

# Royal Gazette

Prince Edward Island

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**VOL. CXXXI - NO. 31**

**Charlottetown, Prince Edward Island, July 30, 2005**

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**CANADA  
PROVINCE OF PRINCE EDWARD ISLAND  
IN THE SUPREME COURT - ESTATES DIVISION**

TAKE NOTICE that at all persons indebted to the following estates must make payment to the personal representative of the estates noted below, and that all persons having any demands upon the following estates must present such demands to the representative within six months of the date of the advertisement:

<b>Estate of: Date of the Advertisement</b>	<b>Personal Representative: Executor/Executrix (Ex) Administrator/Administratrix (Ad)</b>	<b>Place of Payment</b>
CREAMER, G. Kent Stoney Creek Ontario July 30th, 2005 (31-44)*	Patricia Creamer (EX.)	Allen J. MacPhee Law Corporation PO Box 238 Souris, PE
GALLANT, Joseph Leroy Summerside Prince Co., PE July 30th, 2005 (31-44)*	Mary Janet Rose (EX.)	Lyle & McCabe PO Box 300 Summerside, PE
HARPER, Winnifred Charlottetown Queens Co., PE July 30th, 2005 (31-44)*	Claude Harper Kathleen MacDonald (EX.)	Foster Hennessey MacKenzie PO Box 38 Charlottetown, PE
MORRISSEY, Cecelia Elizabeth Newtown Cross Queens Co., PE July 30th, 2005 (31-44)*	Brendon J. M. Morrissey Mary Eileen Cameron (EX.)	Patterson Palmer PO Box 486 Charlottetown, PE
TAYLOR, Alban Robert Saint John West New Brunswick July 30th, 2005 (31-44)*	Carole Taylor (AD.)	Law Office of Alfred K. Fraser, QC PO Box 516 Montague, PE
COLES, Wallace Stafford North Granville Queens Co., PE July 23rd, 2005 (30-43)	Wallace Coles Milton Coles (EX.)	Ramsay & Clark PO Box 96 Summerside, PE

*\*Indicates date of first publication in the Royal Gazette.*

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**CANADA  
PROVINCE OF PRINCE EDWARD ISLAND  
IN THE SUPREME COURT - ESTATES DIVISION**

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Estate of: Date of the Advertisement	Personal Representative: Executor/Executrix (Ex) Administrator/Administratrix (Ad)	Place of Payment
DesROCHE, Rita Marie Duvar Prince Co., PE July 23rd, 2005 (30-43)	Emery DesRoche Hazel DesRoche (EX.)	J. Allan Shaw Law Corporation PO Box 40 Alberton, PE
GILLIS, Mary Kathleen Lower Newtown Queens Co., PE July 23rd, 2005 (30-43)	Kenneth Gillis Barbara Drake (EX.)	Philip Mullally Law Office PO Box 2560 Charlottetown, PE
MacQUARRIE, Melanie Montague Kings Co., PE July 23rd, 2005 (30-43)	Donald MacQuarrie (EX.)	Cox Hanson O'Reilly Matheson PO Box 875 Charlottetown, PE
MATHESON, William Ewen Brooklyn Kings Co., PE July 23rd, 2005 (30-43)	Jessie M. Matheson (EX.)	Patterson Palmer PO Box 486 Charlottetown, PE
PAYNTER, William Archibald New Annan, Summerside Prince Co., PE July 23rd, 2005 (30-43)	Velma Paynter (AD.)	David R. Hammond, QC 740A Water Street East Summerside, PE
RONAGHAN, Francis Cardigan Kings Co., PE July 23rd, 2005 (30-43)	Sheila Sanderson (AD.)	Allen J. MacPhee Law Corporation PO Box 238 Souris, PE
WHITLOCK, Linda Lorraine Hunter River Queens Co., PE July 23rd, 2005 (30-43)	David Sandy Whitlock (AD.)	Carr Stevenson & MacKay PO Box 522 Charlottetown, PE
INMAN, Lowell Herbert Port Hill Prince Co., PE July 16th, 2005 (29-42)	Eric Inman Faye Inman-Gallant (EX.)	Key McKnight & Maynard PO Box 177 O'Leary, PE
DOCHERTY, F. Glenn Montague Kings Co., PE July 16th, 2005 (29-42)	Linda Docherty (AD.)	Law Office of Alfred K. Fraser, QC PO Box 516 Montague, PE

