11. For the purposes of section 13 and sections 23 and 24, contaminated soil is soil whose properties correspond to criterion B or C in the Soil Protection and Contaminated Sites Rehabilitation Policy of the Ministère de l’Environnement.

12. Before offering any dangerous substance for transport, the consignor must classify it in accordance with subsections (1) to (5) of section 2.2 of the Transportation of Dangerous Goods Regulations.

13. Before offering contaminated soil for transport, the consignor must classify it in accordance with the Soil Protection and Contaminated Sites Rehabilitation Policy of the Ministère de l'Environnement or, if applicable, in accordance with Part 2 of the Transportation of Dangerous Goods Regulations.

DIVISION III SHIPPING DOCUMENTS

14. The shipping document that must accompany dangerous substances during their transportation and the minimum information that the document must contain must be prepared in accordance with Part 3 of the Transportation of Dangerous Goods Regulations.

15. Before offering a dangerous substance for transport, the consignor must prepare the shipping document in accordance with section 3.1 of the Transportation of Dangerous Goods Regulations.

16. An operator or a carrier must not take possession of dangerous substances for transport unless the operator or carrier has the shipping document in accordance with section 3.2 of the Transportation of Dangerous Goods Regulations.

DIVISION IV SAFETY MARKS

17. The safety marks that must be displayed on dangerous substances and the standards for displaying them are those prescribed in Part 4 of the Transportation of Dangerous Goods Regulations.

18. Before offering dangerous substances for transport, the consignor must display safety marks on each means of containment as prescribed in section 4.4 of the Transportation of Dangerous Goods Regulations.

19. An operator or a carrier who provides a vehicle for the transportation of dangerous substances must comply with safety mark display requirements stipulated in section 4.5 of the Transportation of Dangerous Goods Regulations.

DIVISION V MEANS OF CONTAINMENT

20. A person must not handle, offer for transport or transport dangerous substances in a means of containment unless the means of containment complies with the provisions of Part 5 of the Transportation of Dangerous Goods Regulations.

21. Where Schedule 2 to the Transportation of Dangerous Goods Regulations prescribes special provisions or safety requirements for a particular means of containment, they must be complied with unless otherwise stipulated in this Regulation. Where there is a conflict between means of containment provisions of the Transportation of Dangerous Goods Regulations and provisions of this Regulation, the latter shall prevail.

DIVISION VI CONTAMINATED SOIL

22. Contaminated soil corresponding to the criteria of one or more classes of Part 2 of the Transportation of Dangerous Goods Regulations must be transported in a watertight means of containment that complies with the means of containment requirements prescribed by in sections 5.1 to 5.6 and 5.12 to 5.15 of the Transportation of Dangerous Goods Regulations.

23. Contaminated soil with a level of contamination falling within the B and C criteria of the Soil Protection and Contaminated Sites Rehabilitation Policy of the Ministère de l'Environnement must be transported either in a watertight means of containment or body or in a dump body with an impermeable roof retaining the load inside the vehicle.

24. Soil with a level of contamination equal to or higher than the C criterion of the Soil Protection and Contaminated Sites Rehabilitation Policy of the Ministère de l'Environnement must be transported either in a watertight means of containment or in a watertight dump truck that is at least equipped with an impermeable and leak-proof tarpaulin completely covering the top of the body and the load. In the latter case, the tarpaulin must be installed in such a manner as to prevent rain or snow from penetrating into the load or causing contaminant release or leakage.

DIVISION V.II HANDLING AND TRANSPORTATION OF PETROLEUM PRODUCTS BY TANK TRUCKS

25. Sections 26 to 43 apply to the class 3 petroleum products listed below :

Shipping Name	UN Number	Packing Group
Diesel Fuel	UN1202	PG II or III
Gasoline	UN1203	PG II
Aviation Fuel	UN1863	PG II or III
Mineral Oil	UN1270	PG III

26. The handling and transportation of petroleum products must comply with the requirements stipulated in sections 27 to 43 in addition to the requirements of the safety standards prescribed in Part 5 of the Transportation of Dangerous Goods Regulations.

27. It is prohibited to load for transport or to transport petroleum products unless they are loaded in

(1) a TC406 tank truck compliant with CSA Standard B620-98; or

(2) one of the equivalent tanks listed in Table 1 of Schedule 1 that has undergone all the tests prescribed under Clause 8 of CSA Standard B620-98, including periodic repeat tests.

