

**SCHEDULE II***(Article 58)***DATA\* REFERRED TO IN SECTION 21  
OF THE ACT**

<b>Data</b>	<b>Description</b>
Operator	The name of the dispatcher or operator if applicable
Automobile registration number	Alphanumerical code between 2 and 7 characters
Adapted automobile	Is the automobile adapted within the meaning of section 4 of the Act?
Driver's licence number	Numerical code issued by the Société de l'assurance automobile du Québec or the driver's identification number with the transportation system operator
Time stamp	Universal time (UTC) according to the ISO 8601 format
Position of the automobile	The latitude and longitude of the automobile
Status of the automobile	Status from among the following: available, occupied, out of service and not available — Available – the automobile is available for a transportation request — Occupied – the automobile has a client on board — Out of service – the automobile is not connected — Not available – the automobile is connected, but cannot receive transportation requests
Speed of the automobile	The actual speed of the automobile (in km/h)
Azimuth	The orientation of the automobile (360°)

\* The data must be sent according to the programming specifics of the designated recipient.

**Draft Regulation**

An Act respecting remunerated passenger transportation by automobile (chapter T-11.2)

**Training of qualified drivers**

Notice is hereby given, in accordance with sections 10 and 11 of the Regulations Act (chapter R-18.1) and section 303 of the Act respecting remunerated passenger transportation by automobile (chapter T-11.2), that the Regulation respecting the training of qualified drivers, appearing below, may be made by the Minister on the expiry of 20 days following this publication.

The draft Regulation regulates the training to be completed by a person and the examination the person will then have to pass to be a qualified driver offering remunerated passenger transportation by automobile, either by being authorized as such by the Société de l'assurance automobile du Québec, or by being registered with the operator of a transportation system authorized by the Commission des transports du Québec.

The draft Regulation specifies the subjects, in addition to those already prescribed by the Act, covered by the basic training that every qualified driver will have to complete as well as the conditions of the training. The training will mostly pertain to the legal framework applicable to remunerated passenger transportation by automobile, safety, transportation of persons with disabilities and customer service.

The draft Regulation also determines the conditions for the examination that will evaluate the level of knowledge of the subjects studied as part of the basic training, in particular by setting the pass mark at 75%.

In addition, the draft Regulation determines the conditions and content of the advanced training on the transportation of persons with disabilities that will have to be completed, under section 153 of the Act, by qualified drivers who wish to use an adapted automobile for the transportation of persons with disabilities. The advanced training will cover in particular the types of customers covered and the types of deficiencies and disabilities, the legal framework applicable to the transportation of persons with disabilities and their rights, the characteristics and particularities of an adapted automobile as well as the operation of its equipment and the procedures applicable in case of emergency.

The draft Regulation also determines the conditions for the examination that will evaluate the level of knowledge of the subjects studied as part of the advanced training on the transportation of persons with disabilities, in particular by setting the pass mark at 75%.

The draft Regulation provides that the training and examinations will be conducted by a vocational training centre or a transportation system operator having entered into an agreement for that purpose with the Minister.

Lastly, the draft Regulation contains a number of transitional provisions to ensure a harmonious transition between the Act respecting transportation services by taxi (chapter S-6.01) and the Act respecting remunerated passenger transportation by automobile.

The draft Regulation covers various enterprises in the remunerated passenger transportation sector. The economic impact of the draft Regulation on those enterprises is low, in particular considering that the training requirements are already applicable in that industry.

Further information on the draft Regulation may be obtained by contacting Marie-Ève Lancup, Direction du conseil et du soutien aux partenaires, Direction générale du transport terrestre des personnes, Ministère des Transports; telephone: 418 646-0700, extension 22213; email: Marie-Eve.Lancup@transports.gouv.qc.ca.

Any person wishing to comment on the draft Regulation is requested to submit written comments within the 20-day period to the Minister of Transport at [Projet.reglement@transports.gouv.qc.ca](mailto:Projet.reglement@transports.gouv.qc.ca).

FRANÇOIS BONNARDEL,  
*Minister of Transport*

## Regulation respecting the training of qualified drivers

An Act respecting remunerated passenger transportation by automobile (chapter T-11.2, ss. 10, 13, 153 and 303)

### DIVISION I DEFINITIONS

**1.** In this Regulation, unless the context indicates otherwise,

(1) “adapted automobile” means an automobile intended for the transportation of persons with disabilities that meets the conditions of section 4 of the Act;

(2) “qualified driver” means a driver referred to in section 8 of the Act;

(3) “Act” means the Act respecting remunerated passenger transportation by automobile (chapter T-11.2);

(4) “Minister” means the Minister of Transport.