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GARNHUM, Anna Jean Rose Valley Queens Co., PE July 16th, 2005 (29-42)	Keith MacDonald Garnhum (AD.)	Ramsay & Clark PO Box 96 Summerside, PE
MILLER, Winifred Amy San Bernardino California, USA July 9th, 2005 (28-41)	Samuel R. Miller (EX.)	Patterson Palmer PO Box 486 Charlottetown, PE
SMITH, George Sidney Johnston's River Charlottetown RR#5 Queens Co., PE July 9th, 2005 (28-41)	Lillian Smith (EX.)	Catherine M. Parkman Law Office PO Box 1056 Charlottetown, PE
ELLSWORTH, Thomas Vincent St. Lawrence Prince Co., PE July 2nd, 2005 (27-40)	Ann Marie Ellsworth (EX.)	J. Allan Shaw Law Corporation PO Box 40 Alberton, PE
GOLDMAN, Albert L. Lexington, Middlesex Co. Massachusetts, USA July 2nd, 2005 (27-40)	Michal Ann Goldman (EX.)	Patterson Palmer PO Box 486 Charlottetown, PE
McKINNON, Eileen Mary Miscouche Prince Co., PE July 2nd, 2005 (27-40)	Jeanne MacPhee Joan Keefe (AD.)	Key McKnight & Maynard PO Box 177 O'Leary, PE
DUGGAN, Ralph Alma Prince Co., PE June 25th, 2005 (26-39)	Ernest Adams Melvin MacKay (EX.)	J. Allan Shaw Law Corporation PO Box 40 Souris, PE
JONES, Velma Edna Hazelbrook Charlottetown RR#1 Queens Co., PE June 25th, 2005 (26-39)	Colleen Jones Colin Myers (EX.)	McInnes Cooper BDC Place Suite 620, 119 Kent Street Charlottetown, PE

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Estate of: Date of the Advertisement	Personal Representative: Executor/Executrix (EX) Administrator/Administratrix (AD)	Place of Payment
MURRAY, Alexander III Lee, Strafford Co. New Hampshire, USA June 25th, 2005 (26-39)	Allison S. Murray Alexander Murray IV (EX.)	Patterson Palmer PO Box 486 Charlottetown, PE
OLIVER, Georgie Alma Alberton Prince Co., PE June 25th, 2005 (26-39)	Clair Kenneth Oliver (EX.)	Patterson Palmer 82 Summer Street Summerside, PE
CUTCLIFFE, John Alexander Fredericton Queens Co., PE June 25th, 2005 (26-39)	John Sinclair Cutcliffe (AD.)	Ian W. H. Bailey PO Box 1850 Charlottetown, PE
MacVITTIE, Barry Martin Victoria Queens Co., PE June 25th, 2005 (26-39)	Kathleen Laura MacVittie (AD.)	Stewart McKelvey Stirling Scales PO Box 2140 Charlottetown, PE
ROSE, Evelyn Elliott Souris (Formerly of Lakeville) Kings Co., PE June 25th, 2005 (26-39)	Robin Rose (AD.)	Law Office of Alfred K. Fraser, QC PO Box 516 Montague, PE
DIXON, W. Boyd Clyde River Queens Co., PE June 18th, 2005 (25-38)	B. Mackieson E. Dixon J. Alexander S. Dixon A. Peter Dixon (EX.)	Carr Stevenson & MacKay PO Box 522 Charlottetown, PE
HOLMAN, Velda Jane Summerside Prince Co., PE June 18th, 2005 (25-38)	Robert Tinson Holman Peter Bevan Holman Constance Elizabeth Holman-McDonald (EX.)	Patterson Palmer 82 Summer Street Summerside, PE
HUGHES, Margaret Elizabeth Charlottetown Queens Co., PE June 18th, 2005 (25-38)	Jennifer Margaret Lynn Hughes Orłowski Michael David Smith (EX.)	Catherine M. Parkman Law Office PO Box 1056 Charlottetown, PE

