

**4.** The members of the committee are appointed for a term of three years.

The members remain in office until they are reappointed or replaced.

**5.** The functions of the committee are

(1) to review each year the situation as regards the quality of training in the light of developments in knowledge and practice, particularly as regards protection of the public and, where appropriate, to report its observations to the Bureau; and

(2) to give its opinion to the Bureau, as regards the quality of training,

(a) on projects involving the review or preparation of the objectives or standards referred to in the third paragraph of section 2; and

(b) on ways to enhance the quality of training, in particular by proposing solutions to the problems observed.

The committee must indicate in its report and in any opinion the viewpoint of each of its members.

**6.** The members of the committee are to endeavour to gather information relevant to the exercise of the committee's functions from the organizations that appointed them and from any other organization or person concerned.

**7.** The chair sets the date, time and place of the committee's meetings.

Despite the foregoing, the chair must call a meeting of the committee whenever at least three of its members so request.

**8.** The committee must hold at least two meetings per year.

**9.** The quorum of the committee is three members, including one member appointed each by the Bureau, the Conference and the Minister.

**10.** Clerical support for the committee is the responsibility of the Order.

The secretary designated by the Order sees to preparing and keeping the minutes, reports and opinions of the committee.

**11.** The Bureau is to transmit a copy of the committee's reports and opinions to the Conference, the Minister of Education, Recreation and Sports and the Office des professions du Québec.

**12.** The annual report of the Order must contain the findings of the committee's reports and opinions.

**13.** Despite the first paragraph of section 4, for the establishment of the first committee following 14 July 2005, one of the members appointed by the Bureau and one of the members appointed by the Conference are appointed for a term of two years.

**14.** This Regulation replaces the Regulation establishing a joint committee on training in forest engineering (R.R.Q., 1981, c. I-10, r.3).

**15.** 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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Gouvernement du Québec

**O.C. 583-2005, 15 June 2005**

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

### Cargo Securement Standards

#### Cargo Securement Standards Regulation

WHEREAS, under paragraph 23 of section 621 of the Highway Safety Code (R.S.Q., c. C-24.2), the Government may by regulation establish norms for the securing of loads and determine, among the provisions of the regulation, those the violation of which constitutes an offence and indicate according to parameters specified by law, for each offence, the minimum and maximum amounts to which the offender is liable;

WHEREAS in accordance with sections 10 and 11 of the Regulations Act (R.S.Q., c. R-18.1), a draft of the Cargo Securement Standards Regulation was published in Part 2 of the *Gazette officielle du Québec* on 16 February 2005, 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 the Minister responsible for the Capitale-Nationale region:

THAT the Cargo Securement Standards Regulation, attached to this Order in Council, be amended.

ANDRÉ DICAIRE,  
*Clerk of the Conseil exécutif*

## Cargo Securement Standards Regulation

Highway Safety Code  
(R.S.Q., c. C-24.2, s. 621, 1st par., subpar. 23)

### DIVISION I

#### OBJECT AND INTERPRETATION

**1.** This Regulation governs the securement of cargo carried by heavy vehicles. It also governs the securement of the contents of intermodal containers and containers carried on heavy vehicles. For that purpose, the provisions of this Regulation integrate the provisions of National Safety Code Standard 10, Cargo Securement, published by the Canadian Council of Motor Transport Administrators, available on the website <http://www.cmta.ca>, as it reads on the date of the shipment.

This Regulation does not govern the securement of cargo transported by farm motor vehicles or farm trailers within the meaning of the Regulation respecting road vehicle registration made by Order in Council 1420-91 dated 16 October 1991 if

(1) the warning sign required by section 274 of the Highway Safety Code (R.S.Q., c. C-24.2) is attached to the rear of the vehicle or combination of vehicles;

(2) the vehicle travels at a speed of less than 40 km/h; and

(3) the cargo is contained against the structure of the vehicle and the structure is strong enough to prevent any horizontal movement or the cargo is secured to prevent such movement.

**2.** In this Regulation, “operator” means an operator of heavy vehicles within the meaning of subparagraph 2 of the first paragraph of section 2 of the Act respecting owners and operators of heavy vehicles (R.S.Q., c. P-30.3).

Except for the definitions of “driver” and “heavy vehicle”, the definitions and abbreviations in National Safety Code Standard 10, Cargo Securement, apply.

