

(b) by adding “, except its trademark, model, type of model and model year” at the end;

(2) by adding the following paragraphs at the end:

“(6) the price paid for alienated credits or, as the case may be, the monetary value of the goods or services received or to be received in exchange for the credits;

(7) the number of zero-emission and low-emission motor vehicles that the motor vehicle manufacturer submitting the report expects to sell for each of the 5 years following the year covered by the report.”

**4.** The heading of Chapter III is amended in the French text by replacing “TRANSITOIRE” by “TRANSITOIRES”.

**5.** Section 4 is replaced by the following:

“4. Despite the first paragraph of section 1, a motor vehicle manufacturer may use the credits accumulated in excess of that which it had to accumulate for the model years for the 2 first periods of 3 consecutive calendar years referred to in section 8 of the Act, that is, the periods covering 2018 and 2019 to 2021, for any of the model years covered by the period of 3 consecutive calendar years 2025 to 2027 or before, up to the maximum percentage of the total credits that the motor vehicle manufacturer must accumulate for that year as indicated in the table in the same paragraph of section 1.

**4.1.** For the purposes of the first paragraph of section 9 of the Act, the number of credits accumulated through the sale or lease of motor vehicles in excess of that which a motor vehicle manufacturer had to accumulate and that were not used or alienated to fulfill its obligations under the Act or the regulations at the end of the period of 3 consecutive calendar years 2022 to 2024 referred to in section 8 of the Act, which covers the group of 3 model years 2022 to 2024, is divided by 2.7.

The Minister performs the division on the expiry of the time limit provided for in the second paragraph of section 1 or, if the manufacturer submits an application in accordance with the same paragraph of section 1, when the decision of the Minister in this regard becomes enforceable.”

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

106235

## Draft Regulation

Act to increase the number of zero-emission motor vehicles in Québec in order to reduce greenhouse gas and other pollutant emissions  
(chapter A-33.02)

### Regulation —Amendment

Notice is hereby given, in accordance with sections 10 and 11 of the Regulations Act (chapter R-18.1), that the Regulation to amend the Regulation respecting the application of the Act to increase the number of zero-emission motor vehicles in Québec in order to reduce greenhouse gas and other pollutant emissions, appearing below, may be made by the Government on the expiry of 45 days following this publication.

The draft Regulation progressively increases the number of credits that must be accumulated by a motor vehicle manufacturer to meet its requirements in order to reach 100% of zero-emission motor vehicle sales in 2035. To that end, the draft Regulation amends the calculation used to determine the number of credits that the motor vehicles concerned provide. It also progressively reduces the ceiling for the use of credits from reconditioned motor vehicles to 0% in 2035. In addition, to reflect the amendment to the calculation of credits, the Regulation amends the calculation of the charge owed where the credits accumulated by a motor vehicle manufacturer are insufficient to meet its credit requirements. In addition, it proposes an adjustment of the credits that could be accumulated by motor vehicle manufacturers for 2024 model year vehicles and earlier model years, which would be registered for the first time in Québec after 1 September 2025. Lastly, the draft Regulation makes other amendments, such as adjustments to the classification of motor vehicles eligible for credits and to that of motor vehicle manufacturers, time limits for processing reports, methods for calculating certain environmental and electric range requirements, and a relaxation of the credit calculation method for motor vehicle manufacturers faced with the impossibility of complying with the credit requirements, even if the totality of motor vehicles they sold or leased for a given model year are zero-emission motor vehicles.

Study of the matter shows that the draft Regulation, complemented by the draft Regulation to amend the Regulation respecting the limit on the number of credits that may be used by a motor vehicle manufacturer and the confidentiality of some information, which was published in the *Gazette officielle du Québec* of the same date as this draft Regulation, will allow enterprises that market charging stations to increase their sales. It will also allow persons who purchase a motor vehicle designated in the

Regulation in force to benefit from savings, given that electricity costs less than gasoline, and from a decrease in the cost of acquiring such a vehicle after the year 2030, given that parity between the cost of acquiring a gasoline vehicle and a vehicle designated in the Regulation in force should be achieved by then. This draft Regulation will result, however, before the year 2030, in additional costs for persons who purchase a vehicle designated in the Regulation in force instead of a gasoline vehicle. Lastly, refineries and service stations will experience a decrease in gasoline sales, while automobile dealerships and independent garages will see a decrease in requests for the mechanical maintenance of the motor vehicles of their customers.

