

M.O., 2024**Order 2024-20 of the Minister of Transport and Sustainable Mobility dated 2 December 2024**

Highway Safety Code
(chapter C-24.2)

Pilot project concerning road vehicles equipped with an oversized snow plough wing

THE MINISTER OF TRANSPORT AND SUSTAINABLE MOBILITY,

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 of Transport and Sustainable Mobility may, by order, authorize the implementation of pilot projects to study, test or innovate in respect of any matter relevant to the Code, that, for the purposes of road safety, the Minister may in particular develop new rules on traffic or vehicle use, that the Minister must set the rules and conditions for the implementation of a pilot project, that 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 that the provisions of a pilot project prevail over any inconsistent provision of the Code 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 three years, which the Minister may extend by up to two years if the Minister considers it necessary, that the Minister may modify or terminate a pilot project at any time, and that the Minister may also determine the provisions of an order made under section 633.1 of the Code the violation of which is an offence and determine the minimum and maximum amounts for which the offender is liable, which may not be less than \$100 or more than \$3,000;

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 that an order under the second or third paragraph of section 633.1 of the Code is published in the *Gazette officielle du Québec*;

CONSIDERING that certain road vehicles may be equipped with an oversized snow plough wing that can be used to remove snow from several traffic lanes simultaneously, as well as from the shoulder;

CONSIDERING that a pilot project would make it possible to test the use of such vehicles on public highways and gather information on those tests to assess the consequences of the cohabitation of those vehicles with other road users, as well as the pertinence of developing traffic rules and specific load and size limits standards;

CONSIDERING that the Société de l'assurance automobile du Québec has been consulted with respect to the implementation of the Pilot project concerning road vehicles equipped with an oversized snow plough wing;

CONSIDERING that it is expedient to authorize the implementation of the Pilot project concerning road vehicles equipped with an oversized snow plough wing;

ORDERS AS FOLLOWS:**CHAPTER I
GENERAL**

1. The implementation of the Pilot project concerning road vehicles equipped with an oversized snow plough wing is authorized for the following purposes:

(1) test on public highways the use of road vehicles equipped with an oversized snow plough wing;

(2) gather information on the tests to assess

(a) the consequences of the cohabitation of such road vehicles with other road users;

(b) the pertinence of developing traffic rules and specific load and size limits standards.

2. In this Order,

(1) “vehicle equipped with an oversized snow plough wing” means a road vehicle used to remove snow on which a retractable oversized snow plough wing system is installed. The snow plough wing is installed on the right side of the road vehicle, parallel to the vehicle, and can be deployed laterally across the adjacent lane or the shoulder;

(2) “operator” means a natural person, present in a vehicle equipped with an oversized snow plough wing, who drives and operates the vehicle;

(3) “operation” means, for a vehicle equipped with an oversized snow plough wing, travelling on a public highway while the snow plough wing is deployed.

3. The Minister of Transport is responsible for the administration and evaluation of the Pilot project.

4. Vehicles equipped with an oversized snow plough wing are authorized to travel on public highways as part of an operation.

A vehicle is deemed to be traveling as part of an operation when it is traveling to and from the site of an operation.

CHAPTER II TRAINING AND CERTIFICATE OF PROFICIENCY

5. Every operator must undergo training on driving a vehicle equipped with an oversized snow plough wing. The training includes a theoretical component and a practical component.

6. The practical component of the training is conducted elsewhere than on public highways and its purpose is to evaluate the operator's command of the vehicle and equipment. The Minister issues a certificate to each operator who has demonstrated the required abilities and proficiency. If a contract so provides, the certificate may also be issued by a natural person or a legal person mandated to supply, as part of the Pilot project, a vehicle equipped with an oversized snow plough wing.

Only operators who hold such a certificate may drive and operate a vehicle equipped with an oversized snow plough wing.

7. The Minister will hold at least one information session as part of the Pilot project. That information session is intended for operators and other persons involved in the implementation of the Pilot project, and concerns in particular

- (1) the duration of the Pilot project, the location of the routes and the equipment used;
- (2) the test hypotheses;
- (3) the operations to be carried out as part of the Pilot project and the responsibilities of the persons involved.

CHAPTER III CHARACTERISTICS AND EQUIPMENT OF A VEHICLE EQUIPPED WITH AN OVERSIZED SIDE WING

8. The maximum length of a vehicle equipped with an oversized snow plough wing, load and equipment included, is 15 m.

The maximum width of the vehicle when the snow plough wing is deployed, load and equipment included, is 8.5 m.

For the purposes of paragraph 3 of section 11 of the Vehicle Load and Size Limits Regulation (chapter C-24.2, r. 31), when taking part in an operation, the vehicle is deemed to be used for public infrastructure maintenance.