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IN THE SUPREME COURT - ESTATES DIVISION**

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Estate of: Date of the Advertisement	Personal Representative: Executor/Executrix (EX) Administrator/Administratrix (AD)	Place of Payment
MacINTYRE, Elmer John (Happy) Mount Stewart Queens Co., PE June 18th, 2005 (25-38)	Nancy Ann Sellick (EX.)	Crane & Hornby 142 Longworth Avenue Charlottetown, PE
SHEA, Reverend Claude Edward Alberton Prince Co., PE June 18th, 2005 (25-38)	Richard Shea (EX.)	Patterson Palmer PO Box 486 Charlottetown, PE
COLES, Emma Elizabeth Suffolk Queens Co., PE June 18th, 2005 (25-38)	Allison Coles (AD.)	Stewart McKelvey Stirling Scales PO Box 2140 Charlottetown, PE
COLES, Gordon Edgar Suffolk Queens Co., PE June 18th, 2005 (25-38)	Allison Coles (AD.)	Stewart McKelvey Stirling Scales PO Box 2140 Charlottetown, PE
GRAHAM, Mary "Martha" Julia Murray Harbour North Kings Co., PE June 18th, 2005 (25-38)	Rita Dianne Fraser (AD.)	Law Office of Alfred K. Fraser, QC PO Box 516 Montague, PE
MacGUIGAN, Elizabeth Patricia Scarborough Ontario June 18th, 2005 (25-38)	R. Janice Heisey (AD.)	Patterson Palmer PO Box 486 Charlottetown, PE
TRAIL, Wilson Summers (Sr.) Charlottetown Queens Co., PE June 18th, 2005 (25-38)	Jean Rogers (AD.)	McInnes Cooper BDC Place, Suite 620 119 Kent Street Charlottetown, PE
BOVAIR, Mary Margaret Elizabeth Mount Herbert Queens Co., PE June 11th, 2005 (24-37)	Catherine Crockett (EX.)	Cox Hanson O'Reilly Matheson PO Box 875 Charlottetown, PE
CONDON, William L. Appin Road Queens Co., PE June 11th, 2005 (24-37)	Patricia M. Condon (EX.)	E. W. Scott Dickieson Law Office PO Box 1453 Charlottetown, PE

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Estate of: Date of the Advertisement	Personal Representative: Executor/Executrix (Ex) Administrator/Administratrix (Ad)	Place of Payment
DAVISON, Harriet Jean Kensington Prince Co., PE June 11th, 2005 (24-37)	Perley Davison (EX.)	Ramsay & Clark PO Box 96 Summerside, PE
PETERS, Suzanne Toronto Ontario June 11th, 2005 (24-37)	Marcia Hampton Grey Rioux Sholom Glouberman (EX.)	Macnutt & Dumont PO Box 965 Charlottetown, PE
PITCAIRN, Muriel Florence Charlottetown Queens Co., PE June 11th, 2005 (24-37)	Myrna M. Babineau (EX.)	Foster Hennessey MacKenzie PO Box 38 Charlottetown, PE
RADOJEWSKI, Rudolf Johannes Springfield Queens Co., PE June 11th, 2005 (24-37)	Brigitte Malaidack Peter Hughes-Davies (EX.)	Ramsay & Clark PO Box 96 Summerside, PE
STEWART, Thomas Floyd Amherst Cumberland Co., NS June 11th, 2005 (24-37)	Edith Stewart (EX.)	Carr Stevenson & MacKay PO Box 522 Charlottetown, PE
WYAND, Ruth Charlottetown Queens Co., PE June 11th, 2005 (24-37)	Walter Wyand (EX.)	Cox Hanson O'Reilly Matheson PO Box 875 Charlottetown, PE
DRAKE, Prudence Eldon Queens Co., PE June 11th, 2005 (24-37)	Donald Drake Mary (Molly) N. Drake (AD.)	Cox Hanson O'Reilly Matheson PO Box 875 Charlottetown, PE
MacDONALD, Hugh Malcolm Charlottetown Queens Co., PE June 11th, 2005 (24-37)	Nancy Joan Sellick Hugh William (Bill) MacDonald Richard Barry MacDonald (AD.)	Stewart McKelvey Stirling Scales PO Box 2140 Charlottetown, PE
STEWART, Stephen Amherst Nova Scotia June 11th, 2005 (24-37)	Edith Stewart (AD.)	Carr Stevenson & MacKay PO Box 522 Charlottetown, PE