28. It is prohibited to use a tank truck to store petroleum products.

29. It is prohibited to load for transport or to transport petroleum product waste in a tank truck that is not a TC407 or TC412 compliant with CSA Standard B620-98, a TC350 compliant with CSA Standard B620-87, or a DOT 407 or DOT 412 compliant with 49 CFR "Code of Federal Regulations", United States, 2000.

30. It is prohibited to transport petroleum products in a tank truck unless there are two wheel chocks on board and it is fitted with a deadman's brake that can be activated by its own dedicated power source and is designed to be applied by the release or depletion of the power source.

31. The tank and the tank truck's chassis must be coupled to ensure electrical conduction. The tank truck must be equipped with a grounding plug. The tank truck's electrical wiring must be compatible with petroleum products or be encased in plastic or copper tubes meeting the criteria prescribed in 49 CFR, section 571.108.

A tank truck's lighting and power circuits must be in good condition, and fused and protected so that a short circuit or sparking is not likely to occur.

Switches must be liquid tight and vaportight with respect to petroleum products.

32. The exhaust system of a tank truck must be so located as to be clear from lines and appliances containing petroleum products or combustible material. The end of the exhaust system must be so located that fumes or heat from the exhaust cannot inflame the contents of the tank or a loading or delivery facility.

33. The engine of a tank truck used for loading, unloading or transferring petroleum products must be explosion-resistant.

34. A person must not transport two or more petroleum products with different UN numbers in a compartmentalized tank truck at the same time unless there is a free space between each compartment. The capacity of the compartments of a compartmentalized tank truck used to transport gasoline (UN1203) or aviation fuel (UN1863) must not exceed 16 000 litres.

It is prohibited to discharge two or more petroleum products with different UN numbers by pumping unless a separate unloading system is used for each product. Shutoff valves and safety valves must remain closed at all times except during delivery and the loading for calibration of discharge lines.

DIVISION V.III HANDLING AND TRANSPORTATION OF PETROLEUM PRODUCTS IN MEANS OF CONTAINMENT SMALLER THAN 3000 LITRES

35. Subject to section 20, petroleum products or petroleum product waste may be loaded for transport in an intermediate bulk container with a water capacity of more than 450 litres but not more than 3000 litres in accordance with the standards listed in Table 2 of Schedule 1. The intermediate bulk container must have undergone all the tests prescribed in Clauses 6 and 7.2 of Canadian CAN/CGSB Standard 43.146-94: Intermediate Bulk Containers for the Transportation of Dangerous Goods, including subsequent amendments to the 1994 edition.

36. Subject to section 20, petroleum products or petroleum product waste may be loaded for transport in small means of containment with a capacity of 450 litres or less complying with the standards listed in Table 3 of Schedule 1.

37. The transfer of petroleum products from a means of containment with a capacity of more than 45 litres but not more than 3000 litres must be carried out from the top using a suction pump or from the side using a self-closing faucet designed for petroleum products.

DIVISION V.IV STANDARDS APPLYING TO FIRE EXTINGUISHERS

38. The carrier or the operator of a tank truck used to transport petroleum products must have one or two dry chemical fire extinguishers with an effective total rating of at least 20 BC installed in the appropriate brackets near the tank.

The carrier or the operator of a tank truck or vehicle used to transport petroleum product containers must have a fire extinguisher with an effective total rating of at least 5 BC installed in its bracket in a conspicuous place in the truck's cab or affixed outside the cab.

The operator or carrier must have fire extinguishers immediately recharged after each use and shall have them inspected each year in accordance with the North American Standard NFPA 10: Standard for Portable Fire Extinguishers. An inspection sticker must be placed on the extinguisher.

DIVISION V.V **STANDARDS APPLYING TO DRIVERS OF** **VEHICLES TRANSPORTING PETROLEUM** **PRODUCTS**

39. Before loading, the driver of a tank truck must comply with the use requirements prescribed in Clause 7 of CSA Standard B621-98: Selection and Use of Highway Tanks, Portable Tanks, Cargo Compartments, and Containers for the Transportation of Dangerous Goods, Classes 3, 4, 5, 6.1, 8, and 9 including subsequent amendments to the 1998 edition. The driver must perform a daily visual inspection of the vehicle, the tank, and its equipment and must promptly remedy any leak or damage likely to cause a leak.

40. The driver of a tank truck must apply the parking brake and set two chock blocks during loading and unloading.

Before loading or unloading a tank truck containing petroleum products, the driver must ensure that a ground wire bonds the tank truck directly, or indirectly through the unloading hose, to the loading or unloading facility. During loading or unloading, the driver or a person holding a training certificate in accordance with Part 6 of the Transportation of Dangerous Goods Regulations must remain present near the vehicle at all times and be prepared to activate the necessary valves in case of an emergency or spill.

