

# 3. b. Québec Update on Issues and Developments

December 10, 2024

Task Force on Vehicle Weights and Dimensions Policy

# Planning

## REFORM 2025

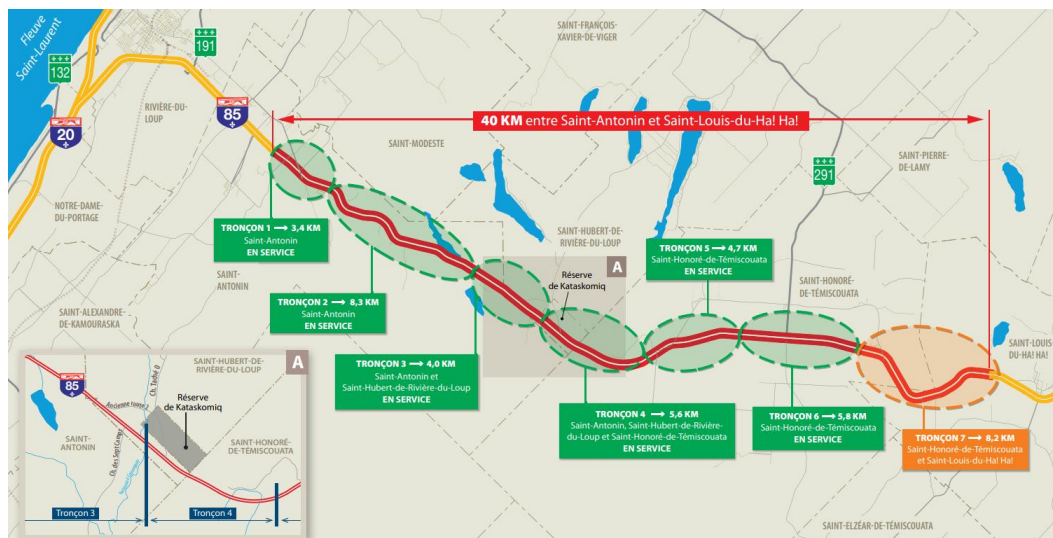
- **Vehicle Load and Size Limits Regulation** 1991, 1998, 1999, 2010, **2013**  
90% of modifications were authorized by permits (section 633).
- **Special Road Train Operating Permits Regulation** 1987, 1999, **2005**, 2014, 2019  
~ 1100 permits/year
- **Transportation of Dangerous Substances Regulation** 2002, 2005, 2010, 2011, 2013

## REFORM after

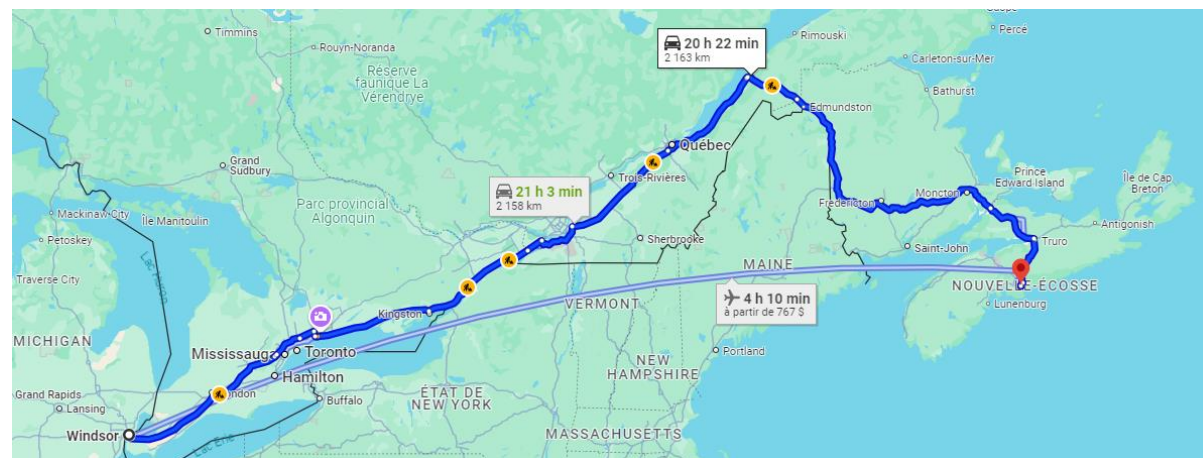
- **Regulation respecting special permits** 1990, **1993**, 1999, 2010, 2019  
~ 43000 permits/year

## LCV / Highway 85

The completion of the work (8 km) is scheduled **for fall 2026**.