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WEEKS, Hazel Elizabeth Winsloe Queens Co., PE June 11th, 2005 (24-37)	John Graham Weeks (AD.)	Foster Hennessey MacKenzie PO Box 38 Charlottetown, PE
ACORN, Lenora Jean Montague Kings Co., PE June 4th, 2005 (23-36)	Donald Carl Graham (EX.)	Donald Carl Graham Murray River, PE
BRENNAN, William R. Charlottetown Queens Co., PE June 4th, 2005 (23-36)	Robert A. Brennan Alan K. Scales, QC (EX.)	Stewart McKelvey Stirling Scales PO Box 2140 Charlottetown, PE
GREEN, Donald Wesley Hunter River Queens Co., PE June 4th, 2005 (23-36)	Garth E. Green Marlene E. MacPhee (EX.)	Cox Hanson O'Reilly Matheson PO Box 875 Charlottetown, PE
MATHESON, J. Ralph Charlottetown (Formerly of Ebenezer, Winsloe RR10) Queens Co., PE June 4th, 2005 (23-36)	Harvey H. Cairns (EX.)	Carr Stevenson & MacKay PO Box 522 Charlottetown, PE
YOUNKER, Eleanor I. Warren Grove Cornwall RR#4 Queens Co., PE June 4th, 2005 (23-36)	Donna Matheson Wendell Jewell Dale Yeo (EX.)	Carr Stevenson & MacKay PO Box 522 Charlottetown, PE
McCORMACK, John A. Souris Line Road Kings Co., PE June 4th, 2005 (23-36)	John J. McCormack (AD.)	Allen J. MacPhee Law Corporation PO Box 238 Souris, PE
ROSE, Jeffrey R. Red Point Kings Co., PE June 4th, 2005 (23-36)	Shirley Rose (AD.)	Allen J. MacPhee Law Corporation PO Box 238 Souris, PE

