

Criteria	Points
levels 7 and 8	2
levels 9 and 10	3
levels 11 and 12	3
– oral expression:	
levels 1 and 2	0
levels 3 and 4	0
levels 5 and 6	0
levels 7 and 8	2
levels 9 and 10	3
levels 11 and 12	3
(b) written interaction in French	
– written comprehension:	
levels 1 and 2	0
levels 3 and 4	0
levels 5 and 6	0
levels 7 and 8	0
levels 9 and 10	0
levels 11 and 12	0
– written expression:	
levels 1 and 2	0
levels 3 and 4	0
levels 5 and 6	0
levels 7 and 8	0
levels 9 and 10	0
levels 11 and 12	0”.

4. The Regulation is amended by replacing, in Subclass II SELF-EMPLOYED PERSON, the criterion “6.5 Language proficiency” by the following:

Criteria	Points
«6.5 Language proficiency	(a) oral interaction in French
Maximum = 6	– oral comprehension:
	levels 1 and 2
	levels 3 and 4
	levels 5 and 6
	levels 7 and 8
	levels 9 and 10
	levels 11 and 12
	– oral expression:
	levels 1 and 2
	levels 3 and 4
	levels 5 and 6
	levels 7 and 8
	levels 9 and 10
	levels 11 and 12

Criteria	Points
(b) written interaction in French	
– written comprehension:	
levels 1 and 2	0
levels 3 and 4	0
levels 5 and 6	0
levels 7 and 8	0
levels 9 and 10	0
levels 11 and 12	0
– written expression:	
levels 1 and 2	0
levels 3 and 4	0
levels 5 and 6	0
levels 7 and 8	0
levels 9 and 10	0
levels 11 and 12	0”.

5. The provisions of this Regulation do not apply to an application for a selection certificate as a skilled worker filed with the Minister prior to 1 August 2013 and whose preliminary processing has begun.

6. This Regulation comes into force on 1 August 2013.

2880

M.O., 2013

Order No. 2013-09 of the Minister of Transport dated July 3rd, 2013

Highway Safety Code
(chapter C-24.2)

Access to public roads for low-speed vehicles

THE MINISTER OF TRANSPORT,

CONSIDERING Minister’s Order 2008-07 dated 20 June 2008 (*G.O.* 2, 2566), amended by Minister’s Order 2011-09 dated 17 June 2011 (*G.O.* 2, 1397) to test the use of low-speed electric vehicles under a pilot project ending on 17 July 2013;

CONSIDERING the first paragraph of section 633.1 of the Highway Safety Code (chapter C-24.2), which provides that the Minister of Transport may, by order and after consultation with the Société de l’assurance automobile du Québec, restrict or prohibit, for up to 180 days, the use on public highways of any model or class of vehicle that endangers the safety of persons and property;

CONSIDERING the first paragraph of that section, which provides that any interested party may submit comments to the person designated in the order within 90 days after its publication in the *Gazette officielle du Québec*;

CONSIDERING the first paragraph of that section, which provides that, at the expiry of 180 days, the Minister may, by order, make the restriction or prohibition permanent;

CONSIDERING the first paragraph of that section, which provides that a restriction or prohibition under that paragraph comes into force on the date the order is published in the *Gazette officielle du Québec*;

CONSIDERING the fourth paragraph of that section, which provides that the publication requirement set out in section 8 of the Regulations Act (chapter R-18.1) does not apply to an order made under that section;

CONSIDERING that the electrification of means of transportation, although a solution to be favored to meet environmental objectives, must not take place to the detriment of the safety of road users;

CONSIDERING the risk related to the traffic of low-speed vehicles that meet few safety standards compared to conventional vehicles and given the modest results of the pilot project by reason of the low participation rate and the restrictions imposed on access to the road network;

CONSIDERING the recommendations of Transport Canada, the Institute for Highway Safety (IIHS) and the National Highway Traffic Safety Administration (NHTSA), to the effect of not letting those vehicles be used at the same places as conventional vehicles;

CONSIDERING that the mission of the Société de l'assurance automobile du Québec is to protect the public against the risks related to road traffic;

CONSIDERING the status of public insurer of the Société de l'assurance automobile du Québec for the compensation of bodily harm resulting from road accidents, it is in the interest of contributors that any new type of vehicle that gains access to the road network be fit to provide adequate protection to its occupants and not be an unnecessary risk to the safety of road users;

CONSIDERING that, after consultation with the Société, it seems expedient to impose a prohibition or restriction, for a period of 180 days, on low-speed vehicles with regard to access to public roads since those vehicles constitute a risk for the safety of persons and property;

CONSIDERING that it is expedient to prohibit or restrict, for a period of 180 days, access to public roads for low-speed vehicles for the reasons raised by the Société;

ORDERS AS FOLLOWS:

DIVISION I GENERAL

1. For the purposes of this Order, a low-speed vehicle means a vehicle defined as such in the Motor Vehicle Safety Regulations (C.R.C., chapter 1038) and that bears the compliance label required by those Regulations.

2. Access to public roads is prohibited for low-speed vehicles.

Those vehicles must be registered for off-road driving with a licence plate that bears the prefix V in accordance with the Regulation respecting road vehicle registration (chapter C-24.2, r. 29).

3. Despite section 2, access to public roads is authorized for low-speed vehicles that are registered in the pilot project ending on 17 July 2013 and having a licence plate as passenger vehicles with limited area of operation bearing the prefix "C" in accordance with the Regulation respecting road vehicle registration.

In such a case, the rules in sections 4 to 19 of this Order apply.