Continuous divided highway **2000 km**  
Windsor (Ontario) / Halifax (Nova Scotia)



# Pilot Project 2024-2025

## Québec area

### Wide Wing System

#### 13.45 m long



## 2022-2027 Modernization of the Rest Area Network

### Types of Roadside Parks

The Quebec roadside park network is constantly evolving. Currently, it includes 6 types of infrastructure spread across the entire Quebec territory, totaling 142 stopping places:

- 8 service areas;
- 16 permanent rest areas;
- 27 seasonal rest areas;
- 37 lookouts;
- 10 rest areas for heavy vehicle drivers;
- 48 relay villages (12 others in the process of obtaining recognition).

Two projects 2024/2025.

- The Curtis stop, located on Highway 55, 6 kilometers from the American border, will be rebuilt at a cost of \$14.2M.
- The Daveluyville stop, located on Highway 20 46 km east of Drummondville, will be rebuilt. A total of \$18M will be invested in this work.

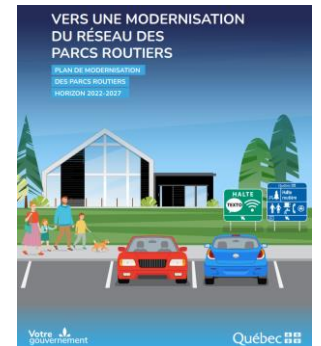
**Québec Rest Area Network**

<p><b>Service Areas</b> Rest Areas with food and gas services in addition to services typically provided at rest areas.</p>	<p><b>Lookouts</b> Rest Areas with or without services. They include a parking area and typically offer an exceptional view of the surrounding landscape.</p>
<p><b>Rest Areas</b> These areas provide services including washrooms and a picnic area, and are either permanent or seasonal (open from mid-May to mid-October).</p>	<p><b>Truckers' Rest Areas</b> Rest Areas for truck drivers to rest or check their vehicle and cargo.</p>

LCV



3 parkings / rest area  
1 parking / rest area



**BNQ**  
Bureau de normalisation  
du Québec

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Protective Clothing for Use in Welding  
Residential Swimming Pools Equipped With a Diving Board  
Safety of Heavy Vehicles  
Wheelchairs  
Sustainable development

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Safety of Heavy Vehicles



Standard BNQ 1030-100  
Safety of Vulnerable Users - Safety Index for Heavy Vehicles - Direct and Indirect Vision

Each year, many collisions are recorded between heavy vehicles and various road users such as pedestrians and cyclists. In order to significantly reduce the number of collisions causing serious injuries and deaths involving heavy vehicles in urban areas, the BNQ has been given a mandate to undertake the process of developing a consensus standard aimed at quantifying the level of safety of heavy vehicles using a predetermined scale.

This innovative project is modeled on the Direct Vision Standard introduced in London as part of a road safety program. The standard enables a driver's direct view when operating a heavy vehicle to be measured and the devices that reduce blind spots to be evaluated. The Québec standard will take into consideration several safety elements including the driver's direct view, indirect vision (mirrors, cameras, and other detection devices), and the use of other safety equipment (mirrors, lights, warning indicators, side guards, or any other system to improve road user safety).

This standardized methodology will enable manufacturers of heavy vehicles and the organizations using them for business operations to make judicious choices in terms of design and provision in the interests of contributing to road user safety.

Standards committee members

Number of committee members : 18

Magali Bebronne	Vélo Québec
Sébastien Bédard	Ministère des Transports du Québec (MTQ)
Annie Boisjoli	Association des directeurs municipaux du Québec (ADMQ)
Steeve Brousseau	International Motors Canada LLC
Jean-François Bruneau	Centre interuniversitaire de recherche sur les réseaux d'entreprise, la logistique et le transport (CIRRELT)
David Ducasse	Lion Electric
Marc-Antoine Fortin	Kenworth Canada
Stéphane Gauthier	Service de police de la Ville de Montréal (SPVM)
Alexandre L'Abbé	Société de transport de Montréal (STM)
Louis Martin	Piètons Québec
Yves Maurais	Association du camionnage du Québec (ACQ)
François Niro	Ville de Montréal
Stéphane Perron	Innovative Vehicle Institute
Annie Roy	Association des propriétaires de machinerie lourde du Québec (APMLQ)
Benoît Saint-Cyr	Volvo Group
Nicolas Saunier	Polytechnique Montréal
David Tremblay	Simard Suspensions
Dany Veilleux	Manac

## June 2025 Standard BNQ 1030-100 Safety of Vulnerable Users - Safety Index for Heavy Vehicles - Direct and Indirect Vision

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[BNQ - Safety of Heavy Vehicles](#)