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ACORN, John Russell Lake Verde, RR#1 Pownal Queens Co., PE May 28th, 2005 (22-35)	V. Irene Younker J. Orral Younker (EX.)	Robert R. MacArthur PO Box 127 Charlottetown, PE
CLINTON, Lorne William Charlottetown Queens Co., PE May 28th, 2005 (22-35)	Hazel Mary Clinton (EX.)	McInnes Cooper BDC Place Suite 620, 119 Kent Street Charlottetown, PE
GARNHUM, John Chester Montague Kings Co., PE May 28th, 2005 (22-35)	George Beck (EX.)	Law Office of Alfred K. Fraser, QC PO Box 516 Montague, PE
HYDE, Melvin Orman Charlottetown Queens Co., PE May 28th, 2005 (22-35)	Roland Hyde Mildred Carr (EX.)	Stewart McKelvey Stirling Scales PO Box 2140 Charlottetown, PE
JENKINS, Wesley Montague Kings Co., PE May 28th, 2005 (22-35)	Shirley V. Jenkins (EX.)	Law Office of Alfred K. Fraser, QC PO Box 516 Montague, PE
MacKEAN, Gertrude "Estelle" Lower Montague Kings Co., PE May 28th, 2005 (22-35)	John "Andrew" MacKean (EX.)	Law Office of Alfred K. Fraser, QC PO Box 516 Montague, PE
MAYNE, Thomas Herbert Allison Summerside Prince Co., PE May 28th, 2005 (22-35)	William Allison Mayne Arlene Carr (EX.)	Patterson Palmer 82 Summer Street Summerside, PE
RICHARD, Everett J. Tignish Prince Co., PE May 28th, 2005 (22-35)	Linda Richard (EX.)	J. Allan Shaw Law Corporation PO Box 40 Alberton, PE
COFFIN, Regis John Cornwall Queens Co., PE May 28th, 2005 (22-35)	Marlene Coffin (AD.)	Cox Hanson O'Reilly Matheson PO Box 875 Charlottetown, PE



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GARNHUM, Christine May Montague Kings Co., PE May 28th, 2005 (22-35)	Lee Garnhum (AD.)	Law Office of Alfred K. Fraser, QC PO Box 516 Montague, PE
GAUTHIER, Raymond Benoit Charlottetown Queens Co., PE May 28th, 2005 (22-35)	Connie Gauthier (AD.)	Stewart McKelvey Stirling Scales PO Box 2140 Charlottetown, PE
WALSH, Raymond G. Summerside Prince Co., PE May 28th, 2005 (22-35)	Brenda Walsh (AD.)	Patterson Palmer 82 Summer Street Summerside, PE
BAKER, Gary Herman Grand River, Richmond RR Prince Co., PE May 21st, 2005 (21-34)	Helen Margaret Baker (EX.)	Lyle & McCabe PO Box 300 Summerside, PE
BREMNER, Bernice Rita Charlottetown Queens Co., PE May 21st, 2005 (21-34)	Doreen Cook Helen Johnston (EX.)	Patterson Palmer PO Box 486 Charlottetown, PE
MacKEAN, Charlotte Louise Charlottetown Queens Co., PE May 21st, 2005 (21-34)	Elizabeth Kim Gillis Elizabeth Anne Lang Donna J. Moore (EX.)	Reagh & Reagh 17 West Street Charlottetown, PE
MacMILLAN, Louise Charlottetown Queens Co., PE May 21st, 2005 (21-34)	Catherine Ferguson Arnold MacLeod (EX.)	Campbell Stewart PO Box 485 Charlottetown, PE
BOULTER, Charles Gordon Bruny Island Kingborough County Tasmania, Australia May 14th, 2005 (20-33)	Betty Irene Boulter (EX.)	McLellan Brennan PO Box 35 Summerside, PE
BRADLEY, Peter Tracadie Cross Queens Co., PE May 14th, 2005 (20-33)	Father Austin Bradley Rita McQuaid (EX.)	Philip Mullally Law Office PO Box 2560 Charlottetown, PE

