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Power used	Vehicle battery charge level	Rate per kWh	Hourly rate
Less than 20 kW	Equal to or less than 90%	N/A	\$11.43
	Greater than 90%	N/A	\$22.87
Equal to or greater than 20 kW	N/A	\$0.31	N/A

7. For the use of a 100 kW fast-charging station whose meter has been verified and sealed in accordance with the Electricity and Gas Inspection Act (Revised Statutes of Canada, 1985, c. E-4) or that displays a placard indicating that the meter has a dispensation from Measurement Canada:

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Power used	Vehicle battery charge level	Rate per kWh	Hourly rate
Less than 20 kW	Equal to or less than 90%	N/A	\$14.09
	Greater than 90%	N/A	\$28.18
Equal to or greater than 20 kW and less than 50 kW	N/A	\$0.41	N/A
Equal to or greater than 50 kW	N/A	\$0.36	N/A

8. For the use of a fast-charging station of more than 100 kW whose meter has been verified and sealed in accordance with the Electricity and Gas Inspection Act (Revised Statutes of Canada, 1985, c. E-4) or that displays a placard indicating that the meter has a dispensation from Measurement Canada:

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Power used	Vehicle battery charge level	Rate per kWh	Hourly rate
Less than 20 kW	Equal to or less than 90%	N/A	\$15.93
	Greater than 90%	N/A	\$31.87
Equal to or greater than 20 kW and less than 50 kW	N/A	\$0.46	N/A
Equal to or greater than 50 kW and less than 90 kW	N/A	\$0.36	N/A

Power used	Vehicle battery charge level	Rate per kWh	Hourly rate
Equal to or greater than 90 kW and less than 180 kW	N/A	\$0.46	N/A
Equal to or greater than 180 kW	N/A	\$0.52	N/A

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

106726

Gouvernement du Québec

O.C. 294-2024, 21 February 2024

Act respecting hunting and fishing rights in the James Bay and New Québec territories (chapter D-13.1)

2023 upper limit of kill for moose

Regulation respecting the 2023 upper limit of kill for moose

WHEREAS, under subparagraph *f* of the first paragraph of section 78 of the Act respecting hunting and fishing rights in the James Bay and New Québec territories (chapter D-13.1), the Hunting, Fishing and Trapping Coordinating Committee may in particular establish the upper limit of kill for moose allocated to the Native people or non-Natives and for the middle zone;

WHEREAS, by its resolution 22-23:13 adopted on 15 December 2022, the Coordinating Committee established the upper limit of kill for moose in Area 17 at 104 moose;

WHEREAS, under the third paragraph of section 78 of the Act, save for reasons of conservation, the Government must make regulations to implement the measures decided by the Coordinating Committee respecting in particular moose contemplated in subparagraph *f* of the first paragraph of that section;

WHEREAS, in accordance with sections 10 and 11 of the Regulations Act (chapter R-18.1), a draft Regulation respecting the 2023 upper limit of kill for moose was

published in Part 2 of the *Gazette officielle du Québec* of 1 November 2023 with a notice that it could be made by the Government on the expiry of 45 days following that publication;

WHEREAS it is expedient to make the Regulation without amendment;

IT IS ORDERED, therefore, on the recommendation of the Minister of the Environment, the Fight Against Climate Change, Wildlife and Parks:

THAT the Regulation respecting the 2023 upper limit of kill for moose, attached to this Order in Council, be made.

DOMINIQUE SAVOIE
Clerk of the Conseil exécutif

Regulation respecting the 2023 upper limit of kill for moose

Act respecting hunting and fishing rights in the James Bay and New Québec territories
(chapter D-13.1, s. 78, 1st par., subpar. f and 3rd par.)

1. The upper limit of kill for moose allocated to the Native people and non-Natives in Area 17 determined by the Regulation respecting fishing and hunting areas (chapter C-61.1, r. 34) is 104 moose for the period from 1 July 2023 to 30 June 2024.

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

106727

M.O., 2024

Order 2024-04 of the Minister of Transport and Sustainable Mobility dated 20 February 2024

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

Use of flexible folding aerodynamic systems for road vehicles

THE MINISTER OF TRANSPORT AND SUSTAINABLE MOBILITY,

CONSIDERING section 633.2 of the Highway Safety Code (chapter C-24.2), which provides that the Minister of Transport and Sustainable Mobility 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 the 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;

CONSIDERING that section 633.2 of the Code also provides that 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 section 633.2 of the Code 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 633.2;

CONSIDERING the revocation of the Ministerial Order concerning the use of flexible folding aerodynamic systems for road vehicles (chapter C-24.2, r. 43.2) on 10 October 2023;

CONSIDERING that it is still advisable to allow the use of flexible folding aerodynamic systems at the rear of a road vehicle;

CONSIDERING that the Minister considers that the use of flexible folding aerodynamic systems at the rear of a road vehicle, in compliance with the conditions imposed, is in the interest of the public and is not likely to compromise highway safety;

CONSIDERING that the Minister considers that the rules the Minister prescribes, applicable when using the exemption, ensure an equivalent level of safety;

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

ORDERS AS FOLLOWS:

1. Section 474 of the Highway Safety Code (chapter C-24.2) is suspended with respect to a flexible folding aerodynamic system installed at the rear of a road vehicle provided that, as shown,

(1) no part of the system located at more than 1.9 m from the ground exceeds the rear end of the vehicle by more than 152 cm when extended;

(2) no part of the system located at less than 1.9 m from the ground exceeds a virtual line connecting the following points when extended:

(a) a point located at 1.74 m from the ground and 121 cm from the rear end of the vehicle;