

Heavy Vehicle Traffic on the Municipal Road Network



Heavy Vehicle Traffic on the Municipal Road Network

4th

EDITION



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For information, contact the Ministère des Transports territorial branch in your region. A list of territorial branches is provided in Appendix IV.

FOREWORD

This publication deals with heavy vehicle traffic on roads maintained by municipalities that are public highways within the meaning of the *Highway Safety Code*. The rules it contains do not apply to road vehicles traveling on private roads.

This fourth edition is a revised version of the *Policy on Heavy Vehicle Traffic on the Municipal Road Network* published in 1997. This update is necessary due to legislative amendments made to the *Highway Safety Code* and certain modifications made to the Regulation respecting road signs. These legislative and regulatory modifications clarify certain definitions, including definitions of tool vehicles and equipment transport vehicles. The new version of the policy defines the meanings of local delivery and base. It also covers the implications of municipal organization reform.

This document specifies the criteria that must be met for the Minister of Transport to authorize municipalities to prohibit access by certain categories of road vehicles to municipal public highways and includes a standard by-law. It presents the administrative rules municipalities must comply with when applying to the Minister of Transport for approval of by-laws prohibiting traffic. It also reminds municipalities that the *Regulation Respecting Road Signs* specifies the types of signs they are required to use.

Managers of the municipal road network who wish to prohibit truck traffic on roads in their municipality can refer to the document to harmonize their by-laws with governmental restrictions in order to better insure the movement of goods throughout Québec.

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INTRODUCTION

By virtue of the power granted to municipalities in paragraph 5 of section 626 of the *Highway Safety Code* (hereafter referred to as the *Code*), a municipality may, by by-law or ordinance, prohibit, with or without exception, all vehicular traffic on the roads it maintains.

Government policy on truck, equipment transport vehicle, and tool vehicle traffic on the municipal road network is presented below in point 2. The policy deals with the principal method municipalities use to manage heavy vehicle traffic, namely the adoption of a by-law prohibiting truck, equipment transport vehicle, and tool vehicle traffic on municipally maintained roads.

Section 627 of the *Code* stipulates that by-laws of this type must be approved by the Minister of Transport or his representative in order to come into force. To ensure that heavy vehicle traffic flows smoothly throughout Québec, the Minister of Transport will approve a validly adopted by-law that complies with the criteria stated in point 2.2 of this publication. The Minister of Transport's decision takes into account the effects the by-law will have on the neighboring municipalities, since municipal traffic management can have an impact at the regional level. (A standard municipal by-law prohibiting truck, equipment transport vehicle, and tool vehicle traffic is presented in point 2.4).

Point 3 deals with additional restrictions that may be applied to heavy vehicles: restrictions on the transportation of dangerous substances, loads, dimensions and number of axles on certain routes, restrictions on nonstandard transport, load limitations on bridges, restrictions during the thaw periods, the complete prohibition of traffic in certain cases, and the rules that apply to emergency situations. (A standard by-law on heavy vehicle traffic on bridges and viaducts is presented in point 3.5).

The legal context and the provisions of the *Code* governing the Minister of Transport's approval of by-laws on truck, equipment transport vehicle, and tool vehicle traffic are presented in Appendix I. The relevant statutes and regulations are given in Appendix II. The Department's classification of the trucking network is presented in Appendix III and Appendix IV lists MTQ territorial branches.

Purpose

The purpose of this publication is to:

- inform municipalities of the criteria to be met so that the Minister of Transport can authorize them to prohibit access by certain categories of road vehicles to limited stretches of road in the municipal road network;
- inform municipalities of the road vehicles that must be prohibited from using roads and of the exceptions authorized for local delivery as defined in the *Regulation Respecting Road Signs*;
- inform municipalities of the administrative rules they must comply with when applying to the Minister of Transport for approval of by-laws prohibiting traffic;
- point out to municipalities that the *Regulation Respecting Road Signs* defines the types of sign that must be used to indicate traffic prohibitions on public roads;
- inform municipalities of the rules governing load limits for vehicles traveling on bridges and load and length limits for vehicles traveling on public roads, in particular during thaw periods;
- ensure access to a Québec road network conducive to the free movement of goods and economic development, while taking into account public safety and people's right to peace and quiet;
- preserve a functional and safe road network.

Policy on truck, equipment transport vehicle, and tool vehicle traffic on the municipal road network

2.1 SCOPE

The rules presented here apply to truck, equipment transport vehicle, and tool vehicle traffic on public highways maintained by municipalities as defined in the *Highway Safety Code*. These rules concern traffic prohibitions made pursuant to paragraph 5 of section 626 of the Code and indicated by signs and signals pursuant to sections 291, 291.1, 292.1, 292.0.1, 293, and 293.1 of the Code. All Québec municipalities, including those governed by special charters or laws, are required to submit their by-laws on truck, equipment transport vehicle, and tool vehicle traffic for approval.

The terms “truck,” “local delivery,” and “equipment transport vehicle” are defined in section 1.1 of the *Regulation Respecting Road Signs*.

- A “truck” is defined as “a road vehicle having a net weight of more than 3,000 kg, designed solely for the transportation of goods or of machinery with which it is permanently equipped and of goods.”
- “Local delivery” is defined as “a delivery referred to in section 291.1 of the *Highway Safety Code* (R.S.Q., c. C-24.2) and, as the case may be, a delivery authorized by a provision of a by-law or ordinance made under paragraph 5 of section 626 of the Code.”
- An “equipment transport vehicle” is defined as “a road vehicle having a net weight of more than 3,000 kg that is used solely for the transportation of machinery with which it is permanently equipped and of its operating accessories. This definition does not cover emergency vehicles or vehicles that are or could be used to transport other goods.”

The terms “truck” and “equipment transport vehicle” are also defined in the same way in the *Regulation Respecting Road Vehicle Registration*.

The term “tool vehicle” is defined in section 4 of the *Highway Safety Code* as “a road vehicle other than a vehicle mounted on a truck chassis, manufactured to perform work and the work station of which is an integral part of the driver’s compartment. For the purposes of this definition, a truck chassis is a frame equipped with all the mechanical components required on a road vehicle designed for the transportation of persons, goods, or equipment. A “road vehicle” is defined as a “motor vehicle that can be driven on a highway, other than a vehicle that runs only on rails or an electronically propelled wheel chair; a trailer, a semi-trailer, or a detachable axle is defined as a road vehicle.”

This publication does not deal with:

- traffic prohibitions in single lanes on multi-lane public highways provided for in section 23 of the *Regulation Respecting Road Signs* and marked by means of an “Accès Interdit” (Access Prohibited) sign (P-130-2) with an arrow pointing to the lane concerned;
- by-laws adopted by municipalities to close a public highway by virtue of the power granted to them under the *Cities and Towns Act* and the *Municipal Code of Québec*;
- passenger vehicles (buses, minibuses, recreational vehicles), emergency vehicles (police vehicles, ambulances, fire department vehicles), and tow trucks.

