

6. Despite section 5 of this Regulation, a person who has been admitted to a vocational training program leading to an Attestation of Vocational Education before 1 July 2007 in accordance with section 11 of the Basic vocational training regulation, as it read on 30 June 2007, is subject to the rules governing certification of studies set out in section 21 of the Basic vocational training regulation as it read on that date.

7. This Regulation comes into force on 1 July 2005 except sections 1 and 2, section 4 where it introduces subparagraph 2 of the second paragraph of section 19.1 of the Basic vocational training regulation, and section 5 which come into force on 1 July 2007.

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Gouvernement du Québec

O.C. 501-2005, 25 May 2005

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

Transportation of Dangerous Substances — Amendments

Regulation to amend the Transportation of Dangerous Substances Regulation

WHEREAS, under subparagraphs 3, 4, 6 and 8 of the first paragraph of section 622 of the Highway Safety Code (R.S.Q., c. C-24.2), the Government may make regulations on the matters set forth therein;

WHEREAS, in accordance with sections 10 and 11 of the Regulations Act (R.S.Q., c. R-18.1), a draft of the Regulation to amend the Transportation of Dangerous Substances Regulation was published in Part 2 of the *Gazette officielle du Québec* of 15 September 2004 with a notice that it could be made by the Government on the expiry of 45 days following that publication;

WHEREAS it is expedient to make the Regulation with amendments;

IT IS ORDERED, therefore, on the recommendation of the Minister of Transport and Minister responsible for the Capitale-Nationale region:

THAT the Regulation to amend the Transportation of Dangerous Substances Regulation, attached to this Order in Council, be made.

ANDRÉ DICAIRE,
Clerk of the Conseil exécutif

Regulation to amend the Transportation of Dangerous Substances Regulation *

Highway Safety Code
(R.S.Q., c. C-24.2, s. 622, 1st par., subpars. 3, 4, 6 and 8)

1. The Transportation of Dangerous Substances Regulation is amended in section 1

(1) by striking out “, or to be transported,” in the definition of “handling”;

(2) by replacing “2001-1336” in the French text of the definition of “Règlement sur le transport des marchandises dangereuses” by “2001-1366”, and by adding “, and amended by the regulations made by Order in Council P.C. 2002-1404 dated 8 August 2002, SOR/2002-306, dated 8 August 2002 and published in the *Canada Gazette*, Part II, on 28 August 2002, by the regulations made by Order in Council P.C. 2003-123 dated 14 July 2003, SOR/2003-273, dated 24 July 2003, published in the *Canada Gazette*, Part II, on 13 August 2003 and by the regulations made by Order in Council P.C. 2003-1924, SOR/2003-400 dated 3 December 2003, published in the *Canada Gazette*, Part II, on 17 December 2003” at the end of the English text of the definition of “Transportation of Dangerous Goods Regulations”.

2. Section 2 is amended by striking out “, or to be transported,”.

3. Section 5 is revoked.

4. Section 15 is replaced by the following:

“**15.** The standards applicable to means of containment provided for in Part 5 of the Transportation of Dangerous Goods Regulations apply to this Regulation.

Those standards do not apply if the means of containment of dangerous substances are exempted from the application of Part 5 by Part 1 of the Transportation of Dangerous Goods Regulations.

Despite the second paragraph, large means of containment intended for the transportation of petroleum products and exempted from the application of the provisions of sections 1.21 and 1.22 of the Transportation of Dangerous Goods Regulations must comply with the standards referred to in the first paragraph.”.

* The Transportation of Dangerous Substances Regulation, made by Order in Council 866-2002 dated 10 July 2002 (2002, *G.O.* 2, 4073), has not been amended since it was made.

5. Section 20 is amended by replacing “21” by “23”.

6. Section 22 is revoked.

7. Section 25 is amended by replacing “encased in plastic tubes” in the first paragraph by “covered with a polymer”.

8. Section 27 is amended

(1) by replacing “the tank” in the first paragraph by “each tank. The effective rating must be at least 40 BC for each tank as of 15 August 2006.”;

(2) by inserting “with a capacity of more than 450 litres” after “means of containment” in the second paragraph;

(3) by striking out “in its bracket in a conspicuous place” and “truck’s” in the second paragraph;

(4) by adding “except during the first year of use” after “extinguisher” in the third paragraph.

