

6. Sections 312.44 and 312.45 are revoked.

7. The following is inserted after the heading of subdivision 8 of Division XXVI.I:

“312.45.1. Compressed breathing air or gas mixture supply system: Subject to sections 312.46 to 312.54, any compressed breathing air or gas mixture supply system and its components must comply with Clauses 6.1 to 6.6 of CAN/CSA Standard Z275.2-11, Occupational Safety Code for Diving Operations.

The employer must keep the maintenance record set up under Clause 6.1.1 (e) of that standard for a period of at least 5 years.”

8. Sections 312.48 and 312.49 are replaced by the following:

“312.48. Gas mixture containing helium: Any gas mixture supply system must include a mixture heater, if the gas mixture includes helium.

312.49. Lines: Each line of the breathing mixture or oxygen supply system must

- (1) be clearly identified to the diver supplied;
- (2) include an easy-to-reach shockproof supply valve;
- (3) be equipped with a pressure gauge, downstream from the supply valve, indicating the supply pressure of the breathing mixture or oxygen, with a dial and numbers easily readable by the diver’s tender.

For the purposes of this section, “lines” means the rigid and flexible hoses and fittings of the breathing mixture or oxygen supply and distribution system.”

9. Sections 312.50 and 312.51 are revoked.

10. Section 312.52 is replaced by the following:

“312.52. Mask, helmet and regulator: Masks, helmets and regulators must be cleaned and disinfected in the manner provided for in Clause 11.2 and Annex F to CSA Standard Z94.4-11, Selection, Use and Care of Respirators.”

11. Section 312.54 is replaced by the following:

“312.54. Pressure gauge: A pressure gauge must be checked at least every 6 months, unless the manufacturer has given instructions to the contrary.”

12. Section 312.55 is revoked.

13. Section 312.64 is amended by inserting the following after the second paragraph:

“No diver may accompany the victim of a diving accident in a hyperbaric chamber if the diver is not medically capable of being pressurized or has dived within the last 18 hours.

A diver who accompanies the victim of a diving accident in a hyperbaric chamber may not dive within 24 hours after coming out of the chamber.”

14. Part 2 of Schedule X is revoked.

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

102098

Draft Regulation

An Act respecting occupational health and safety
(chapter S-2.1)

Safety Code for the construction industry —Amendment

Notice is hereby given, in accordance with sections 10 and 11 of the Regulations Act (chapter R-18.1), that the draft Regulation to amend the Safety Code for the construction industry, appearing below, may be made by the Commission de la santé et de la sécurité du travail and submitted to the Government for approval, in accordance with section 224 of the Act respecting occupational health and safety (chapter S-2.1), on the expiry of 45 days following this publication.

The draft Regulation ensures the health, safety and physical well-being of workers on construction sites. It adds definitions and new measures and standards relating to traffic on construction sites, in particular regarding backup maneuvers. It also proposes amendments applicable to signal persons, backup alarms and the wearing of high-visibility safety apparel.

To date, study of the matter has shown no impact on enterprises, including small and medium-sized businesses, as the Safety Code for the construction industry already prescribed that the principal contractor was responsible for controlling the traffic of vehicles on a construction

site, so as to protect any person on such a site. The Code also prescribed that, where a self-propelled vehicle was in reverse, a signal person had to direct the operator if the movement could jeopardize the situation of a person. From now on, the principal contractor will also have to plan the traffic of vehicles in such a way as to restrict backup maneuvers, which will result in having fewer site signal persons. Those maneuvers may be performed in a marked backup area, a new alternative.

Further information may be obtained by contacting Claude Rochon, expert counsellor in prevention-inspection, Commission de la santé et de la sécurité du travail, 524, rue Bourdages, bureau 250, Québec (Québec) G1K 7E2; telephone: 418 266-4699, extension 2031; fax: 418 266-4698.

Any person wishing to comment on the draft Regulation is requested to submit written comments within the 45-day period to Claude Sicard, Vice-President for Partnership and Expert Counselling, Commission de la santé et de la sécurité du travail, 524, rue Bourdages, bureau 220, Québec (Québec) G1K 7E2.

MICHEL DESPRÉS,
*Chair of the board of directors and
Chief Executive Officer of the Commission
de la santé et de la sécurité du travail*

Regulation to amend the Safety Code for the construction industry

An Act respecting occupational health and safety (chapter S-2.1, s. 223, 1st par., subpars. 7, 9 and 42, 2nd and 3rd pars.)