2.2 CRITERIA FOR LIMITING TRUCK, EQUIPMENT TRANSPORT VEHICLE, AND TOOL VEHICLE TRAFFIC

A municipality that regulates truck, equipment transport vehicle, and tool vehicle traffic on a permanent or temporary basis (at certain times or on certain dates) on a public highway it maintains must meet the following criteria in order for its by-law to be approved by the Minister of Transport or his representative:

1. The traffic prohibition affecting municipal public highways must be compatible with the Ministère des Transports trucking network (see appendix III) and, if applicable, with the trucking network that a regional county municipality has developed on its territory with the approval of Ministère des Transports.
2. The municipality must ensure that a public highway allows trucks, equipment transport vehicles, and tool vehicles to reach a neighboring municipal territory. To this end, the Department asks municipalities to consult with one another regarding the transit routes crossing their territories.
3. If the by-law will foreseeably have an impact outside the municipality's own limits, the municipality must obtain, in advance, resolutions of support from the municipal councils of the other municipalities affected. Failing this, it must consult the regional county municipalities that include the affected municipalities. In all cases, the resolutions must state the reasons for supporting, or in the event of a deadlock, rejecting the by-law.

In merged cities, borough councils may exercise the same authority as the municipal council with regard to signs and traffic management in a manner compatible with the rules established by the municipal council.

Even if borough councils may regulate heavy vehicle traffic on roads identified by the municipal council, borough councils or municipal councils must obtain a resolution of support if their roads affect heavy vehicle traffic in other boroughs or municipalities.

4. A by-law prohibiting truck, equipment transport vehicle, and tool vehicle traffic must:
 - define the vehicles that are prohibited from using a road or roads: trucks, equipment transport vehicles, and tool vehicles. The definitions will be those given in the *Regulation Respecting Road Signs, the Regulation Respecting Road Vehicle Registration, and the Highway Safety Code*;
 - specify the road or roads that are closed to truck, equipment transport vehicle, and tool vehicle traffic, or define the exact zone or zones on these roads where access is prohibited;
 - provide a map or a detailed representation showing the types of road signs and their placement on the road or roads that are closed to trucks, equipment transport vehicles, and tool vehicles. In cases of prohibitions by zone, the list of roads where such traffic is prohibited can be shown by a map or detailed representation with road names indicating the affected zones and with related signs;
 - provide that the prohibition against using the road does not apply to:
 - trucks, equipment transport vehicles, and tool vehicles that must travel to a location that is only accessible by entering the prohibited zone (including a road within the zone) in order to collect or deliver property, provide a service, carry out work, undergo repairs, or return to base; (the vehicle's base refers to the company's place of business or vehicle storage site, office, warehouse, garage, or company

parking lot. In exceptional circumstances, it may also refer to the residences of drivers authorized by their company to park the trucks there after their work shift);

- oversized vehicles operated under a special operating permit expressly authorizing access to roads to which access is prohibited;

- farm machinery, farm tractors, and farm motor vehicles used mainly for the transportation of farm produce or material required in its production on routes where access is prohibited;

- tow trucks;

- specify that the exceptions provided for in the by-law are indicated by a P-130-1 road sign authorizing local delivery along with a P-130-P tab sign, or a P-130-20 sign;
- provide that unless otherwise shown on the map appended to the by-law, each road or part of road to which access is prohibited constitutes a separate prohibited traffic zone; that contiguous roads to which access is prohibited together form a single prohibited traffic zone; and that when such roads are contiguous with a road to which access is prohibited that is maintained by Ministère des Transports or another municipality, they form, unless otherwise indicated, part of a common prohibited traffic zone that includes all the contiguous roads to which access is prohibited. In prohibited traffic zones, all roads to which access is prohibited may be used in order to carry out local deliveries;
- specify that the limits of the zone where such vehicle traffic is prohibited are marked by signs that must be placed at each end of each road to which access is prohibited at its intersection with a road where such vehicle traffic is permitted. At each point, a P-130-1 type sign together with a

P-130-P tab sign, or a P-130-20 type sign must be used;

- specify that the existence of the zone where such traffic is prohibited can be indicated at other locations, in particular at the limits of the municipality's territory, by P-130-24 type information signs;
 - be especially careful to mark all means of access to the prohibited traffic zone with appropriate signs so that truckers are not caught off-guard.
5. The municipality is required to publish a notice of the by-law it has adopted, and which has been approved by the Minister of Transport in order for the by-law to come into force. The public notice must state the purpose of the by-law, the date of its adoption, the date of its approval, and the place where it can be consulted. This requirement to publish a public notice is stipulated by the *Municipal Code of Québec* and the *Cities and Towns Act*.
 6. The signs used on the municipal road network must comply with the *Regulation respecting road signs*. Québec-wide standardization of road signs used to show where truck, equipment transport vehicle, and tool vehicle traffic is prohibited ensures the smooth flow of road vehicle traffic, harmonization with the trucking network, and harmonization of municipal by-laws. The signs used to prohibit road vehicle traffic are shown in point 2.7. Municipalities are responsible for erecting road signs. If need be, they may ask the territorial branch of the Department in their region for help.

The Department prefers signs showing where traffic is prohibited to signs indicating mandatory routes. Should a municipality wish to prohibit traffic on an entire group of roads within its limits, it can do so by indicating in its by-law that all roads are closed to traffic except those on which traffic is expressly permitted. In this case, the municipality

must be especially careful because the general prohibition does not apply to roads that do not exist when the by-law is adopted. The territorial branch of the Department in the region concerned is responsible for analyzing the effects of such a by-law.

A municipality that regulates an entire group of roads within its limits must nevertheless erect P-130-1 signs, together with P-130-P tab signs, or P-130-20 signs to show truckers on the municipal road network where traffic is prohibited.

2.3 CONTENT OF A BY-LAW PROHIBITING TRUCK, EQUIPMENT TRANSPORT VEHICLE, AND TOOL VEHICLE TRAFFIC

The Department has drawn up a standard by-law to help municipal administrators make their own by-laws prohibiting truck, equipment transport vehicle, and tool vehicle traffic in accordance with paragraph 5 of section 626 of the Code. The standard by-law includes the provisions that meet the criteria for limiting truck, equipment transport vehicle, and tool vehicle traffic on public highways mentioned in point 2.2.

The standard by-law is given in point 2.4. It provides for cases to which the traffic prohibition does not apply. The aim of these exceptions is to ensure harmonization with traffic rules governing the trucking network, and the harmonization of municipal authorizations to use roads throughout Québec.

2.4 STANDARD BY-LAW PROHIBITING TRUCK, EQUIPMENT TRANSPORT VEHICLE, AND TOOL VEHICLE TRAFFIC

BY-LAW RESPECTING TRUCK, EQUIPMENT TRANSPORT VEHICLE, AND TOOL VEHICLE TRAFFIC

WHEREAS under paragraph 5 of section 626 of the *Highway Safety Code* (R.S.Q., c. C-24.2) municipalities may make by-laws to prohibit road vehicle traffic in their territories;

WHEREAS it is necessary to regulate truck, equipment transport vehicle, and tool vehicle traffic on public highways maintained by the municipality in order to ensure the protection of the road network, public safety and the peace and quiet of residential areas;

WHEREAS a notice of motion of this by-law was duly given at the council meeting held on (*day, month, year*);

THEREFORE, it is enacted and ordained by the municipal council as follows:

Section 1

This by-law is entitled a *By-law Respecting Truck, Equipment Transport Vehicle, and Tool Vehicle Traffic* and the preceding preamble forms an integral part of it.