**3.** A securement system may be considered equivalent to a securement system prescribed by this Regulation if the operator establishes that

(1) it is designed to withstand the forces that result if the vehicle is subjected to 0.8 g deceleration in a forward direction, 0.5 g deceleration in a rearward direction and 0.5 g acceleration in a lateral direction;

(2) it provides a downward force equal to at least 20% of the weight of an article of cargo that is not fully contained within the structure of the vehicle; and

(3) the load on each component of the cargo securement system that reacts to a force referred to in paragraphs 1 and 2 does not exceed the working load limit of the component.

### DIVISION II

#### GENERAL CARGO SECUREMENT STANDARDS

**4.** Cargo, except bulk cargo, must be secured in accordance with section 9 of National Safety Code Standard 10, Cargo Securement.

Cargo securement systems and their components must comply with subsections 2 and 3 of section 4 and sections 6 and 15 to 18 of that Standard and their strength must comply with the minimum strength requirements prescribed by sections 10 to 12, 14 and 21 of that Standard.

Tiedowns must be used in accordance with sections 13, 19, 20 and 22 of that Standard.

**5.** The front-end structure of a heavy vehicle must, when used to immobilize cargo, comply with the minimum strength requirements prescribed by sections 23 to 26 of National Safety Code Standard 10, Cargo Securement.

### DIVISION III

#### SPECIAL STANDARDS

**6.** The special standards in this Division apply in addition to the standards in sections 4 and 5. The special standards prevail to the extent of any inconsistency.

#### §1. Logs

**7.** A cargo of logs must be secured in accordance with sections 28 to 40 of National Safety Code Standard 10, Cargo Securement.

Where debarked shortwood is loaded in the upper third of the load without the logs being contained at their ends, the cargo must also be retained by a netting with a mesh size no greater than 100 millimetres that covers the entire load and that extends at least 90 centimetres beyond the parts that are not contained. The netting must be solidly fixed to the deck with tensioned tiedowns attached every 1.20 m or less around the deck.

### §2. *Dressed lumber*

**8.** A cargo of dressed lumber must be secured in accordance with sections 41 and 42 and section 43 as regards the application of section 44, 45, 46 or 47 of National Safety Code Standard 10, Cargo Securement.

### §3. *Metal coils, paper rolls and concrete pipe*

**9.** A cargo of metal coils must be secured in accordance with sections 48 to 50, section 51 as regards the application of section 52, 53 or 54, and sections 55 to 58 of National Safety Code Standard 10, Cargo Securement.

**10.** A cargo of paper rolls must be secured in accordance with sections 59 to 72 of that Standard.

**11.** A cargo of concrete pipe must be secured in accordance with sections 73 to 82 of that Standard.

### §4. *Intermodal containers and special containers*

**12.** Intermodal containers must be secured in accordance with sections 83 to 86 of National Safety Code Standard 10, Cargo Securement.

**13.** Roll-on/roll-off containers and hook lift containers must be secured in accordance with sections 94 to 96 of that Standard.

### §5. *Transportation of vehicles*

**14.** A cargo of vehicles with an individual weight of 4,500 kg or less must be secured in accordance with section 88 of National Safety Code Standard 10, Cargo Securement or, in the case of flattened or crushed vehicles, in accordance with sections 91 to 93 of that Standard.

A transported vehicle with an individual weight greater than 4,500 kg must be secured in accordance with section 89 of that Standard.

### §6. *Boulders*

**15.** A cargo of boulders must be secured in accordance with sections 97 to 100 of National Safety Code Standard 10, Cargo Securement.

### §7. *Bulk cargo*

**16.** Subject to the third paragraph, bulk cargo in a dump truck, container or other type of container whose upper part is totally or partially open must be restrained by a covering system consisting of a tarpaulin, canvas or other type of equivalent covering.

The covering system must cover at least any portion of the load that extends beyond a reference point 15 cm below the top of the lowest wall. It must remain in direct contact with any portion of the load that extends beyond the nearest wall, unless the covering system is maintained above the load by bows secured to the vehicle. It must be exempt from tears or other damage in the section used for securement.

The first and second paragraphs do not apply if

(1) the vehicle is proceeding across a public highway from a private road;

(2) the top of the load does not extend beyond the reference point referred to in the second paragraph;

(3) the load extending beyond the reference point referred to in the second paragraph consists only of elements exceeding 40 mm in three dimensions and the three perimeters of the load do not extend beyond the top of the lowest wall;

(4) the vehicle is applying salt, sand, a mixture of salt and sand or other similar substance in connection with winter road maintenance;

(5) the vehicle is applying dust suppressants on a road; or

(6) the vehicle is transporting snow, ice or other similar substance collected during a snow removal operation.