### DIVISION II TRAINING OF QUALIFIED DRIVERS

#### §1. Basic training

**2.** To be a qualified driver, a person must, in accordance with paragraphs 2 and 4 of section 10 of the Act, have completed training of not less than 15 hours and have passed an examination on the subject matters covered by that training.

For the purposes of this Regulation, that training is called “basic training”.

**3.** The subjects covered by the basic training are

(1) the legal framework applicable to remunerated passenger transportation by automobile, in particular the obligations of qualified drivers, the provisions related to geolocation and those governing the determination of the fare for a trip and other costs that may be required from the customers;

(2) safety;

(3) transportation of persons with disabilities; and

(4) customer service.

**4.** The pass mark of the examination provided for in section 2 is 75%.

A person who fails the examination may take it again 30 days after receiving the result. In the case of a second failure, the person must again complete the basic training to be admissible to again undergo the examination.

#### §2. Advanced training on the transportation of persons with disabilities

**5.** The advanced training on the transportation of persons with disabilities that a qualified driver must have completed, under section 153 of the Act, to offer remunerated passenger transportation by adapted automobile is not less than 18 hours.

That training is complementary to the basic training provided for in subdivision 1.

**6.** Advanced training on the transportation of persons with disabilities covers the following subjects:

(1) the types of customers covered and the types of deficiencies and disabilities;

(2) the legal framework applicable to the transportation of persons with disabilities and their rights;

(3) the characteristics and particularities of an adapted automobile and the operation of its equipment;

(4) the procedures applicable in case of emergency.

**7.** The pass mark of the examination on that training that the qualified driver must pass under section 153 of the Act is 75%.

The second paragraph of section 4 applies in case of failure of the examination on the advanced training on the transportation of persons with disabilities, with the necessary modifications.

### **DIVISION III** **TRAINER AND CERTIFICATE**

**8.** Subject to section 9, the training provided for in Division II, including examinations, is provided by a vocational training centre within the meaning of section 97 of the Education Act (chapter I-13.3) that has entered into an agreement for that purpose with the Minister.

The training and examinations must be accessible on the Internet.

**9.** The basic training provided for in subdivision 1 of Division II, including the examination, may also be provided by the operator of a transportation system authorized by the Commission des transports du Québec that has entered into an agreement for that purpose with the Minister and to which the supplier whose services have been retained by the operator, if applicable, is a party.

**10.** A person who wishes to complete any of the training and examinations provided for in Division II must provide to the vocational training centre or the operator, as the case may be, the supporting documents required for identification.

**11.** The training centre must issue to every person who has completed any of the training and examinations provided for in Division II a document certifying the completion and indicating the date of issue. The same applies to a transportation system operator that provides the basic training and examination.

**12.** For the purposes of paragraph 1 of section 13 of the Act, the documents certifying that a person has completed the basic training and passed the examination mentioned in section 2 are valid for a period of 3 years as of the date of issue.

Despite the first paragraph, for the purposes of paragraphs 2 and 4 of section 10 and paragraph 1 of section 13 of the Act, the documents certifying that a qualified driver has completed the basic training and passed the examination referred to in those provisions remain valid for as long as the person remains a qualified driver. In addition, the certificate obtained by a person whose authorization as a driver has been revoked, at the driver's request, under subparagraph 5 of the first paragraph of section 122 of the Act, remains valid for a period of 3 years as of the date of revocation. The same applies to a person whose registration as a driver with a transportation system operator has been struck off at the person's request.

### **DIVISION IV** **TRANSITIONAL AND FINAL**

**13.** Every person who has held a taxi driver's permit after 9 October 2017 is deemed to hold the document provided for in section 11 certifying that the person has completed the basic training and passed the examination. The same applies to every partner-driver registered on 9 October 2020 with the holder of a taxi transportation service intermediary's permit who was authorized to offer remunerated passenger transportation by automobile as part of the Pilot project concerning remunerated passenger transportation services requested exclusively using a mobile application (chapter S-6.01, r. 2.3).

The second paragraph of section 12 applies to every person referred to in the first paragraph. Despite the foregoing, the document that establishes that a person has been the holder of a taxi driver's permit or a partner-driver takes the place of the documents to be filed with an authorization application made to the Société d'assurance automobile du Québec under paragraph 1 of section 13 of the Act.