Section 2

In this by-law,

“truck” means a road vehicle of a net weight of more than 3,000 kg designed solely for the transportation of goods or of machinery with which it is permanently equipped, or of both;

“tool vehicle” means a road vehicle other than a vehicle mounted on a truck chassis, manufactured to perform work and the work station of which is an integral part of

the driver's compartment. For the purposes of this definition, a truck chassis is a frame equipped with all the mechanical components required on a road vehicle designed for the transportation of persons, goods, or equipment;

“equipment transport vehicle” means a road vehicle having a net weight of more than 3,000 kg that is used solely for the transportation of machinery with which it is permanently equipped and of its operating accessories. This definition does not cover emergency vehicles or vehicles that are or could be used to transport other goods;

“road vehicle” means a motor vehicle that can be driven on a highway, other than a vehicle that runs only on rails or an electronically propelled wheel chair; a trailer, a semi-trailer, or a detachable axle is defined as a road vehicle;

“local delivery” means a delivery carried out in a zone where such traffic is prohibited and marked by a sign authorizing truck, equipment transport vehicle, and tool vehicle drivers to travel in this prohibited traffic zone in order to:

- collect or deliver property;
- provide a service;
- carry out work;
- have the vehicle repaired;
- return the vehicle to its base;

“base” refers to the company's place of business or vehicle storage site, office, warehouse, garage, or company parking lot.

Section 3

Truck, equipment transport vehicle, and tool vehicle traffic is prohibited on the following roads, which are shown on the map provided in the schedule which forms an integral part of this by-law:

(List the roads or parts of roads on which such vehicle traffic is prohibited. Append to the by-law a map or a detailed representation showing the road or roads where such traffic is prohibited and indicating

the type and placement of road signs prohibiting traffic. In cases of prohibitions by zone, the list of roads where such traffic is prohibited can be shown by a map or detailed representation with road names indicating the affected zones and with related signs.)

Section 4

Section 3 does not apply to trucks, equipment transport vehicles, and tool vehicles that must travel to a location that is only accessible by entering the prohibited zone in order to carry out any of the activities listed in the definition of local delivery.

In addition, section 3 does not apply to:

- a) outsized vehicles operated by virtue of a special operating permit expressly authorizing access to roads to which access is normally prohibited;
- b) farm machinery, farm tractors, and farm motor vehicles as defined in the Regulation respecting road vehicle registration (O.C. 1420-91 October 16, 1991);
- c) tow trucks.

The exceptions provided for in this article are shown by P-130-P or P-130-20 signs authorizing local delivery.

Section 5

Unless otherwise indicated on the map appended to this by-law, each road or part of road to which access is prohibited constitutes a separate zone where such vehicle traffic is prohibited. However, contiguous roads together form a single zone where such vehicle traffic is prohibited.

When said roads are contiguous with a road to which access is prohibited that is maintained by Ministère des Transports or another municipality, they form part of a common zone where such vehicle traffic is prohibited that includes all the contiguous roads to which access is prohibited, unless otherwise indicated.

The limits of the zone where such vehicle traffic is prohibited are marked by signs that must be placed, in accordance with the map appended to this by-law, at each end of each road to which access is prohibited at its intersection with a road where such traffic is permitted. At each point, a P-130-1 sign together with a P-130-P tab sign, or a P-130-20 sign must be used.

The existence of the zone where such vehicle traffic is prohibited can be indicated at other locations, in particular at the limits of the municipality's territory, by P-130-24 information signs which serve as reminders of prohibited access (P-130-P or P-130-20).

Section 6

Anyone who contravenes section 3 is guilty of an offence and is liable to a fine identical to that provided for in section 315.1 of the *Highway Safety Code* (R.S.Q., c. C-24.2)¹.

Section 7

This by-law² will come into force upon approval by the Minister of Transport in accordance with section 627 of the *Highway Safety Code*.

2.5 SUBMITTING A BY-LAW TO THE MINISTER OF TRANSPORT FOR APPROVAL

The by-law must be approved by the Minister of Transport in order to come into force. Under the *Regulation Respecting the Signing of Certain Deeds, Documents, or Writings of the Ministère des Transports*, the Minister has delegated this responsibility to the territorial directors, the heads of service at the territorial branches, and the head of Direction du transport routier des marchandises.

The municipality must submit its application for approval of a by-law to prohibit truck, equipment transport vehicle, and tool vehicle traffic within its limits to the territorial director of its region. The application will be handled according to the procedure set forth in section 2.6.

The municipality may choose to submit a draft by-law first, for an evaluation of its content. However, it is the by-law duly adopted by the municipal council that must be submitted to the Minister of Transport for approval in order for it to come into force. The same procedure applies to amended by-laws.

The application for approval of a by-law must be submitted with the following documents:

- a list of the public highways on which truck, equipment transport vehicle, and tool vehicle traffic is prohibited;
- a map or a detailed representation showing the types of road signs used and their placement on the road or roads that will be closed to such road vehicle traffic;

1 Under section 647 of the Highway Safety Code, fines must be equal to those specified in the Code for offences of the same type. Section 315.2 of the Code, provides for a fine of \$175 to \$525.

2 If applicable, state that the by-law replaces an existing by-law and specify the title of that by-law.

- the text of the by-law or draft by-law;
- if applicable, the resolutions of support from the municipal councils of the other municipalities affected or, if these are not forthcoming, resolutions of support from the regional county municipalities affected.

If no supporting resolutions can be obtained, the Department's territorial branch in the region concerned is responsible for granting Minister of Transport approval if the situation so warrants. In all cases, the territorial branch must transmit its decision to the municipality that applied for approval of a by-law on truck, equipment transport vehicle, and tool vehicle traffic.

2.6 HANDLING OF APPLICATIONS FOR THE APPROVAL OF BY-LAW

Applications for the approval of a by-law made to prohibit truck, equipment transport vehicle, and tool vehicle traffic are handled according to the following steps:

1. The Department's territorial branch in the region concerned receives the application for approval and sends an acknowledgement of receipt to the municipality. The territorial branch evaluates the content of the by-law or draft by-law submitted.
2. The territorial branch analyzes the municipality's application according to the criteria specified in point 2.2.
3. The territorial branch examines the possible consequences of the by-law for the neighboring municipalities and for the businesses whose activities would be affected by it.
4. If need be, the territorial branch consults the Department's multimodal transport, legal, and infrastructure and technology divisions.

5. The territorial branch informs the municipality in writing of the Minister of Transport's decision.
6. Once the application has been approved, the municipality must erect the appropriate signs.

2.7 ROAD SIGNS

2.7.1 Signs and tab signs

The signs and tab signs used to indicate that traffic is prohibited on a public highway must comply with the *Regulation Respecting Road Signs*. A municipality that wishes to prohibit truck, equipment transport vehicle, and tool vehicle traffic on a road or roads it specifies must use the following signs to inform truckers of the existence of a by-law:



A P-130-20 sign alone and a P-130-1 sign with a P-130-P tab sign mean the same thing. They prohibit trucks, equipment transport vehicles, and tool vehicles from using a road, except to make local deliveries as defined in section 291.1 of the Code.