## DIVISION IV SECUREMENT INSPECTION

**17.** The driver of a heavy vehicle must inspect the vehicle's cargo securement in accordance with section 3 of National Safety Code Standard 10, Cargo Securement.

## DIVISION V PENAL

**18.** Every driver who contravenes section 4 or 17 as regards the application of sections 3, 6, 13, 15 and 16 of National Safety Code Standard 10, Cargo Securement, or section 16 is liable to a fine of \$175 to \$525.

**19.** Every driver who contravenes section 4 or 5, the first paragraph of section 7 or sections 8 to 15 as regards the application of subsections 2 and 3 of section 4, sections 9, 10, 14, 17 to 20, 22, 31, 33 to 40, 42, 44 to 47, 49, 50, 52 to 58, 60 to 67, subsections 5, 6 and 7 of section 68, section 69, subsection 5 of section 70, sections 71, 72, 75, 76, 79 to 82, 84 to 86, 88, 89, 91 to 93, 95, 96 and 98 to 100 of National Safety Code Standard 10, Cargo Securement, or the second paragraph of section 7 is liable to a fine of \$350 to \$1,050.

**20.** Every operator who contravenes section 4 as regards the application of sections 6, 13 and 16 of National Safety Code Standard 10, Cargo Securement, or section 16 is liable to a fine of \$350 to \$1,050.

**21.** Every operator who contravenes section 4 or 5, the first paragraph of section 7 or sections 8 to 15 as regards the application of subsections 2 and 3 of section 4, sections 9, 10, 14, 17 to 20, 22 to 26, 29 to 31, 33 to 40, 42, 44 to 47, 49, 50, 52 to 58, 60 to 72, 75 to 82, 84 to 86, 88, 89, 91 to 93, 95, 96 and 98 to 100 of the National Safety Code Standard 10, Cargo Securement, or the second paragraph of section 7 is liable to a fine of \$700 to \$2,100.

**22.** This Regulation replaces the Regulation respecting standards for the securing of loads made by Order in Council 284-86 dated 12 March 1986.

**23.** 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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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 IN CONNECTION WITH A POSTAL BALLOT FOR NON RESIDENT ELECTORS

AGREEMENT ENTERED INTO

BETWEEN

Ms. Marie Auger, in her capacity as REPRESENTATIVE of the municipalities to be reconstituted of La Bostonnais and Lac Édouard, duly appointed to that office in accord-

ance with section 78.1 of the Act respecting the consultation of citizens with respect to the territorial reorganization of certain municipalities (2003, c. 14), having her office at 10, rue Pierre-Olivier-Chauveau, Québec, Province de Québec, hereinafter referred to as

THE REPRESENTATIVE

AND

M<sup>e</sup> Marcel Blanchet, in his capacity as the CHIEF ELECTORAL OFFICER OF QUÉBEC, duly appointed to that office pursuant to the Election Act (R.S.Q., c. E-3.3), acting for the purposes of this agreement in that capacity and having his head office at 3460, rue de La Pérée, Sainte-Foy, Province de Québec, hereinafter referred to as

THE CHIEF ELECTORAL OFFICER

AND

Ms. Nathalie Normandeau, in her capacity as the MINISTER OF MUNICIPAL AFFAIRS AND THE REGIONS, having her head office at 10, rue Pierre-Olivier-Chauveau, Québec, Province de Québec, hereinafter referred to as

THE MINISTER

WHEREAS the REPRESENTATIVE has expressed a desire to avail herself of the provisions of the Act respecting elections and referendums in municipalities in order to enter into an agreement with the CHIEF ELECTORAL OFFICER and the MINISTER for the holding of a postal ballot for non resident electors in the municipalities to be reconstituted of La Bostonnais and Lac-Édouard for the municipal election of November 6, 2005;

WHEREAS, pursuant to Order-in-Council 1212-2004, for the purposes of section 659.2 of the Act respecting elections and referendums in municipalities (R.S.Q., c. E-2.2), the REPRESENTATIVE may enter into an agreement under the said provision.

WHEREAS the REPRESENTATIVE wishes to avail herself of those provisions for the purposes of voting by non resident electors in the municipal election of November 6 of the year 2005;

WHEREAS it is expedient to prescribe the procedure that will apply in the territory of the municipalities to be reconstituted during the said municipal election;

WHEREAS an agreement must be entered into by the REPRESENTATIVE, the CHIEF ELECTORAL OFFICER and the MINISTER;