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BROOKS, Frederick M. Summerside Prince Co., PE May 14th, 2005 (20-33)	Everett Brooks (EX.)	McLellan Brennan PO Box 35 Summerside, PE
DOUCETTE, Ronald G. St. Edwards Prince Co., PE May 14th, 2005 (20-33)	Annie Doucette (EX.)	Key McKnight & Maynard PO Box 1570 Summerside, PE
HARDY, Wanda Flora Freeland Prince Co., PE May 14th, 2005 (20-33)	Lois Anne Smith Glenn Lillian Younker (EX.)	Patterson Palmer 82 Summer Street Summerside, PE
HAYMAN, Wanda St. Stephen, NB (Formerly of Ellerslie RR#2 Prince Co., PE) May 14th, 2005 (20-33)	Sue Moffatt David Moffatt (EX.)	Lyle & McCabe PO Box 300 Summerside, PE
HICKEN, William Neil Murray River Kings Co., PE May 14th, 2005 (20-33)	Mary Hicken (EX.)	Campbell Lea PO Box 429 Charlottetown, PE
HOOPER, Elsie Irene North Milton Queens Co., PE May 14th, 2005 (20-33)	Elizabeth MacLeod (EX.)	Carr Stevenson & MacKay PO Box 522 Charlottetown, PE
KENNEDY, Melvin Leigh Montague Kings Co., PE May 14th, 2005 (20-33)	Elwood Kennedy (EX.)	Law Office of Alfred K. Fraser, QC PO Box 516 Montague, PE
MILLER, Loris Jean Hanwell New Brunswick May 14th, 2005 (20-33)	Walter Barry Miller (EX.)	Stewart McKelvey Stirling Scales PO Box 2140 Charlottetown, PE
SCHLEYER, Eleanor Karen Charlottetown Queens Co., PE May 14th, 2005 (20-33)	Wayne Schleyer (EX.)	Cox Hanson O'Reilly Matheson PO Box 875 Charlottetown, PE

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SHEPARD, Mary (May) Elizabeth Stratford Queens Co., PE May 14th, 2005 (20-33)	Philip Michael (EX.)	Campbell Lea PO Box 429 Charlottetown, PE
ARSENAULT, Ernest Andrew Summerside Prince Co., PE April 30th, 2005 (18-31)	Grant Gallant (EX.)	David R. Hammond, QC 740A Water Street East Summerside, PE
DesROCHES, Felix J. Summerside Prince Co., PE April 30th, 2005 (18-31)	Rosaline DesRoches (EX.)	Patterson Palmer 82 Summer Street Summerside, PE
JONES, Jean Isobel Robertson Stratford Queens Co., PE April 30th, 2005 (18-31)	J. Gordon MacKay (EX.)	Carr Stevenson & MacKay PO Box 522 Charlottetown, PE
MacDONALD, Helen Alexandra Charlottetown Queens Co., PE April 30th, 2005 (18-31)	David MacDonald Wayne Storey (EX.)	Macnutt & Dumont PO Box 965 Charlottetown, PE
MacDONALD, Stephen Green Meadows Kings Co., PE April 30th, 2005 (18-31)	Ruth Crane (EX.)	Carr Stevenson & MacKay PO Box 522 Charlottetown, PE
MUGRIDGE, Frances Gloria Crapaud Queens Co., PE April 30th, 2005 (18-31)	Leslie Charles Mugridge (EX.)	Key McKnight & Maynard PO Box 1570 Summerside, PE
ROSS, Donald James Lower Montague Kings Co., PE April 30th, 2005 (18-31)	Donald Brian Ross Susan Maureen Ross (EX.)	Barry W. Burley PO Box 1619 Montague, PE
WILBURN, Nicholas Theodore Murray Harbour Kings Co., PE April 30th, 2005 (18-31)	Marguerite Wilburn Bacon (EX.)	Stewart McKelvey Stirling Scales PO Box 2140 Charlottetown, PE

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FRASER, Randolph Duane Montague Kings Co., PE April 30th, 2005 (18-31)	Charles M. Fraser R. Scott Fraser (AD.)	Paul J. D. Mullin, QC PO Box 604 Charlottetown, PE
GALLANT, Elmer T. Souris Kings Co., PE April 30th, 2005 (18-31)	Claire M. Gallant (AD.)	Paul J. D. Mullin, QC PO Box 604 Charlottetown, PE
MATHESON, Daniel John DeSable Queens Co., PE April 30th, 2005 (18-31)	Stephen John Matheson (AD.)	Key McKnight & Maynard PO Box 1570 Summerside, PE

The following orders were approved by His Honour the Lieutenant Governor in Council dated 19 July 2005.