A P-130-24 sign serves as a reminder to truckers and ensures the continuity of local delivery.



A P-130-1 sign with P-110-P-1 and P-130-P tab signs prohibits trucks, equipment transport vehicles, and tool trucks from using a road at certain times of day, except to make local deliveries.



A P-130-20 sign with a “sur X km” tab sign shows truckers the length of a zone to which access is prohibited.



A P-130-20 sign with a P-140-P tab sign shows truckers the end of a zone to which access is prohibited.



A P-120-12 sign indicates that trucks, equipment transport vehicles, and tool vehicles in transit are required to continue in the direction shown by the arrow. This sign means the same thing as a P-120-1 sign with a P-120-P tab sign (arrow and “transit”).

All signs and tab signs should be used in accordance with the standards explained in the document entitled *La signalisation routière au Québec* (Road Signs in Québec), tome V, prepared by Ministère des Transports and published by Les Publications du Québec in two volumes and eight chapters.

2.7.2 Advance signs

Advance signs may be erected at the approach to roads to which access is prohibited to enable truckers to comply with the prohibitions. The following signs let truckers know in advance of traffic prohibitions related to trucking.

2.7.2.1 Advance signs on highways

The following advance signs are placed before exits on highways to indicate zones to which access is prohibited.



2.7.2.2 Advance signs on other types of roads

The following advance signs are placed on other types of roads to indicate that a road or public highway to which access is prohibited lies ahead.



D-450



P-200-P2

Additional restrictions concerning heavy vehicles

The *Code* provides for further restrictions concerning heavy vehicles:

- restrictions on the transportation of dangerous substances;
- restrictions on vehicle loads, dimensions, and number of axles;
- restrictions on nonstandard transport;
- load limits for vehicles traveling on bridges;
- restrictions during thaw periods;
- complete prohibition of traffic;
- rules that apply to emergency situations.

3.1 RESTRICTIONS ON THE TRANSPORTATION OF DANGEROUS SUBSTANCES

A municipality may prohibit the transportation of dangerous substances to safeguard its residents, their property and the environment. It must consider carefully whether it should establish a network dedicated to the transportation of dangerous substances, since by-laws prohibiting vehicle traffic generally apply to all trucks, equipment transport vehicles, and tool vehicles, including trucks that transport dangerous substances.

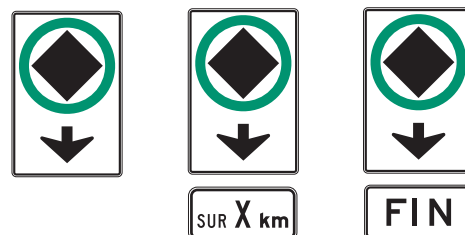
A municipality that nevertheless decides to regulate the transportation of dangerous substances is required to carry out a study of the risks involved and the results of the study must convincingly demonstrate the advantages of a route other than the one

that already exists. The Department's territorial branches can advise municipalities in their region with the help of the *Dangerous Goods Truck Route Screening Method* published by Transport Canada in 1987 and reprinted by Ministère des Transports in 1992.

When a by-law concerning the transportation of dangerous substances is submitted to the Minister of Transport for approval, it must be accompanied by a risk study in addition to the supporting documents mentioned in point 2.5.

Restrictions on the transportation of dangerous substances are indicated by the following signs:

- A "Voie obligatoire pour transporteurs de matières dangereuses" (Mandatory Dangerous Substances Route) sign (P-120-6), which must be placed above the lane indicated by the prohibition at intervals of no more than every 500 meters. When the prohibition covers a distance no greater than 2 km, a P-120-6 sign may be accompanied by a P-120-P distance tab sign to indicate the start of the zone and a P-140-P tab sign to mark the end. In this case it is unnecessary to post signs every 500 meters:



- An “Accès interdit aux transporteurs de matières dangereuses” (No Entry for Carriers of Dangerous Substances) sign (P-130-3), which can be posted with the P-130-P tab sign authorizing local delivery. However, this tab sign (P-130-P) cannot be posted at the entrance of a tunnel:



3.2 RESTRICTIONS ON VEHICLE LOADS, DIMENSIONS, AND NUMBER OF AXLES ON A GIVEN ROUTE

In the interest of free-flowing traffic and harmonious transportation, the *Code* provides that the government alone has the power to regulate vehicle load and size limits. The main objectives of the *Vehicle Load and Size Limits Regulation* are to ensure the safety of road users and to protect road infrastructures like bridges and roadways. The regulation provides for several limits, including the maximum dimensions, axle load, and total loaded mass of road vehicles on public highways. For information on these topics, a *Vehicle Load and Size Limits Guide* was published by the Department in 1993, and revised in 1996.

Municipalities are not authorized to set load and size limits different from those specified in the regulation. The provincial government may do so by amending the regulation, and the Minister of Transport may do so by granting a special permit.

A municipality wishing to set different limits for a given route must say so clearly in the draft of the by-law it intends to adopt to prohibit truck, equipment transport vehicle, and tool vehicle traffic. The provision of the by-law must deal with a situation that actually exists.

Given the special character of such a provision, the municipality must apply to the Department’s territorial branch in its region for approval.

Higher limits will be authorized only under exceptional circumstances, in which case compensatory safety measures will be required. Lower limits are rarely authorized.

Municipalities do have the power to make by-laws to prohibit road vehicles with a given number of axles from using roads.

Authorized vehicle loads, dimensions and numbers of axles are shown on “Accès interdit aux camions, véhicules de transport d’équipement et véhicules-outils” (Trucks, Equipment Transport Vehicles, and Tool Vehicles Prohibited) signs (P-130-15, P-130-16 or P-130-19):



3.3 RESTRICTIONS ON NONSTANDARD TRANSPORT

A road vehicle or combination of road vehicles failing to comply with the limits stipulated in the *Vehicle Load and Size Limits Regulation* cannot be driven on a public highway unless the owner or lessee of the vehicle or combination of vehicles obtains a special permit granted under the *Regulation Respecting Special Permits*.

Applications for special permits must be submitted to Société de l'assurance automobile du Québec (SAAQ), to which the *Code* grants exclusive jurisdiction in this area. Municipalities are not authorized to issue special permits.

The *Regulation Respecting Special Permits* applies to indivisible loads. It defines the types of transport covered by the permit.

Special permits are made available for vehicles manufactured as oversized vehicles, such as self-propelled cranes, or for vehicles carrying indivisible loads, such as a house, swimming pool, transformer, or excavation equipment. The regulation specifies seven classes of permits, five of which are issued directly at SAAQ service centers. For the remaining two classes of permits, the Department must assess the feasibility of the transport involved and determine any special conditions. In certain cases, municipalities and public service organizations are consulted before the Department authorizes SAAQ to issue the permit.

Under section 465 of the *Code*, the holder of a special permit is liable for any damage caused to public highways by the use of a nonstandard vehicle.

Further information is available in the Guide to the *Regulation Respecting Special Permits*, published by the Department in December 1993.

3.4 LOAD LIMITATIONS ON BRIDGES

Under the *Act Respecting Roads* (R.S.Q., c. V-9), municipalities own the structures situated in their territory, with the exception of those structures located on former toll highways and Autoroute Métropolitaine.

