

Regulations and other Acts

M.O., 2021

Order number 2021-18 of the Minister of Transport dated 25 August 2021

Highway Safety Code
(chapter C-24.2)

Amendments to the Autonomous Bus and Minibus Pilot Project

THE MINISTER OF TRANSPORT,

CONSIDERING the second paragraph of section 633.1 of the Highway Safety Code (chapter C-24.2), which provides that, after consultation with the Société de l'assurance automobile du Québec, the Minister may, by order, authorize the implementation of pilot projects to study, test or innovate in respect of any matter relevant to the Code; for the purposes of road safety, the Minister may in particular develop new rules on traffic or vehicle use; the Minister sets the rules and conditions for the implementation of a pilot project; the Minister may also, as part of a pilot project, authorize any person or body to use a vehicle in compliance with the standards and rules prescribed by the Minister; and the provisions of a pilot project prevail over any inconsistent provision of the Code and its regulations;

CONSIDERING the third paragraph of section 633.1 of the Code, which provides that, as regards pilot projects relating to autonomous vehicles, the Minister may also provide for an exemption from the insurance contribution associated with the authorization to operate a vehicle and set the minimum required amount of liability insurance guaranteeing compensation for property damage caused by an automobile and require the manufacturer or distributor to reimburse the Société for compensation that it will be required to pay in the event of an automobile accident and those special rules prevail over the rules prescribed by the Automobile Insurance Act (chapter A-25) and its regulations;

CONSIDERING the fourth paragraph of section 633.1 of the Code, which provides in particular that pilot projects are conducted for a period of up to five years when they relate to autonomous vehicles and the Minister may modify or terminate a pilot project at any time;

CONSIDERING the fifth paragraph of section 633.1 of the Code, which 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 633.1 of the Code and an order under the second or third paragraph of the section is published in the *Gazette officielle du Québec*;

CONSIDERING the Autonomous Bus and Minibus Pilot Project (chapter C-24.2, r. 37.01);

CONSIDERING that the Société has been consulted;

CONSIDERING that it is expedient to make the amendments to the pilot project;

ORDERS AS FOLLOWS:

1. The Autonomous Bus and Minibus Pilot Project (chapter C-24.2, r. 37.01) is amended by inserting the following after section 13:

“13.1. Where an autonomous bus or minibus is in motion, the driver must remain continuously attentive to events likely to affect road safety in order to be ready to intervene rapidly at any time in taking over control of the vehicle's automated system, immediately taking over the driving of the vehicle or adapting driving to the circumstances.”

2. Section 15 is revoked.

3. The heading of Division I of Chapter III is amended by replacing “PROJECT” by “PROJECTS”.

4. The following is inserted before section 26:

“§1. *Testing project in Ville de Candiac*”.

5. The following is inserted after section 27:

“§2. *Testing project in Ville de Montréal*”

27.0.1. The Minister authorizes Keolis Canada Innovation, L.P., as the operator of autonomous minibuses to test the operation of the vehicles in Ville de Montréal on any of the following routes:

(1) route A, that is,

(a) the municipal parking lot the entrance of which is situated on rue Saint-André, between rue Jean-Talon Est and rue Bélanger, and identified by number 191 by the Agence de mobilité durable responsible for its management;

(b) rue Saint-André, from its intersection with rue Jean-Talon Est to its intersection with rue Beaubien Est;

(c) rue Beaubien Est, from its intersection with rue Saint-André to its intersection with rue Saint-Hubert;

(d) rue Saint-Hubert, from its intersection with rue Beaubien Est to its intersection with rue Jean-Talon Est;

(e) rue Jean-Talon Est, from its intersection with rue Saint-Hubert to its intersection with rue Saint-André;

(2) route B, that is,

(a) the municipal parking lot the entrance of which is situated on rue Saint-André, between rue Jean-Talon Est and rue Bélanger, and identified by number 191 by the Agence de mobilité durable responsible for its management;

(b) rue Saint-André, from its intersection with rue Jean-Talon to its intersection with the lane described in subparagraph c;

(c) the lane situated about 44 metres northwest of rue Beaubien Est, from its intersection with rue Saint-André to its intersection with the public space described in subparagraph d;

(d) the public space of Ville de Montréal situated on the corner of rue Boyer and rue Beaubien Est and known as Espace Boyer;

(e) rue Beaubien Est, from its intersection with the public space described in subparagraph d to its intersection with rue Saint-Hubert;

(f) rue Saint-Hubert, from its intersection with rue Beaubien Est to its intersection with rue Jean-Talon Est;

(g) rue Jean-Talon Est, from its intersection with rue Saint-Hubert to its intersection with rue Saint-André;

(3) route C, that is,

(a) the municipal parking lot the entrance of which is situated on rue Saint-André, between rue Jean-Talon Est and rue Bélanger, and identified by number 191 by the Agence de mobilité durable responsible for its management;

(b) rue Saint-André, from its intersection with rue Jean-Talon Est to its intersection with the lane described in subparagraph c;

(c) the lane situated about 44 metres northwest of rue Beaubien Est, from its intersection with rue Saint-André to its intersection with the public space described in subparagraph d;

(d) the public space of Ville de Montréal situated on the corner of rue Boyer and rue Beaubien Est and known as Espace Boyer;

(e) rue Beaubien Est, from its intersection with the public space described in subparagraph d to its intersection with rue Saint-André;

(f) rue Saint-André, from its intersection with rue Beaubien Est to its intersection with rue de Bellechasse;

(g) rue de Bellechasse, from its intersection with rue Saint-André to its intersection with rue Saint-Hubert;

(h) rue Saint-Hubert, from its intersection with rue de Bellechasse to its intersection with rue Jean-Talon Est;

(i) rue Jean-Talon Est, from its intersection with rue Saint-Hubert to its intersection with rue Saint-André.

27.0.2. Only an autonomous minibus whose vehicle identification number is 1N9A1SAC8JS384002 or VG9A2CB2CHB019031 may be used.

27.0.3. In the first 2 weeks of operation of an autonomous minibus, only passengers whose presence is required for the following may be transported:

(1) evaluate or ensure the safe driving of the vehicle;

(2) ensure the conduct, follow-up or evaluation of the test project.”

6. Division II of Chapter III is revoked.

7. This Order comes into force on the fifteenth day following the date of its publication in the *Gazette officielle du Québec*.

Québec, 25 August 2021

FRANÇOIS BONNARDEL
Minister of Transport

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