

(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Permits Regulation, made under the Highway Safety Code (R.S.Q., c. C-24.1), remains in force until it is replaced or repealed by a regulation under the Code;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*

## 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 the 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) an 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 train double: 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 train double 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 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 all 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 is equipped with a driver monitoring system that records significant speed variations and relevant data on the date, time and speed;

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

(7) in the case of a train double referred to in paragraph 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

\* 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).

Highway Gothic font 20 cm high, in white on a red background, consisting of Type III high-intensity 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;

(8) 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%;

(9) 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

(10) 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 insofar as 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 3.5 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 or C train double may, despite subparagraph 2, 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 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 a vehicle of the road train 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 a highway controller or any other peace officer and according to the controller or officer’s instructions, provide the data stored or recorded by the system referred to in subparagraph 5 of the first paragraph of section 3 in the vehicle that has been stopped;

(3) notify the Société within two days 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 10 of section 3 and in section 3.1; and

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

**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 the other holidays mentioned in paragraph 23 of section 61 of the Interpretation Act (R.S.Q., c. I-16);

(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 9:00 a.m. and from 3:30 p.m. to 6:00 p.m. and on autoroutes on Île-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 a road train to travel only on 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) roads giving access 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;

(6) a road not referred to in subparagraphs 3 and 4 to reach a destination identified in a special permit issued before 23 June 2005; and

(7) a road or portion of road referred to in Schedule 1.

The special operating permit does not authorize the holder of the permit to take Exit 174 or 203 on Autoroute 40 to enter or exit the autoroute.

The authorization to travel under subparagraph 6 of the first paragraph will cease to have effect on 1 December 2006.

For the purposes of subparagraphs 3 and 4, the distance from the autoroute is measured at the junction of the autoroute exit or entrance ramp with 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.** very holder of a special road train operating permit who contravenes any of the provisions of paragraphs 4, 5, 6 and 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.** Every 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 replaced by the following:

**“SCHEDULE 1**

(s. 9.0.1, 1st par., subpar. 7)

1. The special operating permit authorizes a road train to travel on Route 271, in the municipalities of Laurier-Station and Saint-Flavien, over a distance of two kilometres towards the south from Boulevard Laurier.”

**14.** The fees payable in 2005 for the issue of a special road train permit or the replacement of a special road train permit issued before the coming into force of this Regulation are, despite paragraph 1 of section 6 of the Special Road Train Operating Permits Regulation, \$166 if the term of the permit is six months or more.

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

6853

Gouvernement du Québec

**Agreement**

An Act respecting elections and referendums in municipalities  
(R.S.Q., c. E-2.2)

**AGREEMENT CONCERNING NEW METHODS OF VOTING FOR AN ELECTION USING COMPUTERIZED POLLING STATIONS AND “ACCU-VOTE ES 2000” BALLOT BOXES**

AGREEMENT ENTERED INTO

BETWEEN

The MUNICIPALITY OF SALABERRY-DE-VALLEYFIELD, a legal person established in the public interest, having its head office at 61, rue Sainte-Cécile, Salaberry-de-Valleyfield, Province de Québec J6T 1L8, represented by the mayor, Denis Lapointe, and the city clerk, Murielle Giroux, under resolution number 2004-10-589, hereinafter called

THE MUNICIPALITY

AND

Mtre Marcel Blanchet, in his capacity as CHIEF ELECTORAL OFFICER OF QUÉBEC, duly appointed to that office under the Election Act (R.S.Q., c. E-3.3), acting in that capacity and having his main office at 3460, rue de La Pérade, Sainte-Foy, Province de Québec, hereinafter called

THE CHIEF ELECTORAL OFFICER

AND

the Honourable Jean-Marc Fournier, in his capacity as MINISTER OF MUNICIPAL AFFAIRS, SPORTS AND RECREATION, having his main office at 10, rue Pierre-Olivier-Chauveau, Québec, Province de Québec, hereinafter called

THE MINISTER

WHEREAS the council of the MUNICIPALITY, by its resolution No. 2004-09-530, passed at its meeting of September 21st, 2004, expressed the desire to avail itself of the provisions of the Act respecting elections and referendums in municipalities and to enter into an agreement with the CHIEF ELECTORAL OFFICER and the MINISTER in order to allow the use of electronic ballot boxes for the general election of November 6th, 2005, in the MUNICIPALITY;

WHEREAS under sections 659.2 and 659.3 of the Act respecting elections and referendums in municipalities (R.S.Q., c. E-2.2):

“**659.2.** A municipality may, in accordance with an agreement made with the Minister of Municipal Affairs, Sports and Recreation and the Chief Electoral Officer, test new methods of voting during a poll. The agreement may provide that it also applies to polling held after the poll for which the agreement was entered into; in such case, the agreement shall provide for its period of application.

The agreement must describe the new methods of voting and mention the provisions of this Act it amends or replaces.

The agreement has the effect of law.

**659.3.** After polling during which a test mentioned in section 659.2 is carried out, the municipality shall send a report assessing the test to the Minister of Municipal Affairs, Sports and Recreation and the Chief Electoral Officer.”;

WHEREAS the MUNICIPALITY expressed the desire to avail itself of those provisions to hold a general election on November 6th, 2005, and could, with the necessary adaptations, avail itself of those provisions for elections held after the date of the agreement, the necessary adaptations to be included in an addendum to this agreement;

WHEREAS it is expedient to provide the procedure that applies to the territory of the MUNICIPALITY for that general election;