According to the *Act Respecting Roads*, the government shall determine, by an order published in the *Gazette officielle du Québec*, the roads (including the bridges found on these roads) under its management.

Municipalities are responsible for the maintenance and improvements on bridges located on local roads transferred to them or on roads or streets that have always been under their jurisdiction.

However, section 50 of the *Act Respecting Roads* allows Ministère des Transports to continue offering technical and administrative support to municipalities that request it. This offer is limited to municipalities of under 100,000 inhabitants. On a temporary basis, this offer also applies to municipalities of over 100,000 inhabitants for bridges previously managed by Ministère des Transports and that were located in municipalities of under 100,000 inhabitants as of December 31, 2001.

Ministère des Transports can therefore continue inspecting and assessing the bridge load capacities. This ensures uniform bridge safety, maintains Department handling of special permits for nonstandard loads, and favors Québec' social economic development by facilitating the transportation of goods.

Section 291 of the *Code* stipulates that the person responsible for the maintenance of a public highway may, by means of appropriate signs or signals, prohibit the use of that highway by road vehicles with a net mass over 3,000 kg, or by some of those vehicles, in particular road vehicles the mass or size of which exceeds the mass or size indicated on signs or signals.

Municipalities wishing to restrict loads on a bridge that they maintain must therefore adopt a by-law and apply to their region's territorial branch for Department approval as required under section 627 of the Code for the by-law to enter into force.

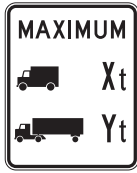
The load limitations for a bridge are determined by a structural engineer's assessment of its load carrying capacity. Municipal administrators who do not take the structural engineer's recommendations into account may be held responsible for any personal injuries or deaths that may occur following any structural failure of a bridge or viaduct that they neglect to post.

Posted load limitation restrictions must correspond with the structure's load carrying capacity. This type of signage must not be used for reasons other than to protect the structure. It is important to remember that a bridge's load limitations are determined to ensure user safety and the longevity of the structure. Signs that could lead drivers to believe that they may freely drive their heavy vehicles over structures whose maximum load carrying capacities are inferior to the weight of their vehicles must be avoided. For example, the owner of a 25 ton truck who regularly crosses a bridge that is incorrectly marked at 5 tons will believe he or she can freely cross a bridge correctly marked at 10 tons, which could result in an accident.

Bridge load limitations are indicated by means of signs labeled "Limitation de poids aux charges légales" (Legal Load Limitation) (P-195) or "Limitation de poids" (Weight Limitation) (P-200):



P-195



P-200-1



P-200-2

A "Limitation de poids aux charges légales" ((Legal Load Limitation) sign (P-195) informs drivers that, if their vehicle weighs more than the legal limit, they may not drive it across the bridge or viaduct in question unless they have a special permit expressly authorizing them to do so. The sign is especially intended for holders of special permits with respect to loads who obtain annual permits to travel on public highways in general. By regulation, such permits are issued on the condition that the driver does not drive across bridges and viaducts marked with P-195 signs. The carrier must find a route that avoids these structures. If no such route exists, the carrier must apply for an additional permit. A feasibility study will be conducted by structural engineers and, conclusions permitting, an additional permit will be issued expressly authorizing the use of the civil engineering structure in question under certain conditions (reduced speed, for example). No such special permit shall be issued if there is a danger that the structure will be weakened or damaged.

The two "Limitation de poids" (Weight Limitations) signs (P-200) inform drivers of vehicles with a total loaded mass in excess of the maximum shown that they are not permitted to drive across the bridge or viaduct in question. These limitations also apply to passenger vehicles, emergency vehicles, and tow trucks. It should be noted that P-200-1 signs should gradually be replaced by P-200-2 signs as the limitations shown on P-200-1 signs are too restrictive for combination road vehicles with more than two units (road trains).

The *Répertoire des ponts et viaducs faisant l'objet de limitations de poids*, (Directory of Bridges and Viaducts Subject to Load Limitations), published by the Department in April 1993, and revised in 1995, 1997, and 1999, along with its accompanying road maps, allows carriers with special permits to map out routes enabling them to comply with the bridge and viaduct load limitations.

3.5 STANDARD BY-LAW FOR BRIDGES WITH WEIGHT LIMITATIONS

CANADA
PROVINCE OF QUÉBEC
CITY OF
MUNICIPALITY OF

1.1. BY-LAW NUMBER

BY-LAW RESPECTING
HEAVY VEHICLE TRAFFIC
ON A BRIDGE OR VIADUCT

WHEREAS it is necessary to regulate heavy vehicle traffic on the bridge(s) and/or viaduct(s) maintained by the municipality in order to ensure their protection and the safety of the public;

WHEREAS under section 291 of the *Highway Safety Code* (R.S.Q., c. C-24.2) municipalities may make by-laws to restrict or prohibit heavy vehicles with a mass in excess of the maximum authorized limitations from driving across such structure;

WHEREAS this by-law was preceded by a notice of motion duly given by (name of councilor) at a meeting of the council held on (date);

THEREFORE, it is hereby enacted and ordained as follows:

Section 1

In this by-law,

“**heavy vehicle**” means a road or combination of road vehicles with a net mass of over 3,000 kg, as defined in the *Highway Safety Code*.

Section 2

Heavy vehicle traffic is prohibited when the vehicle’s total loaded mass exceeds the authorized load limitations on the bridge or viaduct as described in appendix A, unless the vehicle is used under a special permit expressly giving it access to that highway.

Section 3

Heavy vehicles with an axle load or total loaded mass in excess of the limitations set forth in the *Vehicle Load and Size Limits Regulation* (O.C. 1299-91, September 18, 1991) are prohibited from driving on the bridge or viaduct (see appendix A), unless the road vehicle is authorized access by virtue of a class 6 special permit, issued in accordance with the *Regulation Respecting Special Permits* (O.C.1444-90, October 3, 1990) or a special permit covered in section 633 of the *Highway Safety Code*.

Section 4

These prohibitions are indicated using the signs provided for in the *Regulation Respecting Road Signs* (Ministerial Order, June 15, 1999).

Section 5

Anyone who contravenes section 2 is guilty of an offence and is liable to a fine as provided for in section 315.2 of the *Highway Safety Code*.

Section 6

Anyone who contravenes section 3 is guilty of an offence and is liable to a fine as provided for in paragraph 6 of section 517.1 of the *Highway Safety Code*.

Section 7

This by-law will come into force upon approval by the Minister of Transport in accordance with the provisions of sections 291 and 627 of the *Highway Safety Code*.

APPENDIX A

BRIDGE NUMBER	MUNICIPALITY	LOCATION	NAME OF OBSTACLE	INTERDIT « X » TONNES ET PLUS ⁽¹⁾ (P-200-1 Sign)		INTERDIT « X » TONNES ET PLUS ⁽¹⁾ (P-200-2 Sign)			UN VÉHICULE À LA FOIS (P-200-P1 Tab sign)		INTERDIT EN SURCHARGE (P-195 Sign)	
				1 UNIT VEHICLE	COMBINATION VÉHICLES	1 UNIT VEHICLE	2 UNIT VEHICLE	MORE THAN 2 UNIT VEHICLE	YES	NO	YES	NO

- (1) You must register the weight limitation that corresponds with each vehicle category.