Further information on the draft Regulation may be obtained by contacting Lucie Bouchard, Director General, Direction générale de la transition climatique, Ministère de l'Environnement, de la Lutte contre les changements climatiques, de la Faune et des Parcs, 675 boulevard René-Lévesque Est, 6<sup>e</sup> étage, boîte 31, Québec (Québec) G1R 5V7; email: norme.vze@environnement.gouv.qc.ca.

Any person wishing to comment on the draft Regulation is requested to submit written comments within the 45-day period to Jean-François Gibeault, Assistant Deputy Minister for the Office of climate and energy transition, Ministère de l'Environnement, de la Lutte contre les changements climatiques, de la Faune et des Parcs, 675 boulevard René-Lévesque Est, 30<sup>e</sup> étage, Québec (Québec) G1R 5V7; email: norme.vze@environnement.gouv.qc.ca.

**BENOIT CHARETTE**  
*Minister of the Environment, the Fight Against Climate Change, Wildlife and Parks*

## **Regulation to amend the Regulation respecting the application of the Act to increase the number of zero-emission motor vehicles in Québec in order to reduce greenhouse gas and other pollutant emissions**

Act to increase the number of zero-emission motor vehicles in Québec in order to reduce greenhouse gas and other pollutant emissions (chapter A-33.02, ss. 3, 4, 6 and 7, 2nd par., s. 8, 3rd and 4th pars., and s. 10)

**1.** The Regulation respecting the application of the Act to increase the number of zero-emission motor vehicles in Québec in order to reduce greenhouse gas and other pollutant emissions (chapter A-33.02, r. 1) is

amended in section 1 by replacing “40,000” in subparagraph *b* of paragraph 3 of the definition of “reconditioned motor vehicle” by “100,000”.

### **2.** Section 2 is amended

(1) in paragraph 1

(a) by inserting “if the type of model of the motor vehicle corresponds to one of those referred to in the first category indicated in the table in section 1961.2(a)(1) of Title 13 of the California Code of Regulations for model years 2020 to 2025 or to one of those referred to in section 1961.4(d)(2)(A)1 of Title 13 for 2026 and subsequent model years,” at the beginning;

(b) by striking out “as of the 2020 model year”;

(c) by replacing “SULEV20 or SULEV30 category” by “SULEV30 category or a category with a stricter standard”;

(2) in paragraph 2, by replacing “the values provided for in section 1976(b)(1)(G) of Title 13 of the California Code of Regulations” by “up to model year 2025 inclusively, the values provided for in section 1976(b)(1)(G) of Title 13 of the California Code of Regulations and, as of model year 2026, the values provided for in section 1976(b)(1)(G) and (H) of Title 13”.

### **3.** Section 4 is amended

(1) in the first paragraph

(a) by striking out “category A” in paragraph 1;

(b) by striking out “category B” in paragraph 2;

(c) by striking out “category C” in paragraph 3;

(2) by adding the following paragraph at the end:

“As of the 2025 model year, intermediate volume manufacturers are considered to be large volume manufacturers and no reclassification between the two categories is possible.”.

### **4.** Section 5 is amended

(1) by striking out the first paragraph;

(2) by replacing “that is not required to submit such report” in the second paragraph by “that is not yet classified”.

**5.** Section 6 is amended by replacing “30” wherever it appears by “90”.

**6.** Section 9 is amended by adding the following paragraph at the end:

“(4) the manufacturer was initially classified in the “small volume manufacturer” category and, for a model year, the average of the manufacturer’s sales and leases of new motor vehicles, calculated in accordance with the second paragraph of section 4, is greater than 4,500 motor vehicles.”.

