

in those activities if the director of nursing care or, where the nurse practises elsewhere than in a centre operated by an institution within the meaning of the Act respecting health services and social services (chapter S-4.2) or the Act respecting health services and social services for Cree Native persons (chapter S-5), one of the signatory physicians of the collective prescription attests in writing that the nurse has applied one or more collective prescriptions in connection with the activities referred to in section 4.”

4. Section 11 is amended

(1) by replacing “obtain” by “have obtained”;

(2) by replacing “within 12 months following 11 January 2016.” by “before 12 July 2018.”.

5. This Regulation comes into force on 12 July 2018.

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M.O., 2018

**Order 2018-12 of the Minister of Transport,
Sustainable Mobility and Transport Electrification,
dated June 12, 2018**

Highway Safety Code
(chapter C-24.2, s. 633.2)

Net mass of certain road vehicles converted to electricity

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, by order and after consultation with the Société de l'assurance automobile du Québec, suspend the application of a provision of the Code or the regulations for a period specified by the Minister if the Minister considers that it is in the interest of the public and is not likely to compromise highway safety, and the Minister may prescribe any rule, applicable when using the exemption, that ensures an equivalent level of safety in the Minister's opinion;

CONSIDERING that under section 633.2 of the Code, the publication requirement set out in section 8 of the Regulations Act (chapter R-18.1) does not apply to such an order;

CONSIDERING that the definitions of “net weight” in section 2 of the Regulation respecting road vehicle registration (chapter C-24.2, r. 29) and “net mass” in section 1 of the Regulation respecting licences (chapter C-24.2, r. 34) do not provide for the possibility of subtracting the weight of the battery from the net weight or mass of a 2-axle truck altered to make it exclusively electric-powered and equipped with a battery rechargeable by connecting to the electric network;

CONSIDERING that section 48 of the Regulation respecting road vehicle registration does not provide for the possibility of indicating, on a weight certificate, the net weight of such a vehicle after its alteration and the weight of the battery, which are established by the person who carried out the alteration;

CONSIDERING that the application of those provisions requires that the drivers of certain of those road vehicles converted to electricity hold a class 3 driver's licence, rather than a class 5 driver's licence, due to the heavy weight of the battery with which those vehicles are equipped;

CONSIDERING that the application of those provisions restricts Québec's competitiveness with respect to other Canadian and American jurisdictions where the requirement to hold a driver's licence equivalent to a class 3 driver's licence would not apply to drivers of those road vehicles converted to electricity;

CONSIDERING that the application of those provisions restricts the conversion to electricity of that type of road vehicles given the additional costs borne by enterprises due to the additional requirements imposed to the holders of a class 3 driver's licence;

CONSIDERING the Government's direction to promote electric transport with the adoption of the 2015-2020 Transportation Electrification Action Plan;

CONSIDERING the Government's objective of targeting a 40% reduction, under the 2013 level, of fuel consumption in transportation, as stated in April 2018 in the policy on sustainable mobility - 2030: Transporting Québec towards modernity;

CONSIDERING that the conversion to electricity of that type of road vehicles is directly linked to those government directions;

CONSIDERING that the road vehicles converted to electricity must not be put into operation without having obtained the inspection certificate issued by the Société de l'assurance automobile du Québec, in accordance with section 214 of the Highway Safety Code, as replaced by section 35 of chapter 7 of the Statutes of 2018;

CONSIDERING that it is in the interest of the public to suspend the application of the definitions of “net weight” in section 2 of the Regulation respecting road vehicle registration and “net mass” in section 1 of the Regulation respecting licences, and of section 48 of the Regulation respecting road vehicle registration for a period of 36 months and, during that suspension, to prescribe rules that ensure an equivalent level of safety;

CONSIDERING that the suspension of the application of those provisions and the prescription of rules are not likely to compromise highway safety;

CONSIDERING that the Société de l'assurance automobile du Québec has been consulted;

ORDERS AS FOLLOWS:

1. The application of the definitions of “net weight” in section 2 of the Regulation respecting road vehicle registration (chapter C-24.2, r. 29) and “net mass” in section 1 of the Regulation respecting licences (chapter C-24.2, r. 34), and of section 48 of the Regulation respecting road vehicle registration is suspended from 12 July 2018 to 12 July 2021. During that period,

(1) the definition of

(a) “net weight” in section 2 of the Regulation respecting road vehicle registration must read as follows:

““net weight” means the weight of a road vehicle as stated by the manufacturer at the time of shipment, or that indicated on the weight certificate following alteration of the road vehicle or fitting of an accessory or equipment to bring it into conformity with the particular use for which it is intended; where the road vehicle is a 2-axle truck altered to replace the engine with which it is equipped to make the vehicle exclusively electric-powered and equipped with a battery rechargeable by connecting to the electric network, the net weight of the vehicle is established by subtracting from it, after its alteration, the weight of the battery;”;

(b) “net mass” in section 1 of the Regulation respecting licences must read as follows:

““net mass” means the mass of a road vehicle as indicated by the manufacturer at the time of shipment, or that indicated on the weight certificate issued when the road vehicle was altered or fitted with an accessory or with equipment in order to bring it into conformity with its intended use; where the road vehicle is a truck, as defined in the third paragraph of section 28.3, having 2 axles

altered to replace the engine with which it is equipped to make the vehicle exclusively electric-powered and equipped with a battery rechargeable by connecting to the electric network, the net mass of the vehicle is established by subtracting from it, after its alteration, the weight of the battery;”;

(2) section 48 of the Regulation respecting road vehicle registration must read by inserting the following:

“(1.1) if the road vehicle is a 2-axle truck altered to replace the engine with which it is equipped to make the vehicle exclusively electric-powered and equipped with a battery rechargeable by connecting to the electric network, the weight certificate must then indicate the net weight of the vehicle after its alteration and the weight of the battery, which must be established by the person who carried out the alteration;”;

2. This Order comes into force on 12 July 2018. It is revoked on 12 July 2021.

ANDRÉ FORTIN,
*Minister of Transport, Sustainable Mobility
and Transport Electrification*

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