

**6.** Section 44 is amended by replacing subparagraphs 1 and 2 of the first paragraph by the following:

“(1) at least three triangle reflectors that conform to CSA Standard CSA D-250-03 entitled “School Buses”, as regards advanced warning devices, published on 18 March 2003 by the Canadian Standards Association;

(2) one adequately pressurized multi-purpose powder extinguisher having a minimum rating of 3A:40B:C that meets at least the requirements of CSA Standard CSA D-250-03, as regards fire extinguishers, and weighing between 2.0 and 2.5 kg; and”.

**7.** The following is inserted after section 44:

“**44.1.** The driver of a school bus must, before turning on the flashing red lights and activating the stop signal in accordance with section 456 or 461 of the Highway Safety Code (R.S.Q., c. C-24.2), turn on for at least 5 seconds the flashing amber lights referred to in the fourth paragraph of section 34 to warn drivers that the bus is preparing to stop to take on or discharge school children or persons under 18 years of age.”.

**8.** The following is inserted after section 53:

“**54.** A school bus the chassis of which was built before 1 July 2005 is not required to be equipped with the flashing amber lights prescribed by the fourth paragraph of section 34. In addition, the driver of such a school bus is exempt from the requirement of section 44.1 unless the bus is equipped with flashing amber lights to warn drivers that the bus is preparing to stop to take on or discharge school children.”.

The driver referred to in the first paragraph of a school bus that is not equipped with flashing amber lights must, before turning on the flashing red lights and activating the stop signal in accordance with section 456 or 461 of the Highway Safety Code, turn on for at least 5 seconds the flashing emergency lights referred to in section 377 of the Code to warn drivers that the bus is preparing to stop to take on or discharge school children or persons under 18 years of age.”.

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

## Draft Regulation

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

### Special road train operating permits — Amendments

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 to amend the Special Road Train Operating Permits Regulation, the text of which appears below, may be made by the Government on the expiry of 45 days following this publication.

The draft Regulation specifies the routes road trains may travel, namely: autoroutes, access roads to industrial parks for a distance of not more than two kilometres, streets in an industrial park and short stretches of road near autoroutes. It amends the total loaded mass limit and the characteristics of road trains, as well as the conditions for the issue of permits. It eliminates duplicate provisions and standardizes the conditions for operating road trains with those applicable to other outsized vehicles. It increases the cost of permits to \$144 for a term of three-months or less and \$221 for longer terms.

The proposed regulatory amendments will have little impact on carriers. Some carriers will, however, have to change the location of their freight terminals to comply with the new authorized routes. Transitional provisions provide for those changes.

Further information may be obtained by contacting François Janelle, Ministère des Transports du Québec, 700, boulevard René-Lévesque Est, 2<sup>e</sup> étage, Québec (Québec) G1R 5H1; tel.: (418) 644-7612; fax: (418) 528-5670.

Any interested person having comments to make 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<sup>e</sup> étage, Québec (Québec) G1R 5H1.

YVON MARCOUX,  
*Minister of Transport*

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## Regulation to amend the Special Road Train Operating Permits Regulation\*

Highway Safety Code

(R.S.Q., c. C-24.2, s. 621, pars. 19, 20 and 35, and s. 672)

**1.** Section 1 of the Special Road Train Operating Permits Regulation is replaced by the following :

“1. In this Regulation,

“dolly” means a trailer converter dolly used to convert a semi-trailer into a trailer; (*diabolo*)

“road train” means a combination of road vehicles composed of a tractor, a semi-trailer, and one of the following vehicles: a dolly, a semi-trailer or a trailer. (*train routier*)

“semi-trailer” means a road vehicle the front of which rests on the fifth wheel of the vehicle pulling it; (*semi-remorque*)

“tandem axle” means a group of two axles connected to a vehicle by a suspension system consisting of a common suspension or two interconnected identical suspensions and designed to equalize at all times, within 1,000 kilograms, the mass as measured under the wheels of each axle; (*essieu tandem*)

“trailer” means a road vehicle, including a semi-trailer the front of which rests on a dolly, attached to the vehicle pulling it by a coupling device other than a fifth wheel; (*remorque*)

“triple axle” means a group of three equally spaced axles connected to a vehicle by a suspension system consisting of three interconnected identical suspensions and designed to equalize at all times, within 1,000 kilograms, the mass as measured under the wheels of each axle; (*essieu triple*)

**2.** Section 2 is replaced by the following :

“2. A special road train operating permit may be issued to authorize the operation of the following road trains on the condition that they meet the characteristics specified in sections 3 and 3.1 :

(1) a A train double: a road train composed of a tractor, a semi-trailer and a tandem-axle single drawbar dolly that converts the second semi-trailer into a trailer;

(2) a B train double: a road train composed of a tractor, a semi-trailer and a second semi-trailer resting on a fifth wheel mounted at the rear of the first semi-trailer;

(3) a C train double: a road train composed of a tractor, a semi-trailer and a tandem-axle double drawbar dolly that converts the second semi-trailer into a trailer; and

(4) a double train: a road train composed of a tractor, a semi-trailer and a tandem-axle dolly.”.