9. In the case of a vehicle equipped with a single front axle of class B.1 and a triple rear axle of class B.31, B.32 or B.33, the maximum axle load is the lesser of the following loads:

- (1) the maximum axle load specified by the manufacturer or, in the case of a combination of axles, the sum of the maximum axle loads specified by the manufacturer;
- (2) the sum of the maximum load for each tire of an axle or a combination of axles, as indicated on the tire sidewall by the manufacturer, except, for a combination of axles of class B.31, B.32 or B.33, that the maximum load of a tire less than 445 mm wide and mounted on a single wheel cannot exceed 10 kg per mm of nominal width of its tread;
- (3) 9,000 kg for axles of class B.1;
- (4) 21,000 kg, 24,000 kg, 26,000 kg during a normal period and 18,000 kg, 21,000 kg, 22,000 kg during a period of thaw or rain for combinations of axles of classes B.31, B.32 and B.33 respectively, decreased by 1,000 kg per axle equipped with only two tires that are less than 445 mm wide.

The load on the front axle must be at least 27% of the load on the rear axle combination.

The total loaded mass must be less than or equal to the sum of maximum authorized axle loads, without exceeding 33,700 kg. When computing that sum, the maximum load of the motor vehicle's class B.1 axles must not exceed 7,700 kg.

10. In addition to the lights and equipment prescribed by the Highway Safety Code (chapter C-24.2), the vehicle must be equipped with

- (1) two flashing or rotating yellow lights, either halogen or heating light-emitting diode (LED), located at the front and rear of the vehicle;
- (2) four flashing yellow light-emitting diode (LED) lights mounted on the rear part of the spreader;

(3) three to five wide-angle yellow light-emitting diode (LED) lights positioned on top of the snow plough wing and a flashing yellow light mounted on the right extremity of the wing;

(4) a yellow reflector mounted at the left extremity of the front snow plough to make it easier to see by road users travelling in the opposite direction;

(5) an arrow light signal mounted at the rear of the vehicle and above the spreader, on its central longitudinal axis.

The flashing lights referred to in subparagraph 2 of the first paragraph and the light mounted on the extremity of the snow plough wing in accordance with subparagraph 3 of the first paragraph must comply with SAE Standard J845 dated August 2021 or subsequent versions. Their lights flash at a rate of four quick and successive blinks per sequence and are synchronized with the lights indicating the vehicle's lane changes.

11. The vehicle must be equipped with emergency controls that make it possible to retract the snow plough wing if necessary.

12. Two cameras must be installed on the vehicle. One is oriented so as to see road users approaching from the rear and the other is oriented so as to see the snow plough wing when it is deployed.

13. The snow plough located at the front of the vehicle must overlap the snow plough wing when it is deployed so as to prevent the formation of snow windrows.

CHAPTER IV PROVISIONS APPLICABLE DURING OPERATIONS

14. The Minister determines the time and place of an operation.

15. The operator must have in his or her possession the certificate issued under the first paragraph of section 6 and must provide it to a peace officer for examination on request. The peace officer must give back the certificate after having examined it.

16. On the request of the Minister, a light-duty protection vehicle mounted with a flashing or rotating yellow light and an arrow light signal may be deployed to follow the vehicle equipped with an oversized snow plough wing.

When the vehicle travels in a convoy on multiple lanes with other road vehicles used to remove snow, the light-duty protection vehicle travels at the rear of the convoy.

During such manoeuvres, section 336 of the Highway Safety Code does not apply to the road vehicles mentioned in the first and second paragraphs.

When the flashing or rotating light and the arrow light signal of the light-duty protection vehicle are activated, no vehicle may insert itself or travel between the vehicle equipped with an oversized snow plough wing and the light-duty protection vehicle or, where applicable, between the convoy and the light-duty protection vehicle.

17. On the request of the Minister, a road vehicle may be deployed at the site of an operation for the purpose of evaluating the Pilot project.

That vehicle may be the light-duty protection vehicle referred to in section 16.

18. Despite sections 324, 326.1, 338 and 418 of the Highway Safety Code, the operator of a vehicle equipped with an oversized snow plough wing may travel on two traffic lanes simultaneously or on one lane and the shoulder.

In addition, despite subparagraph 1 of the first paragraph of section 328 and section 331 of the Highway Safety Code, a vehicle equipped with an oversized snow plough wing, another vehicle traveling in a convoy, a light-duty protection vehicle or a vehicle referred to in section 17 may travel on an autoroute at a speed of less than 60 km/h. In such cases, the lights mounted on those vehicles, except the flashing emergency lights, must be activated, with the exception of those on the vehicle referred to in section 17, unless that vehicle is also the light-duty protection vehicle.

CHAPTER V PENAL PROVISIONS

19. A person who drives or operates a vehicle equipped with an oversized snow plough wing without holding the certificate of proficiency issued in accordance with the first paragraph of section 6 is liable to a fine of \$300 to \$600.

A person who obliges, incites, requests or allows a person to drive or operate such a vehicle without holding that certificate is liable to the same.

20. The following persons are liable to a fine of \$100 to \$200:

(1) an operator who contravenes section 15;

(2) any person who contravenes the fourth paragraph of section 16.

CHAPTER VI
MISCELLANEOUS AND FINAL

21. The Minister may require the operator and the driver of the vehicle referred to in section 17 to send the Minister any information deemed relevant to the evaluation of the Pilot project.

22. This Order comes into force on the fifteenth day following the date of its publication in the *Gazette officielle du Québec*. It is revoked on the day of the third anniversary of its coming into force.

Québec, 2 December 2024

GENEVIÈVE GUILBAULT
Minister of Transport and Sustainable Mobility

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