

## Regulation to amend the Regulation respecting tourist accommodation establishments

An Act respecting tourist accommodation establishments (chapter E-14.2, ss. 7, 8, 9 and 30)

**1.** The Regulation respecting tourist accommodation establishments (chapter E-14.2, r. 1) is amended in section 1 by replacing the first paragraph by the following:

“**1.** Any establishment in which at least 1 accommodation unit is offered for rent to tourists, in return for payment, for a period not exceeding 31 days, on a regular basis in the same calendar year and the availability of which is made public is a tourist accommodation establishment.”.

**2.** Section 2 is amended by replacing “a camp, a framed tent square, a wigwam, a short-lived facility” by “a ready-to-camp unit”.

**3.** Sections 4, 5 and 6 are revoked.

**4.** The following is inserted after section 6:

“**6.1.** A ready-to-camp unit is a structure installed on a platform, on wheels or directly on the ground, and is provided with the equipment necessary to stay there, including self-catering kitchen facilities.”.

**5.** Section 7 is amended

(1) in paragraph 1

(a) by replacing “including hotel services” by “including reception and daily housekeeping services and all other hotel services”;

(b) by replacing “kitchen facilities” in the English text by “self-catering kitchen facilities”;

(2) by striking out paragraphs 3 and 6;

(3) by replacing the words “kitchen facilities” everywhere they appear in paragraphs 2, 4 and 7 of the English text by “self-catering kitchen facilities”;

(4) by inserting “in ready-to-camp units or” after “accommodation” in paragraph 9.

**6.** Section 8 is replaced by the following:

“**8.** An outfitting establishment where accommodation is offered in an outfitting operation to which the Act respecting hunting and fishing rights in the James Bay and

New Québec territories (chapter D-13.1) applies, may be operated even if the classification certificate provided for in section 6 of the Act respecting tourist accommodation establishments (chapter E-14.2) has not been issued for the establishment.”.

**7.** Section 10.1 is amended

(1) by striking out subparagraph 4 of the first paragraph;

(2) by replacing “subparagraphs 2 and 4” in the second paragraph by “subparagraph 2”.

**8.** Section 11 is amended by striking out the third paragraph.

**9.** Section 12 is amended by striking out the third paragraph.

**10.** Section 13 is amended by inserting “, “camping establishments”” after ““educational establishments””.

**11.** Section 14 is amended by adding the following paragraph at the end:

“The same applies to a provisional classification certificate.”.

**12.** This Regulation comes into force on 15 April 2016.

102526

### M.O., 2016

#### Order number M.O. 2016-04 of the Minister of Transport, Sustainable Mobility and Transport Electrification dated 10 March 2016

Highway Safety Code (chapter C-24.2)

Use of flexible folding aerodynamic systems for road vehicles

THE MINISTER OF TRANSPORT, SUSTAINABLE MOBILITY AND TRANSPORT ELECTRIFICATION

CONSIDERING section 633.2 of the Highway Safety Code (chapter C-24.2), which provides that the Minister of Transport, Sustainable Mobility and Transport Electrification may, after consultation with the Société de l'assurance automobile du Québec, temporarily suspend the application of a provision of the Code or the regulations if the Minister considers that it is in the interest of the public and is not likely to compromise highway safety;

CONSIDERING that section 633.2 also provides that the Minister may prescribe any rule, applicable when using the exemption, that ensures an equivalent level of safety;

CONSIDERING that section 633.2 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 section 633.2;

CONSIDERING that, after consultation with the Société, it is advisable to allow the use of flexible folding aerodynamic systems at the rear of a road vehicle;

ORDERS AS FOLLOWS:

1. The provisions of section 474 of the Highway Safety Code (chapter C-24.2) are suspended with respect to a flexible folding aerodynamic system installed at the rear of a road vehicle provided that, as shown,

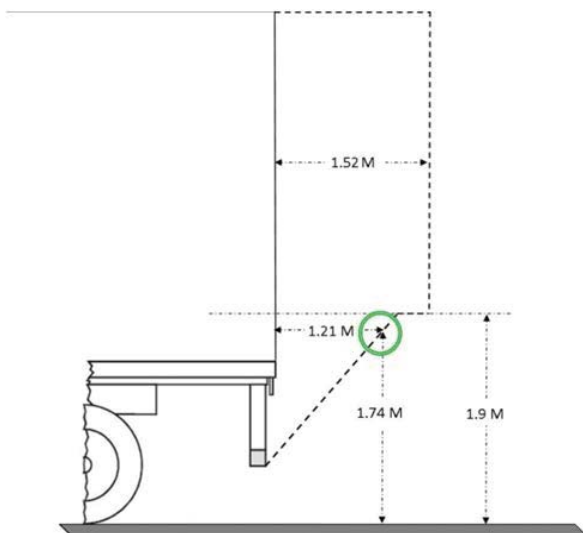
(1) any part of the system located at more than 1.9 m from the ground does not exceed, when unfolded, by more than 152 cm the rear end of the vehicle;

(2) any part of the system located at less than 1.9 m from the ground does not exceed, when unfolded, a virtual line connecting the following points:

(a) a point located at 1.74 m from the ground and 121 cm from the rear end of the vehicle;

(b) a point located at the rear end and the lowest part of the vehicle bumper or, if there is no bumper, a point located at the lowest part of the rear end of the vehicle;

(3) any part of the system does not exceed, when folded, by more than 30.5 cm the rear end of the vehicle.