41. Where the tank truck is not supervised by a person holding a training certificate in accordance with Part 6 of the Transportation of Dangerous Goods Regulations, the driver must detach the handle of the unloading valve and place it under lock and key, or lock the valve or valve cabinet, and remove the ignition key to another location away from the tank truck.

42. The driver of a tank truck may not use it to fill a small means of containment or the tank of a road vehicle or pleasure boat.

Notwithstanding the foregoing,

(1) diesel fuel may be supplied to a heating apparatus if the receiving tank is a small means of containment permanently attached to the apparatus ; and

(2) fuel may be supplied to machinery away from a public highway, at a construction, mining or forest operations site, provided the tank truck is bonded to the equipment by a ground wire.

43. The driver of a tank truck may transfer the contents of the tank truck to another tank truck provided that the operation is carried out at a loading or unloading facility constructed and laid out in accordance with the Petroleum Products Regulation made by Order in Council 753-91 dated 29 May 1991.

The first paragraph does not apply in the case of an imminent accidental release or road emergency if the transfer is carried out between two tank trucks bonded by a ground wire.

DIVISION V.VI **TRANSPORTATION OF LIQUEFIED PETROLEUM** **GAS OR NATURAL GAS**

44. The handling and transportation of any Class 2 liquefied petroleum gas or natural gas referred to below shall comply with the specifications set out in chapters 5, 6, 7, and 10 of CSA Standard B149.2-00: Propane Storage and Handling Code including subsequent amendments to the 2000 edition, in addition to complying with the safety requirements prescribed in sections 5.1, 5.2, 5.4, 5.5, and 5.10 of the Transportation of Dangerous Goods Regulations.

Shipping Name	UN Number
Butane	UN1011
Butylene	UN1012
Isobutane	UN1969
Isobutylene	UN1055
Methane	UN1971
Propane	UN1978
Propylene	UN1077

DIVISION VI TRAINING

45. A person must not handle dangerous substances with a view to transporting them or have control over a road vehicle or means of containment when such a vehicle or means of containment is being used with a view to transporting or for transporting dangerous substances, unless the person has undergone the training prescribed in Part 6 of the Transportation of Dangerous Goods Regulations.

46. An employer must not direct or allow an employee to handle, offer for transport or transport dangerous substances unless the employee has undergone the training prescribed in Part 6 of the Transportation of Dangerous Goods Regulations.

DIVISION VII EMERGENCY RESPONSE ASSISTANCE PLAN

47. The emergency response assistance plan reference number referred to in section 3.6 of the Transportation of Dangerous Goods Regulations must appear on the shipping document.

DIVISION VIII EMERGENCIES

48. A person who is responsible for dangerous substances at the time of an accidental release or imminent accidental release must immediately report the emergency to the local police in accordance with Part 8 of the Transportation of Dangerous Goods Regulations.

DIVISION IX CROSS-BORDER AND INTERMODAL TRANSPORT

49. The safety requirements effective in the United States may be applied to cross-border road transportation of dangerous substances in accordance with Part 9 of the Transportation of Dangerous Goods Regulations.

50. Safety requirements applicable to other modes of transport may be applied to road transportation of dangerous substances by those modes in accordance with Part 9 of the Transportation of Dangerous Goods Regulations.

DIVISION XI SAFETY STANDARDS AND REQUIREMENTS

51. It is prohibited to use a road vehicle to transport dangerous substances and foodstuffs in the same means of containment, the same loading space of the road vehicle or the same trailer.

52. It is prohibited to transport gas cylinders in a road vehicle unless the cylinders are secured in a standing position in such a manner that they will not move during transport. Each cylinder can either be fitted with a valve protection cap or a permanent protective device attached to it.

All the other goods in the vehicle must also be firmly secured to ensure that no item will damage the cylinders.

53. It is prohibited to transport dangerous substances in a road vehicle unless the substances are secured in such a manner as to prevent any leak or release during transport. All the other goods in the vehicle that do not contain dangerous substances must also be secured to ensure that no item will damage the dangerous substances means of containment during transport.

54. The transportation of dangerous substances by a double train tank truck must be in a Type B double train within the meaning of subparagraph 8 of the first paragraph of section 4 of the Vehicle Load and Size Limits Regulation made by Order in Council 1299-91 dated 18 September 1991.