**EC2005-380**

**ELECTION ACT  
RETURNING OFFICER  
ELECTORAL DISTRICT NO. 10  
TO APPOINT**

Pursuant to section 9 of the *Election Act* R.S.P.E.I. 1988, Cap. E-1.1 Council made the following appointment, effective 19 July 2005:

<b>NAME</b>	<b>ELECTORAL DISTRICT</b>	<b>VICE</b>
Ethan Garrett Charlottetown	10 (Sherwood-Hillsborough)	Colin Jackson, resigned

**EC2005-382**

**FATHERS OF CONFEDERATION BUILDINGS ACT  
FATHERS OF CONFEDERATION BUILDINGS TRUST  
APPOINTMENTS**

Pursuant to section 3 of the *Fathers of Confederation Buildings Act* R.S.P.E.I. 1988, Cap. F-6 Council made the following appointments:

<b>NAME</b>	<b>TERM OF APPOINTMENT</b>
via subsection (1)	
Wayne H. Hambly Charlottetown (reappointed)	15 July 2005 to 15 July 2008
Frank Lewis York (reappointed)	17 August 2005 to 31 July 2007
Colin J. McMillan Stratford (reappointed)	15 July 2005 to 31 July 2007
via subsection (2), as members	
Hon. John C. Crosbie Newfoundland (reappointed)	24 August 2005 to 31 July 2007
Elmer MacKay Nova Scotia	15 July 2005 to 15 July 2008

Peter MacKinnon Saskatchewan	15 July 2005 to 15 July 2008
Charles Scott Jr. Ontario	15 July 2005 to 15 July 2008
Thomas H.B. Symons Ontario (reappointed)	15 July 2005 to 15 July 2008

Further, Council reappointed Wayne Hambly to serve as chairperson of the Board for the duration of his term.

**EC2005-407**

**POLICE ACT  
PROVINCIAL POLICE CONSTABLE  
APPOINTMENT**

Pursuant to section 6 of the *Police Act* R.S.P.E.I. 1988, Cap. P-11 Council authorized the following persons to exercise the powers of a provincial police constable, effective 27 June 2005:

**Officers and Members of the  
City of Charlottetown Police Department**

Breault, Justin Theodore Edwin  
Buchanan, Jeffrey Thomas  
Cahill, Seth Willis  
Coffin, Ervin Garfield  
Conwell, Christopher James  
Coer, Darren Mark  
Garland, Monica Emily  
Gilbert, Jordan Matthew  
Hall, Judson Ian  
Peach, Ryan David  
Rodd, Donald Ralph

Further, Council ordered that, should any of the aforementioned persons cease to be employed with the City of Charlottetown Police Department, his or her appointment as a provincial police constable shall terminate coincident with the date of termination of employment.

**EC2005-408**

**POLICE ACT  
PROVINCIAL POLICE CONSTABLE  
APPOINTMENT**

Pursuant to section 6 of the *Police Act* R.S.P.E.I. 1988, Cap. P-11 Council authorized the following persons to exercise the powers of a provincial police constable

- (a) for the period 20 June 2005 to 23 September 2005 or such earlier date as revoked:

**City of Charlottetown Police Department**

Birt, Marc David Jon  
Blanchard, Justin Mark Robert  
Chaloner, Michael Robert  
Clarke, Damien Mitchell  
Cole, Dana "Adam" Christopher  
Mitchell, Benjamin Alfred  
Rae, Michael Bruce  
Wadden, Troy Vincent

- (b) the period 22 June 2005 to 23 September 2005, or such earlier date as revoked:

**City of Summerside Police Department**

Durdle, Paul Howard Stephen

Signed,  
W. Alexander (Sandy) Stewart  
Clerk of the Executive Council

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**PROCLAMATION**

CANADA

PROVINCE OF PRINCE EDWARD ISLAND

*(Great Seal)*  
ELIZABETH THE SECOND, by the  
Grace of God of the United Kingdom,  
Canada and Her other Realms and  
Territories, QUEEN, Head of the  
Commonwealth, Defender of the Faith.