This section does not apply to an application for authorization or registration made respectively to the Société or a transportation system operator after 9 October 2023 by a person who, on 10 October 2020, was not the holder of a taxi driver's permit or a partner-driver.

**14.** Until 10 April 2021 and despite section 153 of the Act, a person who, on 9 October 2020, holds a taxi driver's permit may drive an adapted automobile without having completed the advanced training on the transportation of persons with disabilities provided for in section 5 of this Regulation and having passed the examination on that training. Sections 154 and 155 of the Act do not apply to those drivers up to that date.

In addition, despite section 5, the advanced training on the transportation of persons with disabilities that the person referred to in the first paragraph must complete to drive an adapted automobile after 10 April 2021 is for a period of 7 hours to the extent that that person complies with either of the following conditions as of 9 October 2020:

(1) the person has undergone, in the last 5 years and in addition to the training on the transportation of persons with disabilities provided for in section 25.2 of the Taxi Transportation Regulation (chapter S-6.01, r. 3), as it read on 9 October 2020, further training, provided by or on behalf of a public body, and having the characteristics and particularities of a vehicle accessible to persons with disabilities referred to in subparagraph 3 of the second paragraph of section 22 of that Regulation;

(2) the person holds a taxi owner's permit attached to a vehicle mentioned in subparagraph 1 and certifies being one of the drivers.

The first paragraph of section 7 applies to an examination on the training provided for in the second paragraph of this section. A person who fails the examination may not benefit again from the relief provided for in that paragraph.

**15.** This Regulation comes into force on 10 October 2020.

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## Draft Regulation

An Act respecting remunerated passenger transportation by automobile  
(chapter T-11.2)

### Transmission of information and multiplication factor of the fare

Notice is hereby given, in accordance with sections 10 and 11 of the Regulations Act (chapter R-18.1) and section 303 of the Act respecting remunerated passenger transportation by automobile (chapter T-11.2), that the Regulation respecting the transmission of information and the multiplication factor of the fare, appearing below, may be made by the Minister on the expiry of 20 days following this publication.

The draft Regulation regulates the transmission of information to the Commission des Transports du Québec and to the Minister of Transport, by transportation system operators and dispatchers registered with the Commission, concerning the starting points and destinations of the trips provided by drivers registered with the operators or drivers to whom the dispatchers provide services.

The draft Regulation fixes, for the purposes of the second paragraph of section 94 of the Act respecting remunerated passenger transportation by automobile, the multiplication factor of the fare at 1.5. The factor will apply when, during a period determined by the Minister, the Minister is of the opinion that a situation occurs in a territory that causes a major traffic or public transit disruption.

Lastly, the draft Regulation contains a transitional provision to ensure a harmonious transition between the Act respecting transportation services by taxi (chapter S-6.01) and the Act respecting remunerated passenger transportation by automobile.

The economic impact of the draft Regulation on enterprises providing remunerated passenger transportation by automobile is low. It may have an occasional impact on the maximum fare required by those enterprises in exceptional situations causing a major traffic or public transit disruption.

Further information on the draft Regulation may be obtained by contacting Marie-Ève Lancup, Direction du conseil et du soutien aux partenaires, Direction générale du transport terrestre des personnes, Ministère des Transports; telephone: 418 646-0700, extension 22213; email: Marie-Eve.Lancup@transports.gouv.qc.ca.

Any person wishing to comment on the draft Regulation is requested to submit written comments within the 20-day period to the Minister of Transport at [Projet.reglement@transports.gouv.qc.ca](mailto:Projet.reglement@transports.gouv.qc.ca).

FRANÇOIS BONNARDEL,  
*Minister of Transport*

## Regulation respecting the transmission of information and the multiplication factor of the fare

An Act respecting remunerated passenger transportation by automobile  
(chapter T-11.2, ss. 82, 89 and 94)

### DIVISION I TRANSMISSION OF INFORMATION BY OPERATORS AND DISPATCHERS

**1.** For the purposes of sections 82 and 89 of the Act respecting remunerated passenger transportation by automobile (chapter T-11.2) and subject to section 2, transportation system operators and registered dispatchers must send to the Commission des transports du Québec and to the Minister of Transport, on 1 March of each year, a report on the information concerning the starting points and destinations of trips. The report must, for the preceding year, include