DIVISION II TRAFFIC RULES

4. The traffic of low-speed vehicles is restricted to public roads in zones where the posted maximum speed limit is not greater than 50 km/h, provided that the public road is not an expressway or a limited access highway; despite the foregoing, low-speed vehicles may cross the roadway of a public road where the authorized maximum speed is greater than 50 km/h at an intersection where traffic lights or stop signs are present or at a traffic circle.

5. On a roadway with 2 or more lanes of traffic in the same direction, low-speed vehicles must travel in the same direction as traffic and in the far right lane, except

(1) if they are making a left turn; or

(2) if the lane on the far right is reserved for other types of vehicles, is obstructed or closed to traffic, in which case they must be driven in the lane next to the far right lane.

6. Drivers of low-speed vehicles who are about to change lanes must, using the turn-signal lights, signal their intention over a sufficient distance so as not to endanger their safety and the safety of other users and ensure that they can perform the manoeuvre without risk.

7. Drivers of low-speed vehicles may not travel on a public road where the incline is 15% or greater.

8. Low-speed vehicles must travel with their headlights on at all times if they are not equipped with daytime running lights.

In all cases, their headlights must be on in daytime if the weather conditions so require.

9. No low-speed vehicle is allowed to tow a trailer or semi-trailer.

10. Any offence against the provisions of sections 4 to 9 renders the offender liable to a fine of \$100 to \$200.

DIVISION III DRIVER'S LICENCE

11. To drive a low-speed vehicle, a person must hold a class 5 driver's licence.

A driver who does not hold such a licence is liable to a fine of \$300 to \$360.

12. A peace officer who has reasonable grounds to believe that a person is driving a low-speed vehicle without holding the licence prescribed may immediately, at the owner's expense and on behalf of the Société, seize and impound the vehicle for a period of 30 days.

Sections 209.3 to 209.26 of the Highway Safety Code (chapter C-24.2) apply to vehicle seizure under the first paragraph, with the necessary modifications.

DIVISION IV EQUIPMENT

13. Subparagraphs 2, 7, 9 and 10 of the first paragraph of section 215 and sections 221, 258 and 274 of the Highway Safety Code do not apply to a low-speed vehicle.

14. For the purposes of subparagraph 3.1 of the first paragraph of section 215 of the Highway Safety Code, a low-speed vehicle must be equipped with a least 1 red reflector at the rear of the vehicle.

For the purposes of subparagraph 8 of the first paragraph of the same section, the requirement that a low-speed vehicle be equipped with 1 red side lamp on each side, as far to the rear as practicable, does not apply to low-speed vehicles.

15. A low-speed vehicle must be equipped with

(1) a triangle orange slow moving vehicle warning sign, with a dark red reflective edge, complying with Standard ANSI/ASAE S276.6 published in January 2005 by the American Society of Agricultural Engineers and placed on the left side of the vehicle's central axis;

(2) a notice "MAXIMUM 40 km/h" in a contrasting color with letters at least 5 cm high, which must be placed on the rear of the vehicle to indicate its maximum speed;

(3) a proximity warning system: a warning system that emits an intermittent noise when the vehicle is in movement in the vicinity of a pedestrian or cyclist and intended to signal the vehicle's presence provided its sound level is less than the warning system referred to in section 254 of the Highway Safety Code;

(4) a 13 cm by 18 cm information notice complying with Schedule A and that specifies the vehicle's operation rules, which must be installed inside the vehicle so it is visible to its occupants;

(5) a defrost system;

(6) a heating system;

(7) a 3-point seat belt;

(8) a 17-character identification number; and

(9) doors.

16. Any offence against the provisions of paragraph 1 or 2 of section 15 renders the vehicle owner liable to a fine of \$30 to \$60.

Any offence against the provisions of paragraph 3 or 4 of section 15 renders the vehicle owner liable to a fine of \$100 to \$200.

DIVISION V ROAD SIGNS AND SIGNALS

17. The letters "VBV" that appear on a road sign indicate that the message is aimed at the driver of a low-speed vehicle.

18. The person in charge of the maintenance of a public road may post a sign on the road to convey the message shown in Schedule B, to prohibit a low-speed vehicle from travelling on that road.

The person in charge of the maintenance of a public road may also post a sign on the road in question to convey the message shown in Schedule C and indicate the direction in which the vehicle must travel, requiring the driver of a low-speed vehicle to travel in the direction indicated on the road sign.

19. If a road sign installed under section 18 is not complied with, the vehicle driver is liable to a fine of \$100 to \$200.

DIVISION VI

FINAL

20. Any interested person may submit comments on this Order before 15 October 2013 to Mark Baril, Société de l'assurance automobile du Québec, 333, boulevard Jean-Lesage, C-4.21, postal box 19600, Québec (Québec) G1K 8J6; email: Mark.Baril@saaq.gouv.qc.ca

21. This Order comes into force on the date of its publication in the *Gazette officielle du Québec*. It is revoked on 13 January 2014.

SYLVAIN GAUDREAU,
Minister of Transport

SCHEDULE A

AVERTISSEMENT
Véhicule à circulation restreinte

- Ce véhicule ne respecte pas toutes les exigences de sécurité des véhicules de promenade.
- Ce véhicule est soumis à des règles particulières de circulation.

Chemins interdits

Règles

Classe 5 Phares allumés Klaxon de proximité À l'arrière

Chemins obligatoires

Interdiction de croiser un chemin de plus de 50 km/h, sauf à une intersection où il est régi par :

Voie de droite, sauf pour virage à gauche, ou si voie réservée, obstruée ou fermée

Interdiction d'enlever ou d'altérer cette vignette

SCHEDULE B



SCHEDULE C