1. The Safety Code for the construction industry (chapter S-2.1, r. 4) is amended in section 1.1

(1) by inserting the following after paragraph 1.2:

“(1.3) “backup area” means a marked out space that is used exclusively for backup maneuvers of self-propelled vehicles and it is prohibited for any person to walk in that area;”;

(2) by inserting the following after paragraph 23.0:

“(23.1) “ISO” means the International Organization for Standardization;”.

2. Section 2.8.1 is replaced by the following:

“2.8.1. General responsibilities of the principal contractor: Traffic of self-propelled vehicles must be controlled in order to protect any person on a site. To that end, the principal contractor must plan the traffic of those

vehicles so as to restrict backup maneuvers and set up new safety measures to protect any person circulating on the site. The principal contractor must also give prior information of the safety measures prescribed to any person who must circulate on the site.

The principal contractor is responsible for ensuring that signs, including maximum speed indicators, are set up. The principal contractor must mark off traffic lanes, backup areas and work areas, as the case may be. The principal contractor is also responsible for ensuring that dust is kept down on all roads.

Where it is foreseen that activities on the construction site will occupy at least 10 construction workers simultaneously at a particular stage of the work, the principal contractor must, before work begins, develop a traffic plan that complies with the requirements of section 2.8.2.”.

3. The following sections are added after section 2.8.1:

“2.8.2. Traffic plan: A traffic plan must indicate the safety measures taken to restrict backup maneuvers and those set up to protect persons circulating on a site. It must also determine the bidirectional telecommunications procedures or the code of hand signals related to backup maneuvers.

It must also contain a diagram indicating

- (1) the location and size of all traffic lanes;
- (2) the location of backup areas, if any;
- (3) traffic signs;
- (4) allowed maximum speeds;
- (5) the positioning of a site signal person or flag person for road users.

The plan must be kept and be available at all times on the work premises. The information it contains must be updated in the event of any change, namely as regards the location of the backup areas.

2.8.3. Training of site signal persons: Site signal persons direct operators of self-propelled vehicles, namely during backup maneuvers. Site signal persons must undergo training, given by an instructor, that deals with the following elements:

- (1) the risks associated with the circulation of persons and self-propelled vehicles on a site;
- (2) the traffic rules and safety instructions on a site, including those provided for in the traffic plan, the marking of traffic zones and the instructions necessary to perform their task;

(3) work equipment appropriate for the signal person's duties such as high-visibility safety apparel and bidirectional means of telecommunications;

(4) the signal person's role and responsibilities;

(5) the positioning of site signal persons and the blind spots of self-propelled vehicles;

(6) the means of communication and the code of hand signals related to backup maneuvers.

2.8.4. Site signal persons: Where site signal persons perform their duties, they must meet the following conditions:

(1) wear fluorescent yellow-green high-visibility safety apparel of Class 2 or 3 and of Level 2 that complies with CSA Standard Z96, High-Visibility Safety Apparel;

(2) use one of the means of communication provided for in the traffic plan and that was taught to them during training;

(3) remain visible to operators of self-propelled vehicles directed by them and stay clear of the trajectory of those vehicles.

2.8.5. Backup maneuver: Where it is necessary for a self-propelled vehicle referred to in subsection 2 of section 3.10.12 to perform a backup maneuver in a zone where persons are present or circulating and where that backup maneuver may endanger their safety, the maneuver must be performed in a backup area or with a site signal person who must direct the operator throughout the maneuver.

Where a backup maneuver is directed by a signal person, the signal person must use a bidirectional means of communication to guide the operator. Despite the foregoing, where the vehicle backs up over a distance of less than 10 metres, the signal person may use the code of hand signals indicated in the traffic plan, as the case may be."

4. Section 3.10.5 is amended

(1) by replacing the title of the section by "**Workers acting as signal persons:**";

(2) by striking out subsection 1;

(3) by replacing "signalmen" in subsection 2 by "workers" and by replacing "signalman" in subsections 3 and 5 by "worker";

(4) in subsection 2

(a) by inserting "except a backup maneuver," after "any maneuver,";

(b) by adding "subject to section 3.24.2," before "by communicating" in paragraph b;

(c) by replacing "standardized signal code" by "code of hand signals" in paragraph b;

(5) by replacing "in subsections 1 and 2" in subsection 3 by "in subsection 2".