It is prohibited to use

(1) a Type A or C double train within the meaning of subparagraph 9 and clause b of subparagraph 8 of the first paragraph of section 4 of the Vehicle Load and Size Limits Regulation for the transportation of dangerous substances by tank truck within the meaning of the Regulation respecting special permits made by Order in Council 1444-90 dated 3 October 1990; or

(2) a large double road train with an overall length of more than 25 metres for the transportation of dangerous substances.

55. As of 15 August 2004, a tank truck transporting dangerous substances must be equipped with a speed recording system capable of recording the date and the time the speed was recorded.

56. It is prohibited to transfer dangerous substances from one tank truck to another unless the transfer is carried out in a loading and unloading facility equipped for this purpose. That prohibition does not, however, apply in the case of accidental release or an emergency.

57. An operator or a carrier whose tank truck is involved in an accident, is damaged, or put out of service for over a year must, before using it again, ensure that the tank truck is inspected and checked by a qualified establishment approved by Transport Canada, in accordance with Clauses 8.1.7 and 8.1.8 of CSA Standard B620-98, and that it undergoes a complete mechanical inspection pursuant to the Regulation respecting safety standards for road vehicles made by Order in Council 1483-98 dated 27 November 1998.

58. A driver of a tank truck that contains flammable substances or vapors of flammable substances must ensure that no person smokes or lights a flame inside the cab regardless of whether the truck is in motion or not. During loading and unloading, the driver must ensure that no person smokes or lights a flame within 8 metres of the truck.

DIVISION XI REQUIREMENTS APPLYING TO THE USE OF TUNNELS AND LEVEL CROSSINGS

59. It is prohibited to travel in the Louis-Hippolyte-Lafontaine tunnel, the Ville-Marie and Viger tunnels in Montréal, the Joseph-Samson tunnel in Québec City and the part of the approach to the Melocheville tunnel that is parallel to the lane reserved for vehicles transporting dangerous substances

(1) with a road vehicle on which placards must be displayed in accordance with Part 4 of the Transportation of Dangerous Goods Regulations;

(2) with a road vehicle transporting a total of more than 25 litres of a Class 3 flammable liquid;

(3) with a road vehicle transporting or using Class 2.1 flammable gas cylinders or Class 2.1 (5.1), 2.2 (5.1) or 2.3 (5.1) oxidizing gas, unless these substances are contained in at most two cylinders with a water capacity of 46 litres each; or

(4) with a road vehicle equipped with working equipment that produces a naked flame.

The foregoing does not apply

(1) when the fuel is used for the propulsion of the vehicle and is contained in one or more tanks designed for that purpose by the vehicle manufacturer;

(2) when the flammable liquid is used for the air conditioning of the vehicle or the load space and is contained in a tank designed for that purpose by the vehicle manufacturer;

(3) when the flammable liquid is intended for the operation of equipment whose tank capacity does not exceed 75 litres and the flammable liquid is contained in a tank designed for that purpose by the vehicle manufacturer;

(4) to emergency vehicles within the meaning of section 4 of the Highway Safety Code; and

(5) to cranes equipped with a second diesel fuel tank installed by the crane manufacturer; however, only one propane cylinder with a maximum capacity of 46 litres may be used for the air conditioning of the crane's cab and the cylinder must be located above the level of the wheels.

60. On approaching a level crossing, the driver of a vehicle transporting dangerous substances that require the display of placards in accordance with Part 4 of the Transportation of Dangerous Goods Regulations must stop the vehicle at the level crossing sign (St. Andrew's cross). The driver must ensure that the vehicle can safely cross the level crossing before continuing. The driver is not, however, bound by these obligations at signal-controlled level crossings.

DIVISION XIII PENAL OFFENCES

61. Any violation of sections 13, 45, 49 and 50 of this Regulation concerning the application of sections 6.1, 6.2, 6.4, 6.5, 6.8 and 9.1 to 9.4 of the Transportation of Dangerous Goods Regulations constitutes an offence liable to a fine of \$175 to \$525 for the consignor.

62. Any violation of sections 23, 24, 38 and 45 of this Regulation concerning the application of sections 5.1, 6.1, 6.2 and 6.5 of the Transportation of Dangerous Goods Regulations constitutes an offence liable to a fine of \$175 to \$525 for the operator or the carrier.

63. Any violation of section 45 of this Regulation concerning the application of sections 6.1, 6.2, 6.4, 6.5 and 6.8 of the Transportation of Dangerous Goods Regulations constitutes an offence liable to a fine of \$90 to \$270 for the driver.

