

**4.** Section 2.12 is amended by replacing “physical rehabilitation technology” by “physiotherapy technology”.

**5.** Section 1.26, replaced by section 1 of this Regulation, remains applicable to persons who, on 1 October 2017, hold the diploma Bachelor of Commerce (Urban Analysis and Real Estate Concentration) awarded by McGill University or the diploma Baccalauréat en administration des affaires (affaires immobilières (évaluation)) from the Université du Québec à Montréal.

**6.** Section 2.12, amended by section 4 of this Regulation, remains applicable to persons who, on 1 October 2017, hold the diploma referred to in the amended section or are registered in the program leading to that diploma.

**7.** Section 6 of the Letters patent constituting the Ordre professionnel des criminologues du Québec (chapter C-26, r. 90.1) remains applicable to persons who, on 1 October 2017, hold any of the diplomas listed therein or who are registered in the program leading to any of the diplomas.

**8.** This Regulation comes into force on 1 October 2017.  
103113

Gouvernement du Québec

### O.C. 855-2017, 23 August 2017

An Act respecting roads  
(chapter V-9)

#### Management of the Mont Bélair road located on the territory of Ville de Québec

CONCERNING the management of the Mont Bélair road located on the territory of Ville de Québec

WHEREAS, under the first paragraph of section 2 of the Act respecting roads (chapter V-9), the Government shall determine, by an order published in the *Gazette officielle du Québec*, the roads which shall be under the management of the Minister of Transport, Sustainable Mobility and Transport Electrification;

WHEREAS, under the first paragraph of section 3 of this Act, the Government may, by an order published in the *Gazette officielle du Québec*, determine that a road which is under the management of the Minister shall, from the date indicated in the order, be managed by a municipality in accordance with Chapter I and Division I of Chapter IX of Title II of the Municipal Powers Act (chapter C-47.1);

WHEREAS Order in Council number 292-93 of March 3, 1993 and its subsequent amendments have determined, by municipality, the roads under the management of the Minister;

WHEREAS it is appropriate to reamend the schedule to this Order in Council and its subsequent amendments, in order to determine that the Mont Bélair road located on the territory of Ville de Québec and under the management of the Minister shall pass under the management of Ville de Québec;

IT IS ORDERED accordingly, on the recommendation of the Minister of Transport, Sustainable Mobility and Transport Electrification:

THAT the schedule to Order in Council number 292-93 of March 3, 1993 and its subsequent amendments concerning the roads under the management of the Minister of Transport, Sustainable Mobility and Transport Electrification be reamended, by removing the Mont Bélair road in favour of Ville de Québec;

THAT this Order in Council take effect on the date of its publication in the *Gazette officielle du Québec*.

MARC-ANTOINE ADAM,  
*Associate Secretary General*

#### SCHEDULE

#### ROADS UNDER THE MANAGEMENT OF THE MINISTER OF TRANSPORT, SUSTAINABLE MOBILITY AND TRANSPORT ELECTRIFICATION

#### PRESENTATION NOTE

The roads under the management of the Minister of Transport, Sustainable Mobility and Transport Electrification are described for each municipality where they are situated. The update of the schedule to Order in Council number 292-93 of March 3, 1993 and its subsequent amendments state the correction to the description of a road, the addition or removal of roads, and the changes affecting the right-of-way width of a road or its geometric redevelopment.

#### A) CORRECTION TO THE DESCRIPTION, ADDITION OR REMOVAL

The roads covered by a “Correction to the description”, “Addition” or “Removal” were described by means of the following five elements:

## 1. ROAD CLASS

The nomenclature of the road classes comes from the functional classification established by the Ministère des Transports, de la Mobilité durable et de l'Électrification des transports (MTMDET).

## 2. SECTION IDENTIFICATION

The roads are identified according to the coding used by the MTMDET to subdivide its road network. The coding breaks down into Road / Segment / Section / Sub-road. The sequence within the sub-road has evolved over the years (the current coding appears in bold in the examples below). Here is how to interpret the information:

### Primary road

Road	Segment	Section	Sub-road	Description
00138	- 01	- 110	- <b>000-C</b>	Primary road (000) with <u>C</u> ontiguous lanes
00020	- 02	- 090	- <b>000-S</b>	Primary road (000) with <u>S</u> eparated (divided) roadways
00020	- 02	- 090	- 0-00-1	Primary road (000) with number serving for computer validation "1" (from 0 to 9)

### Ramp

Road	Segment	Section	Sub-road	Description
00020	- 02	- 090	- <b>32A</b>	Ramp (3), intersection No. 2, named "A"
00020	- 02	- 090	- 3-02-0-A	Ramp (3), intersection No. 02, named "0-A"

## 3. ROAD NAME

For roads with a number lower than 1000, this number is recorded in this element, and not the odonym. The odonym is used for other routes.

When one or more ramps exist along a road section, the total number of ramps attached to this section is also recorded in this element. The cumulative length of all these ramps is then found under the heading "Length in km".

## 4. LOCATION OF BEGINNING

This element contains the description of a physical reference point to locate the beginning of a road section or identifies a municipal limit in the cases where a road section is found in more than one municipality.

## 5. LENGTH IN KM

The length in kilometres is recorded for each road or part of a road. This length, established by the Minister of Transport, Sustainable Mobility and Transport Electrification, corresponds to the distance travelled by a vehicle between two points, without considering the number of lanes or the layout in contiguous lanes or divided roadways. Thus, the length is the same, whether for an autoroute or a collector road.

## B) CHANGE OF RIGHT-OF-WAY WIDTH OR GEOMETRIC REDEVELOPMENT

The routes that are the object of a “Change of right-of-way width” or “Geometric redevelopment” are described by means of the same elements of section A above, as well as the plan number, the land surveyor’s name and the number of the land surveyor’s minutes.

### QUÉBEC, V (2302700)

- Removal

Road class	Section identification	Road name	Location of beginning	Length in km
Resource access	41918-01-000-0-00-2	Mont Bélair road	Fence (communications tower)	3.25

103114

## M.O., 2017

### Order 2017-08 of the Minister of Transport, Sustainable Mobility and Transport Electrification dated 24 August 2017

An Act respecting transportation services by taxi (chapter S-6.01)

Implementation of the Pilot project concerning permits and training of certain drivers providing remunerated passenger transportation on the island of Montréal

THE MINISTER OF TRANSPORT, SUSTAINABLE MOBILITY AND TRANSPORT ELECTRIFICATION,

CONSIDERING the first paragraph of section 89.1 of the Act respecting transportation services by taxi (chapter S-6.01) providing that the Minister of Transport, Sustainable Mobility and Transport Electrification may, by order,

(1) authorize Pilot projects designed to experiment or innovate in the area of taxi transportation services or to study, improve or define standards applicable to that area; and

(2) within the scope of such Pilot projects, authorize any person or body that is a holder of a taxi owner’s permit or a taxi transportation service intermediary’s permit issued under the Act, or a business partner of such a holder, to offer or provide taxi transportation services in compliance with standards and rules prescribed by the Minister that differ from those set out in the Act and the regulations or any other Act or regulation whose administration falls under the Minister’s responsibility, for the purpose of increasing the safety of users, improving the quality of the services offered, ensuring supply management of taxi transportation services that takes into consideration the public’s needs or fostering the development of the taxi transportation services industry, all in compliance with the principle of equity toward holders operating under any permit at the time the Pilot project is implemented and with the applicable privacy protection rules;

CONSIDERING the second paragraph of that section which provides that

(1) such Pilot projects are to be conducted for a period of up to two years, which the Minister may extend by up to one year; and