**7.** Section 10 is amended

(1) by striking out “in accordance with section 47 of the Act” in the second paragraph;

(2) by adding the following paragraph at the end:

“A motor vehicle manufacturer that finds itself in the situation referred to in paragraph 4 of section 9 may be reclassified as of the model year concerned.”.

**8.** Section 12 is amended by replacing “30” by “90”.

**9.** Section 13 is amended by replacing the last line of the table in the third paragraph by the following:

“

2025	22.00%
2026	32.50%
2027	45.00%
2028	60.00%
2029	75.00%
2030	85.00%
2031	91.00%
2032	95.00%
2033	97.50%
2034	99.00%
2035 and subsequent	100.00%

”.

**10.** Section 14 is amended

(1) by replacing “As of model year 2020, among the credits that a large volume automobile manufacturer must accumulate for a particular model year” at the beginning

of the first paragraph by “Among the credits that a large volume motor vehicle manufacturer must accumulate for each of the 2020 to 2024 model years”;

(2) by striking out the last line of the table in the fourth paragraph.

**11.** Section 15 is amended

(1) by replacing the first paragraph by the following:

“A motor vehicle manufacturer may accumulate, for each group of 3 model years listed in the table below, by selling or leasing reconditioned motor vehicles, or by acquiring, from another motor vehicle manufacturer, RZEV, RLEV, RVRE or RLSV credits, at most, the percentage specified in the table of the total credits it must accumulate for the group of model years concerned:

Groups of 3 consecutive model years	Maximum percentage
2022-2024	30%
2025-2027	20%
2028-2030	15%
2031-2033	10%
Subsequent groups	0%

”.

(2) by replacing “A” in the portion before subparagraph 1 of the second paragraph by “Up to the 2024 model year, a”.

**12.** Section 19 is amended

(1) by replacing the second paragraph by the following:

“The Minister may follow up on the motor vehicle manufacturer’s request if the manufacturer demonstrates, to the Minister’s satisfaction, that the request is based on one of the following situations:

(1) the total number of new motor vehicles of the model year covered by the request, that it sold or leased, has, for circumstances beyond its control and that it could not foresee, diminished by not less than 30% in relation to the preceding model year;

(2) the number of new motor vehicles of the model year covered by the request, that it sold or leased, makes it impossible to achieve the number of credits that the motor vehicle manufacturer must accumulate, even if the manufacturer sold only zero-emission motor vehicles.”;

(2) by replacing the fourth paragraph by the following:

“As of model year 2022, a request made under the first paragraph may only be submitted for 2 model years of a series of 8 consecutive model years, unless it is based on the situation referred to in subparagraph 2 of the second paragraph.”

**13.** The following is inserted before section 20:

“§§1. Provisions applicable up to the 2024 model year

**19.1.** Sections 20 to 24 apply to zero-emission motor vehicles whose model year is 2024 or earlier.”

**14.** Section 20 is amended by adding the following paragraph at the end:

“If the motor vehicle is registered in Québec after 1 September 2025, it gives entitlement to one credit.”

**15.** Section 21 is replaced by the following:

“**21.** The number of credits to which the sale or lease of a reconditioned zero-emission motor vehicle gives entitlement is determined by means of a percentage of the number of credits to which the sale or lease of a new zero-emission motor vehicle of the same model and the same model year gives entitlement. That percentage varies depending on the difference between the number representing the calendar year during which the vehicle was registered for the first time in Québec and the number representing its model year, according to the following table:

Difference between the number representing the calendar year during which the vehicle was registered for the first time in Québec and the number representing its model year	Percentage of the number of credits to which the sale or lease of a new zero-emission motor vehicle of the same model and the same model year gives entitlement
0 or less	100%
1	80%
2	70%
3	60%
4	50%