2. With respect to a flexible folding aerodynamic system installed at the rear of a road vehicle, the provisions of the second paragraph of section 4.1 of the Vehicle Load and Size Limits Regulation (chapter C-24.2, r. 31) are suspended and replaced by the following:

“The same applies to the flexible folding aerodynamic system located at the rear of a road vehicle, provided that, as shown,

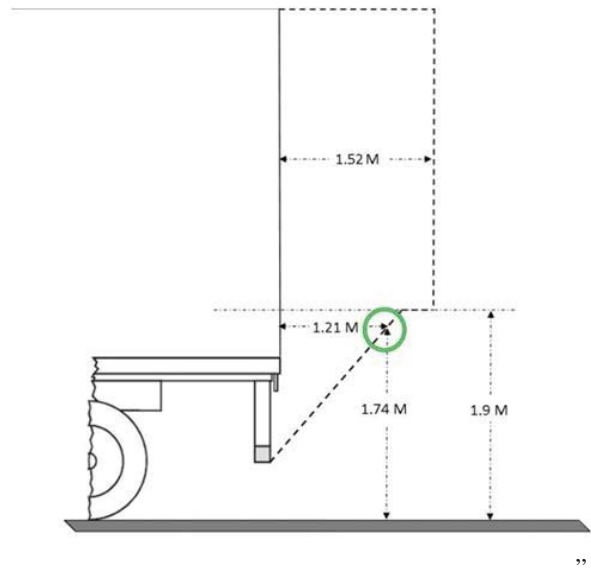
(1) any part of the system located at more than 1.9 m from the ground does not exceed, when unfolded, by more than 152 cm the rear end of the vehicle;

(2) any part of the system located at less than 1.9 m from the ground does not exceed, when unfolded, a virtual line connecting the following points:

(a) a point located at 1.74 m from the ground and 121 cm from the rear end of the vehicle;

(b) a point located at the rear end and the lowest part of the vehicle bumper or, if there is no bumper, a point located at the lowest part of the rear end of the vehicle;

(3) any part of the system does not exceed, when folded, by more than 30.5 cm the rear end of the vehicle.



3. With respect to a flexible folding aerodynamic system installed at the rear of a semi-trailer of a road train, the provisions of subparagraphs 3 and 4 of the first paragraph of section 3 of the Special Road Train Operating Permits Regulation (chapter C-24.2, r. 36) are suspended and replaced by the following:

“(3) the first semi-trailer has a maximum length of 16.20 m and a minimum length of 12 m, in the case of a B train double, or 13.50 m, in the case of an A or C train double, the whole without taking into account the presence of a flexible folding aerodynamic system located at the rear of the semi-trailer, provided that, as shown,

(a) any part of the system located at more than 1.9 m from the ground does not exceed, when unfolded, by more than 152 cm the rear end of the vehicle;

(b) any part of the system located at less than 1.9 m from the ground does not exceed, when unfolded, a virtual line connecting the following points:

i. a point located at 1.74 m from the ground and 121 cm from the rear end of the vehicle;

ii. a point located at the rear end and the lowest part of the vehicle bumper or, if there is no bumper, a point located at the lowest part of the rear end of the vehicle;

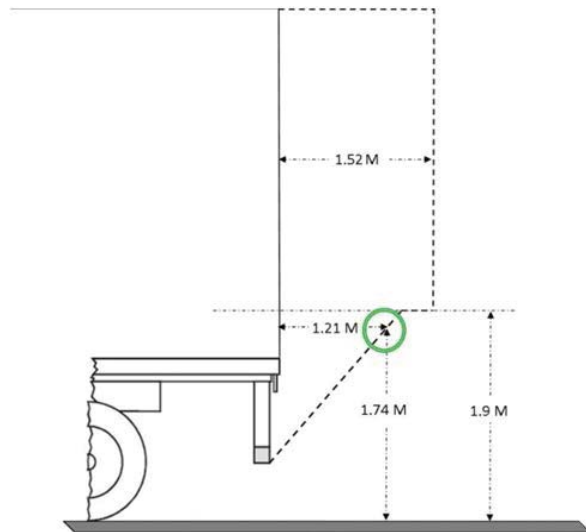
(c) any part of the system does not exceed, when folded, by more than 30.5 cm the rear end of the vehicle;

(4) the second semi-trailer has a maximum length of 16.20 m and a minimum length of 12 m, without taking into account the presence of a flexible folding aerodynamic system located at the rear of a road vehicle and complying with subparagraph 3;

4. This Order comes into force on the fifteenth day following the date of its publication in the *Gazette officielle du Québec*. It is revoked on the day of the fifth anniversary of that date.

JACQUES DAOUST,  
*Minister of Transport, Sustainable Mobility  
and Transport Electrification*

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