3.6 RESTRICTIONS DURING THAW PERIODS

Section 419 of the *Code* authorizes the Minister of Transport to determine the places where vehicle traffic is either restricted or prohibited because of thaw, and the thaw periods during which such measures apply. Thaw period weight restrictions are explained in the *Vehicle Load and Size Limits Guide*. Thaw dates and zones are announced as part of a communications campaign carried out by the Department and SAAQ to inform the principal stakeholders affected by these measures.

In the interest of Québec-wide harmonization, municipalities are not allowed to establish their own rules for load limits during thaw periods, nor may they modify the dates on which those periods begin and

end. However, if a municipality feels that a municipal road calls for load limits during a period that does not fall within the designated thaw periods, it may submit a by-law prohibiting traffic during a specified period to the Department's territorial branch in its region for the Minister's approval.

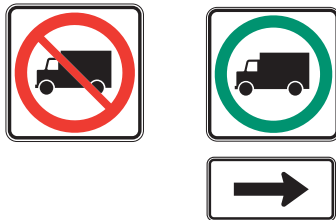
Municipalities must indicate thaw period traffic prohibitions with an "Accès interdit aux camions, véhicules de transport d'équipement et véhicules-outils" (Truck, Equipment Transport Vehicle, and Tool Vehicle Traffic Prohibited) sign (P-130-15 or P-130-20).



3.7 COMPLETE PROHIBITION OF TRAFFIC

If a municipality feels that conditions call for the complete prohibition of traffic on a public highway (e.g., due to a steep slope) it may submit a by-law for that purpose to the Department's territorial branch in its region. However, the prohibition must not affect essential services such as fire-fighting, and ambulance and police services.

Complete prohibition of traffic is indicated by means of "Accès interdit aux camions, véhicules de transport d'équipement et véhicules-outils" (Trucks, Equipment Transport Vehicle, and Tool Vehicle Traffic Prohibited) signs (P-130-1) and the required route is indicated using "Trajet obligatoire pour camions, véhicules de transport d'équipement et véhicules-outils" (Mandatory Truck, Equipment Transport Vehicle, and Tool Vehicle Route) signs (P-120-1), posted together with direction tab signs (P-240-P-2).



3.8 RULES FOR EMERGENCY SITUATIONS

Under section 293.1 of the Code, a municipality may, by means of appropriate signs or signals, restrict or prohibit some or all vehicles from using a road for reasons of safety. The same section specifies that the municipality must obtain the Minister of Transport's authorization in advance, except in emergencies.

The concept of emergency cannot be extended to allow for the preventive protection of a road's structure during a thaw period. However, the municipality is at liberty to invoke the concept of emergency if it feels that a landslide, flood, or similar occurrence may threaten public safety.

Legal Context

POWERS OF THE QUÉBEC GOVERNMENT

The Québec government has the power to establish road vehicle load and size limits, define terms and conditions for granting special permits, and prescribe standards and prohibitions with regard to vehicles transporting dangerous substances (sections 621 and 622 of the *Code*).

POWERS OF THE MINISTER OF TRANSPORT

Under section 627 of the *Code*, the Minister of Transport is responsible for approving all by-laws related to road vehicle traffic and the transportation of dangerous substances. Section 628 of the *Code* provides that the Minister may also withdraw approval. Pursuant to government regulations, the Minister may limit road vehicle load and size on public highways he is responsible for maintaining, provided that appropriate signs or signals are put in place. He may also limit traffic on such roads during exceptional events or sports events, for reasons of safety, or because of thaw, provided that appropriate signs or signals are put in place (sections 291, 292.1, 293, 293.1, and 419 of the *Code*).

POWERS OF MUNICIPALITIES

The *Code* grants municipalities certain powers to regulate the public highways it maintains. A municipality may adopt a by-law or ordinance to prohibit, with or without exception, all road vehicle traffic on roads it specifies and, if appropriate, for a period it determines. The municipality must use the signs specified in the *Code* (paragraph 5 of section 626).

By-laws concerning truck, equipment transport vehicle, and tool vehicle traffic or traffic of vehicles transporting dangerous substances must always be approved by the Minister of Transport in order to come into force (sections 627 and 628 of the *Code*).

By means of by-laws, a municipality has the power to erect signs prohibiting the use of a public highway by road vehicles whose load, length, or number of axles exceeds the limits posted. It may also prohibit traffic during exceptional events or sports events, or for reasons of safety (sections 291, 292.1, 293, and 293.1 of the *Code*).

Any fine prescribed under a by-law must be equal to the fine prescribed by the *Highway Safety Code* (section 647 of the *Code*).

Highway Safety Code

These references to the *Highway Safety Code* are not officially sanctioned. For the purposes of applying and interpreting the sections contained herein, refer to the revised statutes of Québec.

The following sections, which set out the rules governing trucks, equipment transport vehicles, and tool vehicles, are taken from the *Code*.

289. The meaning of a road or traffic sign message, whatever the medium, is the meaning assigned to the sign by the Minister in an order published to that effect in the *Gazette officielle du Québec*.

The manufacturing and installation standards for road signs or signals to be erected on a public highway or on a road vehicle are determined by the Minister and set out in a traffic control manual.

Every person responsible for the management or maintenance of public highways must comply with standards set out in the manual where a requirement to do so is indicated therein.

The Minister may remove, at the expense of the person responsible for the management of the road, any sign or signal that does not conform to the Minister's manual.

291. The person responsible for the maintenance of a public highway may, by means of proper signs or signals, restrict or prohibit the use of the highway by all or certain heavy vehicles, in particular, heavy vehicles having dimensions or a number of axles that exceed the maximum limits authorized. Where that person is responsible for the maintenance of a bridge or viaduct, the person may also

restrict or prohibit the use of the bridge or viaduct by heavy vehicles having a mass that exceeds the maximum limits authorized on the infrastructure.

In the case of a municipality, that power is exercised by by-law or, where the law so authorizes, by ordinance, the coming into force of which is subject to the approval of the Minister of Transport under section 627, except in an emergency; in the absence of approval, the Minister may remove the unauthorized sign or signal.

No person may drive a vehicle referred to in the first paragraph on a public highway on which traffic is restricted or prohibited unless the vehicle is used under a special permit expressly giving the vehicle access to that highway.

- 291.1 A restriction or prohibition under section 291 may, by means of proper signs or signals, be partially removed for vehicles that must travel to a particular place in order to collect or deliver property, provide services, carry out work, be repaired or return to their base, and that cannot do so without entering a zone to which access is prohibited.
292. The driver of a heavy vehicle must verify the condition of the vehicle's brakes where the proper sign or signal requires a mandatory stop at a brake verification area.
- 292.0.1 The person responsible for the maintenance of a public highway may, by means of proper signs or signals, designate a slow vehicle lane. Where such a lane has been designated, the driver of a slow vehicle must use that lane.

292.1 The person responsible for the maintenance of a public highway may, by means of appropriate signs or signals, prohibit access to the highway to road vehicles whose mass, load included, exceeds that prescribed by regulation, if the vehicle is not equipped with a braking system prescribed by regulation.

