

(a) where a motor vehicle has been immobilized, a fee of \$146 including the installation and removal of the device, the execution, service, travelling fees and hourly fees of the bailiff;

(b) where, not less than 24 hours following the immobilization of the vehicle, the vehicle is towed away, a fee of \$212 including the installation and removal of the device, the execution, services including those of the police force closest to the place where the immobilization took place, travelling fees, hourly fees of the bailiff and the official report;

(c) where the vehicle has been towed away immediately, a fee of \$173 including the installation and removal of the device, the execution, services including those of the police service closest to the place where the immobilization took place, travelling fees, hourly fees of the bailiff and the official report.

#### **DIVISION IV OTHER FEES**

**46.** To certify the authenticity of a document, where the bailiff is acting as correspondent for the purposes of article 113 of the Code of Civil Procedure, a bailiff is entitled to a fee of \$10.

**47.** To receive tenders and serve them, a bailiff is entitled to the following fees:

Class 1: \$33;

Class 2: \$60.

**48.** For a sale by auction provided for by a law other than the Code of Civil Procedure, a bailiff is entitled to a fee of \$79.

The bailiff is also entitled to hourly fees starting from the second hour.

#### **DIVISION V FINAL**

**49.** This Regulation replaces the Tariff of fees and transportation expenses of bailiffs (chapter H-4.1, r. 14) and the Tariff of fees claimable from the debtor for the execution by bailiffs and advocates of a small claims judgment (chapter C-25, r. 17).

Despite the foregoing, former regulations continue to apply with respect to acts performed in connection with execution proceedings already under way.

**50.** This Regulation comes into force on the date of coming into force of the Act to establish the new Code of Civil Procedure (2014, chapter 1) or, if the date is different, on the date of coming into force of Book VIII of the new Code of Civil Procedure established by that Act.

102284

### **Draft Regulation**

Highway Safety Code  
(chapter C-24.2)

#### **Hours of driving and rest of heavy vehicle drivers — Amendment**

Notice is hereby given, in accordance with sections 10 and 11 of the Regulations Act (R.S.Q., c. R-18.1), that the Regulation to amend the Regulation respecting the hours of driving and rest of heavy vehicle drivers, appearing below, may be made by the Government on the expiry of 45 days following this publication.

The draft Regulation changes the definition of farm tractor to take into account the adjustments made to that definition by the Regulation respecting safety standards for road vehicles with respect to the vehicle's ownership.

The amendments proposed in the draft Regulation have no particular impact on the public.

No impact is foreseen on enterprises, including small and medium-sized businesses, since the adjustment is for harmonization purposes only.

Further information may be obtained by contacting Alexandre Guay, Société de l'assurance automobile du Québec, 333, boulevard Jean-Lesage, C-4-21, case postale 19600, Québec (Québec) G1K 8J6; telephone: 418 528-3080.

Any person having comments to make on the matter is requested to submit written comments within the 45-day period to the Minister of Transport, 700, boulevard René-Lévesque Est, 29<sup>e</sup> étage, Québec (Québec) G1R 5H1.

ROBERT POËTI,  
*Minister of Transport*

## Regulation to amend the Regulation respecting the hours of driving and rest of heavy vehicle drivers

Highway Safety Code  
(chapter C-24.2, s. 621, 1st par., subpar. 42)

**1.** The Regulation respecting the hours of driving and rest of heavy vehicle drivers (chapter C-24.2, r. 28) is amended in section 4 by replacing subparagraph 5 of the first paragraph by the following:

“(5) a farm tractor or farm machinery within the meaning of the Regulation respecting road vehicle registration (chapter C-24.2, r. 29) and a farm trailer owned by a farmer and having the characteristics provided for in section 2 of the Regulation respecting safety standards for road vehicles (chapter C-24.2, r. 32);”;

**2.** This Regulation comes into force on 28 March 2016.

102281

## Draft Regulation

Highway Safety Code  
(chapter C-24.2)

### Safety standards for road vehicles —Amendment

Notice is hereby given, in accordance with sections 10 and 11 of the Regulations Act (chapter R-18.1), that the Regulation to amend the Regulation respecting safety standards for road vehicles, appearing below, may be made by the Government on the expiry of 45 days following this publication.

In Canada, the federal and provincial regulations concerning road transportation are developed taking into account the standards in the National Safety Code, which was developed and accepted by all the jurisdictions and for which the Canadian Council of Motor Transport Administrators (CCMTA) is the depository. The Code does not have force of law, but is used as a model to harmonize the regulations in all jurisdictions. Standard 13 – Daily Vehicle Trip Inspection from that Code is intended to ensure early identification of vehicle problems and defects, and to prevent the operation of vehicles with conditions that are likely to cause or contribute to a collision or vehicle breakdown. Amendments to that standard were made in various stages between December 2003 and May 2005.

The draft Regulation proposes new rules concerning the summary inspection of the mechanical condition of a heavy vehicle by the driver or the person designated by the operator to harmonize them with the standard. The inspection which used to be made before the vehicle's departure will now be made on a daily basis, subject to exceptions. The daily inspection will have to pertain to the compliance items provided for in the list of defects applicable to the type of heavy vehicle subject to the inspection.

In addition to the daily inspection, motor coaches will also be subjected to a specific inspection with respect to certain items that cannot be inspected without having recourse to special equipment, every 30 days or every 12,000 km, whichever comes first. However, such inspection will not be required if the vehicle is covered by a preventive maintenance program as provided for in the Highway Safety Code.

The draft Regulation also replaces the Regulation respecting exemptions from the application of Title VIII.1 of the Highway Safety Code (chapter C-24.2, r. 25) which exempts certain heavy vehicle from inspection before departure and to include those exemptions into the Regulation respecting safety standards for road vehicles, which contains the rules for the circle check and maintenance of vehicles.

Certain updating adjustments are made to the Regulation in respect of safety standards and vehicle mechanical components. Lastly, the draft Regulation makes various consequential and technical amendments.

The measures proposed in the draft Regulation have no particular impact on the public other than contributing to highway safety.

As for enterprises, the impact is related to the implementation of the Regulation and results from the constraints imposed on carriers to comply with the new road transportation requirements applicable in all the Canadian territory including Québec which has subscribed to them. In Québec, the Highway Safety Code has already been amended to that effect.

Further information may be obtained by contacting Alexandre Guay, Société de l'assurance automobile du Québec, 333, boulevard Jean-Lesage, C-4-21, case postale 19600, Québec (Québec) G1K 8J6; telephone: 418 528-3080.

Any person having comments to make on the matter is requested to submit written comments within the 45-day period to the Minister of Transport, 700, boulevard René-Lévesque Est, 29<sup>e</sup> étage, Québec (Québec) G1R 5H1.

ROBERT POËTI,  
*Minister of Transport*