64. Any violation of sections 30 to 37, 44, 46 and 53 of this Regulation concerning the application of sections 5.1, 5.2, 5.4 to 5.6, 5.12 to 5.15, 6.3, 6.6 and 6.7 of the Transportation of Dangerous Goods Regulation constitutes an offence liable to a fine of \$350 to \$1050 for the consignor or the operator or the carrier.

65. Any violation of sections 4, 12, 14, 15, 17, 18, 20, 26, 27, 29, 47, 48, 54 and 55 of this Regulation concerning the application of sections 1.5 to 1.8, 2.2, 3.1, 3.4 to 3.6, 3.11, 4.1, 4.3, 4.4, 4.6 to 4.8, 4.10 to 4.15, 4.19, 4.21, 4.22, 5.1, 5.2, 5.4 to 5.17, 7.1, 7.2 and 8.1 or the requirements of Schedule 2 to the Transportation of Dangerous Goods Regulations constitutes an offence liable to a fine of \$700 to \$2100 for the consignor.

66. Any violation of sections 4, 7, 8, 14, 16, 17, 19, 20, 22, 26, 27 to 29, 48 and 51 to 57 of this Regulation concerning the application of sections 1.5 to 1.8, 3.2, 3.4 to 3.7, 3.10, 3.11, 4.1, 4.5 to 4.9, 4.15, 4.19, 4.21, 5.1, 5.2, 5.4 to 5.17 and 8.1 or the requirements of Schedule 2 to the Transportation of Dangerous Goods Regulations constitutes an offence liable to a fine of \$700 to \$2100 for the operator or the carrier.

67. Any violation of sections 14, 17, 20, 39 to 43, 44, 48 and 58 to 60 of this Regulation concerning the application of sections 3.7, 4.9, 4.15, 4.19, 4.20, 5.7, 5.9, 8.1 and 8.2 or the requirements of Schedule 2 to the Transportation of Dangerous Goods Regulations constitutes an offence liable to a fine of \$350 to \$1050 for the driver.

DIVISION XIV FINAL

68. This Regulation replaces the Transportation of Dangerous Substances Regulation made by Order in Council 674-88 dated 4 May 1988.

69. This Regulation comes into force on 15 August 2002.

SCHEDULE 1

SAFETY STANDARDS

Table 1—Tank Truck Equivalents (s. 27)

Equivalents		
CSA/B620-98 Compliant tanks	CSA/B620-87 Compliant tanks	Tanks compliant with U.S. 49CFR regulations
TC406	TC306	MC 306 DOT 406 MC 300, MC 301, MC 302, MC 303, MC 305
TC407	TC307	MC 307, DOT 407
TC412	TC312	MC 312, DOT 412
TC331	TC331	MC 331, MC 330

Table 2—Tank and Intermediate Bulk Container (IBC) Equivalents (s. 35)

	Intermediate Bulk Container	Type of Container :
	CAN/CGSB 43.146-94	UN31A, UN31B or UN31N (metal) or UN31HZ1 (composite) or UN31H1, UN31H2 (plastic)
Equivalent Standard	Steel tank compliant with ULC/ORD Standard C142.13-M1997. Tank manufactured before 1 January 2003.	
	Intermodal tank compliant with the IMDG Code or TDGR.	IMO type 1 (gasoline) or IMO type 2 (diesel) or TC type 1 or type 3
	Tank compliant with U.S. 49 CFR Regulations.	DOT 57 or IM 101
	CSA/B620-87 portable tank	TC 57 or CTC 57

Note: The upper part of an intermediate bulk container must be fitted with a safety mechanism to limit internal pressure to the lower of the following values:

- 79 kilopascals; or
- 30% of burst pressure.

**Table — Small Means of Containment Equivalents
(s. 36)**

Small means of containment volume	Types of small means of containment compliant with CAN/CGSB Standard 43.150-97	Equivalent standard for petroleum products
0 to 45 litres (plastic)	3H 1 3H 2	NFPA 30-1996 ASTM F 852 (gasoline) ANSI /UL 1313 CSA B376-M 1980 (R1998)
0 to 45 litres (metal)	3A1 3A2	CSA B376 M1980 (R1998)
46 to 227 litres (plastic)	1H 1 1H 2	NFPA 30-1996
46 to 227 litres (metal)	1A 1 1A 2	NFPA 30-1996
228 to 450 litres		NFPA 30-1996 NFPA 38 ULC/ORD-C142.13-M1997

Note: The upper part of a small means of containment with a capacity of 228 to 450 litres must be fitted with a safety mechanism to limit internal pressure to the lower of the following values:

- 79 kilopascals; or
- 30% of burst pressure.

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