In the case of a municipality, that power is exercised by by-law or, where the law so authorizes, by ordinance, the coming into force of which is subject to the approval of the Minister of Transport under section 627, except in an emergency; in the absence of approval, the Minister may remove the unauthorized sign or signal.

No person may drive a vehicle referred to in the first paragraph on a public highway on which traffic is restricted or prohibited unless the vehicle is used to maintain the highway or to install or maintain public utilities on the highway.

293. The person responsible for the maintenance of a public highway may, by means of appropriate signs or signals during exceptional events or sports events, restrict or prohibit all or some vehicular traffic on that highway for the time he indicates.

No person may drive a road vehicle in contravention of this section during the period traffic is restricted or prohibited.

293.1 The person responsible for the maintenance of a public highway may, by means of proper signs or signals and for reasons of safety, restrict or prohibit the operation on the highway of all road vehicles or certain road vehicles including the vehicles to which the Transportation of Dangerous Substances Regulation applies.

In the case of a municipality, that power is exercised by by-law or, where the law so authorizes, by ordinance, the coming into force of which is subject to the approval of the Minister of Transport under section 627, except in an emergency; in the absence of approval, the Minister may remove the unauthorized sign or signal.

No person may drive a vehicle referred to in the first paragraph on a public highway on which traffic is prohibited or restricted unless the vehicle is used to maintain the highway or to install or maintain public utilities on the highway.

294. The person responsible for the maintenance of a public highway must erect the proper signs or signals at every intersection.

310. Every person must comply with every road or traffic sign or signal erected under this Code.

314. The driver of a road vehicle who contravenes the second paragraph of section 293 is guilty of an offence and is liable to a fine of \$60 to \$100.

314.1 Every driver of a road vehicle who contravenes any of sections 310 to 312 is guilty of an offence and is liable to a fine of \$100 to \$200.

However, where the traffic of heavy vehicles in transit is regulated by a sign or signal, every driver of a heavy vehicle who contravenes section 310 is guilty of an offence and is liable to a fine of \$175 to \$525.

315.1 Every driver of a vehicle who contravenes section 292 or the third paragraph of section 293.1 is guilty of an offence and is liable to a fine of \$350 to \$1,050.

315.2 Every driver of a heavy vehicle who contravenes the third paragraph of section 291 is guilty of an offence and is liable to a fine of \$175 to \$525.

In the case of a contravention of a sign or signal limiting the authorized load on a bridge or viaduct, the owner or operator of the vehicle is liable to a fine of \$600 plus

a) \$100 per excess 1,000 kg up to 5,000 kg in excess;

b) \$150 per excess 1,000 kg between 5,000 kg and 10,000 kg in excess;

c) \$200 per excess 1,000 kg over 10,000 kg in excess.

315.3 Every driver of a road vehicle who contravenes section 292.0.1 by failing to drive in a mandatory designated lane is guilty of an offence and is liable to a fine of \$90 to \$270.

318. Every person who contravenes the third paragraph of section 292.1 is guilty of an offence and is liable to a fine of \$600 to \$6,000.

378. The driver of an emergency vehicle shall not operate the flashing or rotating lights, the sound producing device or the traffic-light changing device referred to in section 255 with which his vehicle is equipped except in the performance of his duties and if required by the circumstances.

In such a case, the driver is not bound to comply with the provisions of section 310, the first paragraph of section 326.1, or of sections 328, 342, 346, 347, 359, 360, 364, 365, 367, 368, 371, 381 to 384 and 386.

419. The Minister of Transport may, by an order published in the *Gazette officielle du Québec* determine the locations where the movement of all or some road vehicles designated by him is restricted or prohibited by reason of thawing, rain, erosion or flooding and the periods during which such measures apply.

463. No owner or lessee of an outsized vehicle or operator subject to Title VIII.1 who is responsible for an outsized vehicle may allow that vehicle to be driven before he has obtained a special permit issued for that purpose.

The special permit shall be issued on the conditions and subject to the formalities established by regulation and on payment of the duties and fees prescribed by regulation. However, no special permit may be issued by the Société except to authorize the driving of a vehicle that is outsized because of its construction, the addition of equipment, its forming a road train, or by reason of the indivisible nature of its load.

Where the applicant cannot meet the conditions referred to in the second paragraph and where justified by exceptional circumstances, a special permit may be issued by the Minister under section 633 on the conditions and on payment of the duties fixed by him.

465. The holder of a special permit is liable for any damage caused to the public highways as a result of the use of an outsized vehicle.

473. No owner or lessee of a road vehicle or operator of a heavy vehicle shall allow a road vehicle or combination of road vehicles to be operated if its load or equipment exceeds its width, including the width of its mandatory accessories, or exceeds its length by more than 1 metre at the front or 2 metres at the rear.

However, a special permit may be issued

- (1) to authorize equipment or a load of an indivisible nature where the person meets the requirements of a regulation under paragraph 20 of section 621;
- (2) to authorize equipment or any load where the person meets the conditions of an authorization by the Minister under section 633.

Exceptions:

This section does not apply to equipment on a tool vehicle, an impact attenuator mounted on a road vehicle when the vehicle is used as a protection vehicle, or equipment on a road vehicle that levels, clears or marks the roadway of a public highway.

473.1

621. No person may drive a vehicle or combination of vehicles referred to in section 473 unless he carries with him a special permit for that purpose.

The Government may by regulation

- (15) establish classes of road vehicles and combinations of road vehicles according to load, the number, type and class of axles, configuration in respect of axle arrangement, tire and suspension specifications or any other mechanical specification;
- (16) establish classes of axles and include in those classes wheel assemblies that are not attached to an axle but are in lieu thereof;

(17) establish for classes of public highways, according to classes of road vehicles and combinations of road vehicles and classes of axles, norms for axle load, total loaded mass and dimensions of road vehicles and combinations of road vehicles with or without load;

(18) modify, during periods of thaw or in the event of rain, erosion or flooding, the norms established under paragraph 17;

(19) determine the form and content of special permits;

(20) determine the amount of the fee exigible and the conditions and formalities for obtaining a special permit and the conditions attached to such a permit according as the permit relates to an oversized vehicle or to a vehicle used for the transportation of a load exceeding its length or its width.

622.

The Government may, by regulation, prescribe standards with respect to the transportation of dangerous substances on a public highway, a private road open to public vehicular traffic, land occupied by shopping centres and other roads where public traffic is allowed. The regulation may, in particular,

(5) prescribe, according to classes of vehicles and classes and categories of dangerous substances, the norms and prohibitions respecting

a) the operation of motor vehicles and combinations of road vehicles assigned to the transportation of a dangerous substance;

b) the presence on a highway, a road or land referred to in this section of a motor vehicle or combination of road vehicles assigned to the transportation of a dangerous substance.

626. A municipality may by by-law or, where the law so authorizes, by ordi-

- (5) nance
prohibit all vehicular traffic, with or without exception, on the roads it indicates and, where appropriate, for the period it fixes, provided that the prohibition is indicated by traffic signs or

traffic officers.

627. Notwithstanding any contrary or inconsistent provision of a general law or special Act, every by-law, resolution or, where the law so authorizes, every ordinance passed or issued by a municipality relating to the means or systems of vehicular transport under the jurisdiction of the Commission des transports du Québec, vehicle construction, heavy vehicle traffic, the traffic of vehicles carrying dangerous substances and the use of vehicles elsewhere than on public highways must, in order to have effect, be approved by the Minister of Transport.