**16.** Section 24 is amended by inserting “in accordance with sections 20 to 23,” after “gives entitlement.”

**17.** Section 25 is amended by replacing “This subdivision” by “Sections 20 to 24”.

**18.** The following is inserted after section 25:

“§§2. Provisions applicable as of the 2025 model year

**25.1.** Sections 25.2 to 25.3 apply to zero-emission motor vehicles whose model year is 2025 or later.

**25.2.** The sale or lease of a new zero-emission motor vehicle gives entitlement to 1 credit.

**25.3.** The number of credits to which the sale or lease of a reconditioned zero-emission motor vehicle gives entitlement is determined by means of a percentage of the number of credits to which the sale or lease of a new zero-emission motor vehicle of the same model and the same model year gives entitlement. That percentage varies depending on the difference between the number representing the calendar year during which the vehicle was registered for the first time in Québec and the number representing its model year, according to the following table:

Difference between the number representing the calendar year during which the vehicle was registered for the first time in Québec and the number representing its model year	Percentage of the number of credits to which the sale or lease of a new zero-emission motor vehicle of the same model and the same model year gives entitlement
0 or less	100%
1	80%
2	70%
3	60%
4	50%

**19.** The following is inserted before section 26:

“§§1. Provisions applicable up to the 2024 model year

**25.4.** Sections 26 to 29 apply to low-emission motor vehicles whose model year is 2024 or earlier.”

**20.** Section 26 is amended by replacing “between 16 and 129 km” in the table in the first paragraph by “from 16 to 129 km”.

**21.** The following is added after section 27:

“**27.1.** If a new low-emission motor vehicle is registered in Québec after 1 September 2025, it gives entitlement to 0.5 credits.”.

**22.** The following is inserted after section 29:

“§§2. *Provisions applicable as of the 2025 model year*

**29.1.** Sections 29.2 and 29.3 applies to low-emission motor vehicles whose model year is 2025 or later.

**29.2.** The sale or lease of a new low-emission motor vehicle gives entitlement to 0.5 credits if the electric range of the vehicle is equal to or greater than 80 km.

The electric range of a motor vehicle referred to in sections 29.2 and 29.3 is obtained by multiplying the electric range of the vehicle in charge-depleting mode (“A” in the equation below) by factor 0.7.

For the model years 2025, 2026 and 2027, the sale or lease of a new low-emission motor vehicle whose electric range is equal to or greater than 50 km but less than 80 km gives entitlement to the number of credits determined using the following equation:

$$\text{Nc LEV} = (A \times 0.7) / 200 + 0.05$$

where

Nc LEV = the number of credits to which the sale or lease of a new low-emission motor vehicle whose electric range is equal to or greater than 50 km but less than 80 km for model years 2025, 2026 and 2027 gives entitlement;

A = the electric range of the motor vehicle in charge-depleting mode, in kilometres, established in accordance with section 311-12(j)(4)(i) of Subpart D, Part 600, Subchapter Q, Chapter I, Title 40 of the Code of Federal Regulations, rounded to the first decimal or, if the number is equidistant by 2 consecutive decimals, to the highest of those numbers.

Despite the foregoing, the sale or lease of a new low-emission motor vehicle that is not covered under Part 600 – Fuel Economy and Greenhouse Gas Exhaust Emissions of Motor Vehicles of Subchapter Q, Chapter I, Title 40 of the Code of Federal Regulations gives entitlement to 0.5 credits irrespective of its electric range.

**29.3.** The number of credits to which the sale or lease of a reconditioned low-emission motor vehicle gives entitlement is determined by means of a percentage of the number of credits to which the sale or lease of a

new low-emission motor vehicle of the same model and the same model year gives entitlement. That percentage varies depending on the difference between the number representing the calendar year during which the vehicle was registered for the first time in Québec and the number representing its model year, according to the following table:

Difference between the number representing the calendar year during which the vehicle was registered for the first time in Québec and the number representing its model year	Percentage of the number of credits to which the sale or lease of a new low-emission motor vehicle of the same model and the same model year gives entitlement
0 or less	100%
1	80%
2	70%
3	60%
4	50%

”.