5. Section 3.10.12 is amended

(1) by replacing subsection 2 and its paragraphs by the following:

"(2) The following must be equipped with an automatic reset backup alarm for the reverse gear:

(a) any self-propelled vehicle used mainly on a site where the operator's view, through the rear window, is obstructed;

(b) any earth-moving machinery as defined in ISO Standard 6165:2012, Earth-moving machinery — Basic types — Identification and terms and definitions;

(c) any truck having a nominal capacity of 2.250 kg or more, as defined in subsection 5 of this section.";

(2) by adding the following subsections and paragraphs:

"(3) The automatic reset backup alarm device referred to in subsection 2 must have the following features:

(a) have a distinct sound and a noise intensity that is superior to the surrounding noise and to the noise of the equipment on which it is installed;

(b) be visible from the rear of the vehicle and face backward;

(c) if the device is electric, it must comply with SAE Standard J994, Performance, Test and Application Criteria for Electrically Operated Backup Alarm Devices.

(4) In addition to the requirements provided for in subsection 3, the backup alarm device installed on earth-moving machinery must comply with ISO Standard 9533:2010, Earth-moving machinery — Machine-mounted forward and reverse audible warning alarm — Sound test method.

(5) For the purposes of this section, “nominal capacity” means the gross vehicle weight rating certified by a motor vehicle manufacturer less the net mass of the vehicle.”.

6. Section 3.24.2 is amended

(1) by striking out “**Signalmen and**” in the title;

(2) by replacing “signalman” in the first paragraph by “worker”.

7. Section 10.3.2 is replaced by the following:

“**10.3.2.** Where traffic must be directed by a flag person for road users, the employer must ensure that the flag person

(1) is aware of all the responsibilities inherent in his or her work;

(2) has undergone training relating to his or her responsibilities recognized by the Joint Sector-Based Construction Association;

(3) wears high-visibility safety apparel and is equipped with other accessories in compliance with the standards of Volume V of the manual entitled “Traffic Control Devices”, determined and set out by the Minister of Transport under the second paragraph of section 289 of the Highway Safety Code (chapter C-24.2).”.

8. Section 10.4.1 is replaced by the following:

“**10.4.1. High-visibility safety apparel:** Subject to paragraph 1 of section 2.8.4 and to paragraph 3 of section 10.3.2, the wearing of fluorescent orange high-visibility safety apparel of Class 2 or 3 and of Level 2 that complies with CSA Standard Z96, High-Visibility Safety Apparel, is mandatory for every worker who performs tasks on or near a road where self-propelled vehicles are likely to hit a worker.”.

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

102106

Draft Regulation

An Act respecting occupational health and safety (chapter S-2.1)

Safety Code for the construction industry — Amendment

Occupational health and safety — Amendment

Notice is hereby given, in accordance with sections 10 and 11 of the Regulations Act (chapter R-18.1), that the draft Regulation to amend the Safety Code for the construction industry and to amend the Regulation respecting occupational health and safety, appearing below, may be made by the Commission de la santé et de la sécurité du travail and submitted to the Government for approval, in accordance with section 224 of the Act respecting occupational health and safety (chapter S-2.1), on the expiry of 45 days following this publication.

The draft Regulation strikes out expired regulatory provisions concerning works in compressed air.

To date, study of the matter has shown no impact on enterprises, including small and medium-sized businesses, as the type of work in question has not been carried out in Québec for a number of years.

Further information may be obtained by contacting Claude Rochon, Commission de la santé et de la sécurité du travail, 524, rue Bourdages, bureau 250, Québec (Québec) G1K 7E2; telephone: 418 266-4699, extension 2031; fax: 418 266-4698.

Any person wishing to comment on the draft Regulation is requested to submit written comments within the 45-day period to Claude Sicard, Vice President, Partnership and Expert Consulting, Commission de la santé et de la sécurité du travail, 524, rue Bourdages, bureau 220, Québec (Québec) G1K 7E2.

MICHEL DESPRÉS,
*Chairman of the Board and
Chief Executive Officer of the Commission
de la santé et de la sécurité du travail*