This section does not apply to transportation by taxi within the meaning of the *Act Respecting Transportation by Taxi*.

628. The Minister of Transport may approve the whole or only a part of a by-law, resolution or ordinance referred to in section 627. He may also withdraw all or part of any approval given under that section. In such a case, the by-law, resolution or ordinance or part thereof from which approval has been withdrawn ceases to have effect on the date fixed in a notice of the withdrawal of approval published in the *Gazette officielle du Québec*.

The Minister of Transport may remove any sign or signal relating to a by-law, resolution or ordinance which he has not approved or from which he has withdrawn approval, and replace those signs or signals by signs or signals he deems appropriate.

647. Any fine prescribed under a by-law or ordinance passed under paragraphs 4, 5 and 8 of section 626 must be equal to the fine prescribed by this Code for an offence of the same nature.

The fine must be \$175 to \$525 where the offence prescribed by a municipal by-law made under paragraph 5 of the said section involves a truck or tool vehicle.

Relevant statutes and regulations

STATUTES

Highway Safety Code (R.S.Q., c. C-24.2)

Municipal Code of Québec (R.S.Q., c. C-27.1)

Cities and Towns Act (R.S.Q., c. C-19)

Transport Act (R.S.Q., c. T-12)

Act Respecting Owners and Operators of Heavy Vehicles (R.S.Q., c. P-30.3)

REGULATIONS

Regulation Respecting Standards for the Securing of Loads
(Order-in-Council 583-2005, June 15, 2005).

Vehicle Load Size and Limits Regulation
(Order-in-Council 1299-91, September 18, 1991). The most recent amendment to this regulation was made by order-in-council 1484-99, December 17, 1999.

Regulation Respecting Special Permits
(Order-in-Council 1444-90, October 3, 1990). The most recent amendment to this regulation was made by order-in-council 384-99, March 31, 1999.

Special Road Train Operating Permit Regulation (Order-in-Council 1874-86, December 10, 1986). The most recent amendment to this regulation was made by order-in-council 502-2005, May 25, 2005.

Regulation Respecting Road Signs
(Ministerial Order, June 15, 1999). The most recent amendment to this regulation was made by Ministerial Order 2008-11, November 5, 2008.

Transportation of Dangerous Substances Regulation
(Order-in-Council 866-2002, July 10, 2002). The last modification to this regulation was made by order-in-council 501-2005, May 25, 2005.

Ministère des Transports du Québec trucking network classification

Transit Routes (GREEN)

Roads to which all heavy vehicles have access. These routes have minimal heavy vehicle restrictions.

Note : Minimal restrictions for truckers on these routes should encourage truckers to use them more often.

Restricted Routes (YELLOW)

Roads to which all heavy vehicles have access. These routes have certain heavy vehicle restrictions.

Examples: Bridges with load limitations, low viaducts, steep hills, winding and narrow roads, etc.

Prohibited Routes (RED)

Roads prohibited to heavy vehicles. Some exceptions are provided for, mainly for the purposes of local transportation. These routes have numerous heavy vehicle restrictions.

Note : These roads are identified by the “Accès interdit aux véhicules lourds” (Heavy Vehicles Prohibited) sign, which is accompanied by the “Excepté livraison locale” (Except Local Delivery) tab sign.

List of territorial branches of the Ministère des Transports du Québec

Québec City and Eastern Branches

Direction de la Côte-Nord

Ministère des Transports du Québec
625, boulevard Laffèche, bureau 110
Baie-Comeau (Québec)
G5C 1C5
Téléphone : (418) 295-4765
Télécopieur : (418) 295-4766
cotenord@mtq.gouv.qc.ca

Direction du Bas-Saint-Laurent– Gaspésie– Îles-de-la-Madeleine

Ministère des Transports du Québec
92, 2e Rue Ouest, bureau 101
Rimouski (Québec)
G5L 8E6
Téléphone : (418) 727-3674
Télécopieur : (418) 727-3673
dtbgi@mtq.gouv.qc.ca

Direction du Saguenay– Lac-Saint-Jean– Chibougamau

Ministère des Transports du Québec
3950, boulevard Harvey
Saguenay (Québec)
G7X 8L6
Téléphone : (418) 695-7916
Télécopieur : (418) 695-7926
dt.slsjc@mtq.gouv.qc.ca

Direction de la Chaudière-Appalaches

Ministère des Transports du Québec
1156, boulevard de la Rive-Sud
Lévis (Québec)
G6W 5M6
Téléphone : (418) 839-5581
Télécopieur : (418) 834-7338
dtca@mtq.gouv.qc.ca

Direction de la Capitale-Nationale

Ministère des Transports du Québec
475, boulevard de l'Atrium, 2^e étage

Charlesbourg (Québec)

G1H 7H9
Téléphone : (418) 643-1911
Télécopieur : (418) 646-0003
dcnat@mtq.gouv.qc.ca

Direction de la Mauricie– Centre-du-Québec

Ministère des Transports du Québec
100, rue Laviolette, 4^e étage
Trois-Rivières (Québec)
G9A 5S9
Téléphone : (819) 371-6896
Télécopieur : (819) 371-6136
dmcq@mtq.gouv.qc.ca

Montréal and Western Branches

Direction de l'Île-de-Montréal

Ministère des Transports du Québec
500, boulevard René-Lévesque Ouest, 12^e étage
Case postale 5
Montréal (Québec)
H2Z 1W7
Téléphone : (514) 873-7781
Télécopieur : (514) 864-3867
dtim@mtq.gouv.qc.ca

Direction de Laval– Mille-Îles

Ministère des Transports du Québec
1725, boulevard Le Corbusier
Laval (Québec)
H7S 2K7
Téléphone : (450) 680-6330
Télécopieur : (450) 973-4959
dtimi@mtq.gouv.qc.ca

Direction de l'Est-de-la-Montérégie

Ministère des Transports du Québec
201, place Charles-Le Moyne, 5^e étage
Longueuil (Québec)
J4K 2T5
Téléphone : (450) 3413
Télécopieur : (450) 442-1317
dtem@mtq.gouv.qc.ca

Direction de l'Ouest-de-la-Montérégie

Ministère des Transports du Québec
180, boul. d'Anjou, bureau 200
Châteauguay (Québec)
J6K 1C4
Téléphone : (450) 698-3400
Télécopieur : (450) 698-3452
dtom@mtq.gouv.qc.ca

Direction de l'Estrie

Ministère des Transports du Québec
200, rue Belvédère Nord, bureau 2.02
Sherbrooke (Québec)
J1H 4A9
Téléphone : (819) 820-3280
Télécopieur : (819) 820-3118
dte@mtq.gouv.qc.ca

Direction des Laurentides-Lanaudière

Ministère des Transports du Québec
222, rue St-Georges, 2^e étage
Saint-Jérôme (Québec)
J7Z 4Z9
Téléphone : (450) 569-3057
Télécopieur : (450) 569-3072
dll@mtq.gouv.qc.ca

Direction de l'Outaouais

Ministère des Transports du Québec
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