

## Draft Regulations

### Draft Regulation

Environment Quality Act  
(chapter Q-2)

#### Certain prohibitions as regards motor vehicles and internal combustion engines

Notice is hereby given, in accordance with sections 10 and 11 of the Regulations Act (chapter R-18.1), that the Regulation prescribing certain prohibitions as regards motor vehicles and internal combustion engines, appearing below, may be made by the Government on the expiry of 45 days following this publication.

The object of the draft Regulation is to prohibit, beginning on 1 January 2035 for some vehicles and from the date on which they are marketed for other vehicles, the offering for sale or lease, the exhibition for sale or lease, or the selling and leasing, in Québec, of certain motor vehicles whose gross vehicle weight rating is less than 4,536 kg that are not propelled solely by an electric motor or another means of propulsion that emits no pollutant.

Another object of the draft Regulation is to prohibit, beginning on 1 January 2035, the offering for sale or lease, the exhibition for sale or lease, or the selling and leasing, in Québec, of an internal combustion engine to propel a new or used motor vehicle, irrespective of the model year of the engine, except where the engine is purchased or leased to replace the original engine of a motor vehicle of model year 2034 or a previous model year that was acquired in Québec, or of a motor vehicle acquired outside Québec that is authorized for operation in Québec.

The draft Regulation specifies the monetary administrative penalties that apply for failures to comply and the penal sanctions that apply to offences under the draft Regulation.

According to the assumptions made, the draft Regulation will prohibit, annually, the marketing of approximately 700 motor vehicles that are not propelled solely by an electric motor or another means of propulsion that emits no pollutant. The replacement of those motor vehicles with motor vehicles propelled solely by an electric motor or another means of propulsion that emits no pollutant will have benefits for consumers, that is, approximately \$2,144,000 in energy savings per year, as well as benefits relating to greenhouse gas and atmospheric pollutant emission reductions estimated at \$319,000 per year. The draft Regulation will however have

an impact of approximately \$494,300 per year for businesses in the petroleum sector, due to a reduction in fuel sales. The draft Regulation will increase restrictions for motor vehicle manufacturers subject to the Act to increase the number of zero-emission motor vehicles in Québec in order to reduce greenhouse gas and other pollutant emissions (chapter A-33.02), who, as of 2035, will no longer be allowed to sell vehicles that are not propelled solely by an electric motor or another means of propulsion that emits no pollutant.

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

Any person wishing to comment on the draft Regulation is requested to submit written comments within the 45-day period to Carl Dufour at the above contact information.

BENOIT CHARETTE

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

#### Regulation prescribing certain prohibitions as regards motor vehicles and internal combustion engines

Environment Quality Act  
(chapter Q-2, s. 53, par. b)

1. In this Regulation,

“gross vehicle weight rating” means the value specified by the motor vehicle manufacturer as the weight of a single loaded vehicle;

“model year” means the year used by a motor vehicle manufacturer to designate a particular vehicle model irrespective of the year in which the vehicle was produced;

“motor vehicle” means a motor vehicle within the meaning of section 1 of the Environment Quality Act (chapter Q-2) with a gross vehicle weight rating of less than 4,536 kg;

Mopeds and motorcycles as defined in section 4 of the Highway Safety Code (chapter C-24.2) are not motor vehicles within the meaning of the first paragraph.

**2.** Subject to the second paragraph, no person may offer for sale or lease, exhibit for sale or lease, or sell or lease, in Québec, motor vehicles that are not propelled solely by an electric motor, including a motor vehicle whose motor is supplied by a hydrogen fuel cell or another means of propulsion that emits no pollutant, and whose sole element emitting pollutants is the vehicle's air conditioner,

(1) for new motor vehicles of model year 2034 or a previous model year;

(2) for motor vehicles of model year 2035 or a subsequent model year, as soon as they are marketed by a motor vehicle manufacturer.

The prohibition under the first paragraph does not apply to the offering for lease, the exhibition for lease or the leasing of a motor vehicle referred to in that paragraph that does not exceed 120 consecutive days, including any renewal of the lease.

**3.** Subject to the second paragraph, no person may offer for sale or lease, exhibit for sale or lease, or sell or lease, in Québec, an internal combustion engine to propel a new or used motor vehicle, irrespective of the model year of the engine.

The prohibition under the first paragraph does not apply to the sale or lease of an engine referred to in that paragraph when the engine is purchased or leased to replace the original engine of a motor vehicle of model year 2034 or a previous model year that was acquired in Québec or of a motor vehicle acquired outside Québec that is authorized for operation in Québec. The engine sold or leased must be of the same model year as the original engine, or of a subsequent model year, and must not have a higher fuel consumption than the original engine.

**4.** A monetary administrative penalty of \$1,000 in the case of a natural person or \$5,000 in other cases may be imposed on any person who contravenes the provisions of section 3.

**5.** A monetary administrative penalty of \$2,000 in the case of a natural person or \$10,000 in other cases may be imposed on any person who contravenes the provisions of section 2.

**6.** Any person who contravenes the provisions of section 3 is liable, in the case of a natural person, to a fine of \$5,000 to \$500,000 and, in other cases, to a fine of \$15,000 to \$3,000,000.

**7.** Any person who contravenes the provisions of section 2 is liable, in the case of a natural person, to a fine of \$10,000 to \$1,000,000 and, in other cases, to a fine of \$30,000 to \$6,000,000.

**8.** This Regulation comes into force 1 January 2034, except subparagraph 1 of the first paragraph of section 2 and sections 3, 4 and 6, which come into force on 1 January 2035.

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## Draft Regulation

Act respecting collective agreement decrees  
(chapter D-2)

### Comité paritaire de l'industrie des services automobiles de la région de Montréal respecting the keeping of a register, the monthly report and the levy

Notice is hereby given, in accordance with subparagraphs *g*, *h* and *i* of the second paragraph of section 22 of the Act respecting collective agreement decrees (chapter D-2), that the Comité paritaire de l'industrie des services automobiles de la région de Montréal has transmitted to the Minister the draft Regulation of the Comité paritaire de l'industrie des services automobiles de la région de Montréal respecting the keeping of a register, the monthly report and the levy and that, in accordance with sections 10 and 11 of the Regulations Act (chapter R-18.1), that Regulation, appearing below, may be approved by the Government on the expiry of 45 days following this publication.

In order to give effect to the General Regulation to govern the regulations of a parity committee (chapter D-2, r. 17), the draft Regulation replaces the parity committee by-laws to make the keeping of a register and monthly reporting mandatory for professional employers, to establish the rate of the levy for professional employers and for employees, and to require professional employers to collect the levy by making deductions from their employees' wages.

The regulatory impact analysis conducted as part of the General Regulation has shown that the amendments will have no impact on the enterprises subject thereto.

Further information on the draft Regulation may be obtained by contacting Karine Lajeunesse, policy development advisor, Direction des politiques du travail, Ministère du Travail, 425, rue Jacques-Parizeau, 5<sup>e</sup> étage, Québec (Québec) G1R 4Z1; telephone: 581 628-8934, extension 80211 or 1 888-628-8934, extension 80211 (toll free); email: karine.lajeunesse@travail.gouv.qc.ca.