9. Section 28 is replaced by the following :

“**28.** The driver of a tank truck must use the parking, emergency or service brake to ensure that the truck does not move during the unloading of petroleum products. At least two chock blocks must be set when unloading a tank truck parked on a slope.”.

10. Section 29 is replaced by the following :

“**29.** Where a 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 ensure that the gravity valve cannot be opened.”.

11. Section 31 is replaced by the following :

“**31.** This Division applies to the handling and transportation of the Class 2 liquefied petroleum gases listed below :

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

The handling and transportation of liquefied petroleum gas must be carried out in compliance with the standards referred to in sections 31.1 to 31.5 of the Transportation of Dangerous Substances Regulation in addition to complying with the standards prescribed in Part 5 of the Regulations.”.

12. The Regulation is amended by inserting the following after section 31 :

“**31.1.** No person may transport liquefied petroleum gas cylinders in a vehicle unless the space intended to hold the cylinders is vented to the outside.

31.2. No person may transport liquefied petroleum gas in a tank truck unless the tank truck has two wheel chocks on board.

31.3. The driver of a tank truck must use the parking, emergency or service brake to ensure that the truck does not move during the unloading of liquefied petroleum gas. At least two chock blocks must be set when unloading a tank truck parked on a slope.

31.4. The owner of a tank truck used to transport liquefied petroleum gas must have one or two dry chemical fire extinguishers with an effective total rating of at least 20 BC installed near each tank. The effective rating must be at least 40 BC for each tank as of 15 August 2006.

The owner of a tank truck must have fire extinguishers recharged immediately after each use and have them inspected each year in accordance with NFPA 10 : Standard for Portable Fire Extinguishers. An inspection sticker must be affixed to the extinguisher after the first year of use.

31.5. A liquefied petroleum gas cylinder installed on the outside of a vehicle must be protected if installed at the rear of the vehicle by extending the bumper beyond the cylinder using materials having a resistance at least equal to that of the bumper.

A liquefied petroleum gas cylinder may not be installed on the roof of a vehicle, in front of the front axle of a motor vehicle or on a door of the vehicle and may not extend beyond the sides of the vehicle.”.

13. Section 33 is replaced by the following :

“**33.** A consignor who offers for transport a quantity of dangerous substances with an index higher than the index in column 7 of Schedule 1 to the Transportation of Dangerous Goods Regulations must comply with the standards in section 7.1 of the Regulations.”.

14. The heading of Division VIII is replaced by the following:

“ACCIDENTAL RELEASE”.

15. Section 37 is revoked.

16. Section 38 is replaced by the following:

“**38.** No person may transport dangerous substances in a road vehicle unless all goods or objects are secured or restrained by means of an adequate structure, blocking devices, bracing, dunnage materials or bags, shoring bars, tiedowns or a combination of those means.

No person may install a means of containment of dangerous substances on or in front of the front bumper of a motor vehicle.”.

17. Section 39 is replaced by the following:

“**39.** No person may transport dangerous substances in a double train tank truck other than 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.

No person may transport dangerous substances in a road train of more than 25 metres in overall length.”.

18. Section 40 is replaced by the following:

“**40.** As of 15 August 2006, tank trucks transporting dangerous substances must be equipped with a driver monitoring system that records significant speed variations and relevant data on the date, time and speed, or an electronic system for dynamic stabilization of the vehicle to assist the driver during a critical manoeuvre.

In the case of a motorized road vehicle assembled before 15 August 2006, either system referred to in the first paragraph may be replaced by a speed limiter that limits speed to 100 km/h.”.

19. Section 43 is amended

(1) by replacing “total of more than 25 litres of a Class 3 flammable liquid” in subparagraph 2 of the first paragraph by “Class 3 flammable liquid if the total capacity of the means of containment exceeds 30 litres;”;

(2) by replacing “Class 2.1 flammable gas cylinders or Class 2.3 (2.1), 2.2 (5.1) or 2.3 (5.1) oxidizing gas” in subparagraph 3 of the first paragraph by “Class 2.1, 2.3 (2.1), 2.2 (5.1) and 2.3 (5.1) gas cylinders”;

(3) by inserting “permanently screwed or bolted to the vehicle” after “operation of equipment” in subparagraph 3 of the second paragraph;

(4) by striking out “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;” in subparagraph 5 of the second paragraph.