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

“3. The following are the characteristics of road trains for which a special permit may be issued :

(1) the total loaded mass of the tractor and semi-trailer in a double train referred to in paragraph 4 of section 2 is within the limits authorized by the Vehicle Load and Size Limits Regulation made by Order in Council 1299-91 dated 18 September 1991, plus 2,000 kilograms, and, in the case of other road trains, the total loaded mass does not exceed 67,500 kilograms;

(2) the tractor has a minimum horsepower of 1 hp per 180 kilograms of the road train’s total loaded mass, is equipped with a tachograph or equivalent electronic device, is in good working order, and is equipped with an air compressor with a capacity of at least 425 litres per minute supplying the braking system;

(3) the first semi-trailer has a maximum length of 16.20 metres and, in the case of the first semi-trailer in a B train double, a minimum length of 12 metres, and a minimum length of 13.50 metres in the other cases;

(4) the second semi-trailer has a maximum length of 16.20 metres and a minimum length of 12 metres;

(5) the combination of vehicles constitutes an outsized vehicle only as regards its length and, where applicable, its total loaded mass;

(6) in the case of a double train referred to in paragraphs 1, 2 or 3 of section 2, the rear of the second semi-trailer is equipped with a rigid sign that measures 230 cm to 245 cm by 30 cm, kept free of any object, substance or dirt, bearing the words “TRAIN ROUTIER” in E-series Highway Gothic font 20 cm high, in white on a red background, consisting of Type III high-intensity

\* The Special Road Train Operating Permits Regulation made by Order in Council 1874-86 dated 10 December 1986 (1987, G.O. 2, 16) has been amended once, by the regulation made by Order in Council 383-99 dated 31 March 1999 (1999, G.O. 2, 477).

retroreflective sheeting that meets Ministère des Transports Standard 14101 appearing in Chapter 14 of Tome VII — Matériaux in the Normes — Ouvrages routiers collection; a sign with a coefficient of retroreflectivity that is less than 50% of the value specified in Standard 14101 must not be used;

(7) the semi-trailer with the greatest total loaded mass must be hitched to the tractor, except where the difference in mass is less than 10%;

(8) the vehicles are positioned in such a manner that when the road train travels in a straight line, no semi-trailer can swing more than 80 millimetres to either side of the tractor; and

(9) where relevant, the dolly is equipped with a pilot relay valve designed to boost the braking signal of the second semi-trailer and, in the case of a C train double, the dolly meets the requirements of section 903 of the Motor Vehicle Safety Regulations (C.R.C., c. 1038) made under the Motor Vehicle Safety Act (S.C., 1993, c. 16).

The dimensions referred to in subparagraphs 3 and 4 do not include the auxiliary equipment at the front of the semi-trailer on the condition that the equipment does not increase the load volume of the road vehicle or, in the same conditions, the space reserved for the fifth wheel at the rear of the first semi-trailer in a B train double.”

**4.** The following section is inserted after section 3:

“**3.1.** In addition to the characteristics described in section 3, the road trains must have the following axle characteristics:

(1) the trailer has a single front axle and a tandem axle, interaxle spacing of not less than 3.6 metres measured from the axis of rotation of the single axle to the axis of rotation of the first axle of the tandem axle, and a wheel base of 6.2 metres or less measured from the axis of rotation of the single axle to the centre of the tandem axle;

(2) the first semi-trailer in a B train double has a tandem axle or a triple axle, and the first semi-trailer in an A or C train double has a tandem axle, a triple axle or a Class B.44 or B.45 four-axle group referred to in the Vehicle Load and Size Limits Regulation;

(3) the second semi-trailer is equipped with a tandem axle or a triple axle; and

(4) the interaxle spacing of the tandem axle or triple axle, measured between the axis of rotation of each axle, does not exceed 1.85 metres.