**23.** Section 30 is amended by inserting “whose model year is 2024 or earlier” after “vehicle” in the first paragraph.

**24.** Section 31 is amended

(1) by replacing “For” at the beginning of the second paragraph by “Up to the period of 3 consecutive calendar years concerning the 2022 to 2024 model years, for”;

(2) by inserting the following after the second paragraph:

“As of the period of 3 consecutive calendar years concerning the 2025 to 2027 model years, for calculating the charge, the value of a credit is set at \$20,000. The value is adjusted on 1 January of each year using the rate calculated in the manner set out in section 83.3 of the Financial Administration Act (chapter A-6.001). The Minister publishes the result of the adjustment by means of a notice in the *Gazette officielle du Québec* or by any other means deemed appropriate by the Minister.”.

**25.** Section 33 is amended by inserting the following after paragraph 7:

“(7.1) the price paid for those credits or, as the case may be, the monetary value of the goods or services received or to be received in exchange for the credits;”.



**26.** Section 34 is amended by adding the following paragraph at the end:

“(6) the number of zero-emission and low-emission motor vehicles that the motor vehicle manufacturer submitting the report expects to sell for each of the 5 years following the year of the report.”

**27.** Section 35 is amended by inserting the following after the first paragraph:

“However, for motor vehicles whose gross vehicle weight rating is greater than 3,856 kg, the values of the carbon dioxide emissions, in grams per kilometre, are determined according to the applicable methods and calculations provided for in the Heavy-duty Vehicle and Engine Greenhouse Gas Emission Regulations (SOR/2013-24).”

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

106229

## Draft Regulation

Act respecting the conservation and development of wildlife  
(chapter C-61.1)

### Possession and sale of an animal

#### Aquaculture and sale of fish

##### — Amendment

Notice is hereby given, in accordance with sections 10 and 11 of the Regulations Act (chapter R-18.1), that the Regulation to amend the Regulation respecting the possession and sale of an animal and the Regulation respecting aquaculture and the sale of fish, appearing below, may be made by the Government on the expiry of 45 days following this publication.

The draft Regulation amends the provisions whose violation constitutes an offence under the Regulation respecting the possession and sale of an animal (chapter C-61.1, r. 23) and the Regulation respecting aquaculture and the sale of fish (chapter C-61.1, r. 7). More particularly, the draft Regulation withdraws the regulatory offences relating to the sale of certain species of fish and to the sale of parts or by-products from certain animals so that those activities are governed directly by the specific penal provisions of the Act respecting the conservation and development of wildlife (chapter C-61.1).

Further information on the draft Regulation may be obtained by contacting Caio Alcântara-Vasconcelos, wildlife regulatory analyst, Direction de la conservation des habitats, des affaires législatives et des territoires fauniques, Ministère de l'Environnement, de la Lutte contre les changements climatiques, de la Faune et des Parcs, 880, chemin Sainte-Foy, 2<sup>e</sup> étage, Québec (Québec) G1S 4X4; telephone: 418 627-8691, extension 707524; email: Caio.Alcantara-Vasconcelos@mffp.gouv.qc.ca.

Any person wishing to comment on the draft Regulation is requested to submit written comments within the 45-day period to Julie Bissonnette, Assistant Deputy Minister for Wildlife and Parks, Ministère de l'Environnement, de la Lutte contre les changements climatiques, de la Faune et des Parcs, 880, chemin Sainte-Foy, RC-120, Québec (Québec) G1S 4X4, email: julie.bissonnette@mffp.gouv.qc.ca.

BENOIT CHARETTE

*Minister of the Environment, the Fight Against Climate Change, Wildlife and Parks*

## Regulation to amend the Regulation respecting the possession and sale of an animal and the Regulation respecting aquaculture and the sale of fish

Act respecting the conservation and development of wildlife  
(chapter C-61.1, s. 162, par. 14)

**1.** The Regulation respecting the possession and sale of an animal (chapter C-61.1, r. 23) is amended in section 4

- (1) by striking out “1, 2,”;
- (2) by replacing “et” in the French text by “ou”.

**2.** The Regulation respecting aquaculture and the sale of fish (chapter C-61.1, r. 7) is amended in section 35

- (1) by replacing “The contravention of any of the provisions of” by “Any person who contravenes”;
- (2) by replacing “, 30, 32, 33 or 34” by “or 32”;
- (3) by replacing “constitutes” by “commits”.

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

106231