20. Section 44 is amended by replacing “28, 29 and 30” by “26, 28 to 30, 31.1 and 31.3”.

21. Section 45 is amended

(1) by inserting “12,” before “14”;

(2) by striking out “31,”;

(3) by inserting “3.7,” before “4.9”.

22. Section 46 is amended by replacing “sections 3.7 and” by “section”.

23. Section 47 is amended by replacing “and 27” by “, 27, 31.1, 31.2, 31.4 and 31.5”.

24. Section 49 is amended

(1) by inserting “13,” before “17”;

(2) by replacing “and 18” by “, 18 and 31.5”;

(3) by inserting “concerning the application of sub-section 3.5(5) of the Transportation of Dangerous Goods Regulations” after “Regulation” and by adding “or carrier of dangerous substances” after “operator”.

25. Section 50 is amended

(1) by striking out “5,”;

(2) by replacing “37 to 39” by “38, 39”;

(3) by striking out “3.7,”;

(4) by adding “or carrier of dangerous substances” after “operator”.

26. Section 52 is amended

(1) by striking out “5,”;

(2) by replacing “3.4 to 3.6” by “3.4”;

(3) by striking out “4.22,”;

(4) by replacing “5.4” by “5.5”.

27. Section 53 is amended

(1) by replacing “of sections 21, 22, 26, 31 to 32” by “of sections 26 and 32”;

(2) by striking out “5.1, 5.2, 5.4 to 5.6, 5.12 to 5.15.”;

(3) by replacing “or operator” by “, operator or carrier of dangerous substances”.

28. Schedule 1 is amended by replacing the table “Small Means of Containment Equivalents (s. 21)” by the following:

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)	3H1	NFPA 30-1996
	3H2	ASTM F 852 (gasoline) ANSI/UL 1313 CSA B376-M 1980 (R1998)
0 to 45 litres (metal)	3A1 3B1	CSA B376 M1980 (R1998)
	3A2 3B2	
46 to 227 litres (plastic)	1H1	NFPA 30-1996
	1H2	
46 to 227 litres (metal)	1A1 1B1	NFPA 30-1996
	1A2 1B2	
228 to 450 litres	1A1 1B1	NFPA 30-1996 NFPA 386 ULC/ORD-C142.13-M1997
	1A2 1B2	

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

— 79 kilopascals; and

— 30% of burst pressure.

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

Gouvernement du Québec

O.C. 502-2005, 25 May 2005

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

**Special road train operating permits
— Amendments**

Regulation to amend the Special Road Train Operating Permits Regulation

WHEREAS, under paragraphs 19 and 20 of section 621 of the Highway Safety Code (R.S.Q., c. C-24.2), the Government may by regulation determine the form and content of special permits, and determine the amount of the fee exigible and the conditions and formalities for obtaining a special permit and the conditions attached to such a permit;

WHEREAS, under paragraph 35 of section 621 of the Code, the Government may by regulation determine, among the provisions of such a regulation, those the violation of which constitutes an offence and indicate the minimum and the maximum amounts of the fine to which the offender is liable;

WHEREAS, in accordance with section 672 of the Code, the Special Road Train Operating Permits Regulation, made under the Highway Safety Code (R.S.Q., c. C-24.1), remains in force until it is replaced or repealed by a regulation under the Code;

WHEREAS, in accordance with sections 10 and 11 of the Regulations Act (R.S.Q., c. R-18.1), a draft of the Regulation to amend the Special Road Train Operating Permits Regulation was published in Part 2 of the *Gazette officielle du Québec* of 22 September 2004 with a notice that it could be made by the Government on the expiry of 45 days following that publication;

WHEREAS it is expedient to make the Regulation with amendments;

IT IS ORDERED, therefore, on the recommendation of the Minister of Transport and Minister responsible for the Capitale-Nationale region:

THAT the Regulation to amend the Special Road Train Operating Permits Regulation, attached to this Order in Council, be made.

ANDRÉ DICAIRE,
Clerk of the Conseil exécutif