Until 31 December 2009, the first semi-trailer in an A train or C train double may, despite subparagraph 2 of the first paragraph, be equipped with any tandem or triple axle group on the condition that the semi-trailer was built before 1 March 1997, in which case subparagraph 4 of the first paragraph does not apply.”

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

“**4.** To obtain a special permit the applicant must provide the following information:

(1) the applicant’s name and address, identification number in the register of owners and operators of heavy vehicles and, where applicable, identification number issued by the Société de l’assurance automobile du Québec;

(2) the licence plate number of the vehicle or, if the vehicle has no licence plate, the identification number of the vehicle; the number provided must be entered on the special permit to identify the road train whose operation is authorized by the permit; and

(3) the period for which the permit is applied for.

The information must be provided on the form prescribed by the Société, and the form must be signed by the applicant or the applicant’s authorized representative.”

**6.** Section 6 is replaced by the following:

“**6.** The fee for the issue of a special permit is

(1) \$221, if the term of the permit exceeds three months; and

(2) \$144, if the term of the permit is three months or less.”

**7.** Section 7 is replaced by the following:

“**7.** The holder of a special permit must

(1) sign the permit or have it signed by the holder’s representative;

(2) on request by the Société, provide the data from the tachograph or the electronic device used instead of a tachograph;

(3) notify the Société immediately of any accident or traffic jam caused by the road train;

(4) operate the tractor forming part of the road train as an “operator” within the meaning of section 2 of the Act respecting owners and operators of heavy vehicles (R.S.Q., c. P-30.3);

(5) ensure that the driver of the road train complies at all times with the provisions of paragraphs 3 to 5 of section 9;

(6) ensure that the road train is referred to in any of paragraphs 1 to 4 of section 2 and that it meets at all times the characteristics specified in paragraphs 2 to 9 of section 3 and in section 3.1; and

(7) ensure that the road train is allowed to travel on the roads referred to in paragraphs 2, 3, 4 and 5 of section 9.0.1 for the dimensions authorized.”

**8.** Section 8 is amended by replacing “three” by “nine”.

**9.** Section 9 is amended

(1) by replacing paragraph 3 by the following:

“(3) refrain from travelling on Sundays and holidays;

(3.1) travel only on authorized roads as provided in section 9.0.1;”;

(2) by replacing paragraph 4 by the following:

“(4) from Monday to Friday, refrain from travelling on autoroutes in Ville de Québec from 6:30 a.m. to 9:30 a.m. and from 3:30 p.m. to 6:00 p.m. and on autoroutes in Ville de Montréal from 5:30 a.m. to 9:30 a.m. and from 3:00 p.m. to 7:00 p.m.”;

(3) by replacing paragraph 5 by the following:

“(5) travel only when visibility is not less than 500 metres and when the roadway is free from snow and ice;”;

(4) by deleting paragraph 6.

**10.** The following section is inserted after section 9:

“**9.0.1.** A special operating permit authorizes the road train to travel on only the following roads:

(1) divided lane autoroutes and their entrance and exit ramps;

(2) road segments linking the exit and entrance ramps of an autoroute in opposite directions;

(3) access roads to a municipal industrial park from an autoroute exit or entrance ramp, for a distance of not more than two kilometres;

(4) roads not referred to in subparagraph 3 from an autoroute exit or entrance ramp, for a distance of not more than 500 metres;

(5) roads in a municipal industrial park; and

(6) a road not referred to in subparagraphs 3 and 4 to reach a destination identified in a special permit issued before (*date of coming into force of this Regulation*).

Subparagraphs 1 to 4 of the first paragraph do not apply to Exit 203 on Autoroute 40.

The authorization to travel under subparagraph 6 of the first paragraph will cease to have effect on 1 December 2005.

For the purposes of subparagraphs 3 and 4, the distance to the autoroute is measured at the junction of the autoroute exit or entrance ramp and another road.

For the purposes of subparagraph 3, “municipal industrial park” means an industrial or technological zone designated by a municipality as an industrial or technological park.”

**11.** Section 9.2 is replaced by the following:

“**9.2.** The holder of a special road train operating permit who contravenes any of the provisions of paragraphs 4, 5, 6 or 7 of section 7 commits an offence and is liable to a fine of \$350 to \$1,050.”

**12.** Section 9.3 is replaced by the following:

“**9.3.** The driver of a road train who contravenes any of the provisions of section 9 commits an offence and is liable to a fine of \$175 to \$525.”

**13.** Schedules 1 and 2 to the Regulation are revoked.

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

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