HON. J. LÉONCE BERNARD  
Lieutenant Governor

TO ALL TO WHOM these presents shall come or whom the same may in any wise concern:

GREETING  
A PROCLAMATION

WHEREAS in and by section 13 of Chapter 20 of the Acts passed by the Legislature of Prince Edward Island in the 2nd Session thereof held in the year 2004 and in the fifty-third year of Our Reign intituled "An Act to Amend the Tobacco Sales to Minors Act" it is enacted as follows:

- “(1) Subject to subsection (2), this Act comes into force on a date that may be fixed by proclamation of the Lieutenant Governor in Council.  
(2) Section 11 of this Act comes into force on June 1, 2005.”,

AND WHEREAS it is deemed expedient that all sections except section 11 of the said Act, Stats. P.E.I. 2004, 2nd Session, c. 20 should come into force on the 1st day of August, 2005,

NOW KNOW YE that We, by and with the advice and consent of our Executive Council for Prince Edward Island, do by this Our Proclamation ORDER AND DECLARE that all sections except section 11 of the said Act being "An Act to Amend the Tobacco Sales to Minors Act" passed in the fifty-third year of Our Reign shall come into force on the first day of August, two thousand and five of which all persons concerned are to take notice and govern themselves accordingly.

IN TESTIMONY WHEREOF We have caused these Our Letters to be made Patent and the Great Seal of Prince Edward Island to be hereunto affixed.

WITNESS the Honourable J. Léonce Bernard, Lieutenant Governor of the Province of Prince Edward Island, at Charlottetown this nineteenth day of July in the year of Our Lord two thousand and five and in the fifty-fourth year of Our Reign.

By Command,

W. ALEXANDER (SANDY) STEWART  
Clerk of the Executive Council



**NOTICE  
ELECTION ACT  
RETURNING OFFICERS**

Pursuant to Section 9(4) of the *Election Act* R.S.P.E.I. 1988 Cap.E-1.1 is the name and address of each returning officer and the electoral district for which he or she is appointed.

<b>No.</b>	<b>Electoral District</b>	<b>Returning Officer</b>
1.	Souris-Elmira	CLINTON, Michael 50 Main Street Souris, C0A 2B0
2.	Morell-Fortune Bay	WEBSTER, Aubrey 7454 St. Peters Road Morell RR1, C0A 1S0
3.	Georgetown-Baldwin's Road	SUTHERLAND, Florence M. 95 Durell Point Road Little Pond, Souris RR4, C0A 2B0
4.	Montague-Kilmuir	ROURKE, William 36 Riverside Drive, Box 431 Montague, C0A 1R0
5.	Murray River-Gaspereaux	ALLEN, Shirley 47 MacLure Street, Box 235 Murray River, C0A 1W0
6.	Belfast-Pownal Bay	MACTAVISH, Sinclair 133 Colonsay Lane, Belfast RR1, C0A 1A0
7.	Glen Stewart-Bellevue Cove	BIRT, Alma 26 Mutch Drive, Apt No. 10, Stratford, C1B 1S1
8.	Tracadie-Fort Augustus	MURNAGHAN, Vince J. 593 Tarantum Road Rte 215 Charlottetown RR5, C1A 7J8
9.	Stanhope-East Royalty	SMITH, Roberta B. 384 St. Peters Road Charlottetown, C1C 1H1
10.	Sherwood-Hillsborough	GARRETT, Ethan 149 Southdale Avenue Charlottetown, C1A 6J8
11.	Parkdale-Belvedere	TRAINOR, Austin 12 Fairview Drive Charlottetown, C1A 6H3
12.	Charlottetown-Kings Square	DILLON, Shirley 93 Hillsboro Street Charlottetown, C1A 4W5
13.	Charlottetown-Rochford Square	MORELLO, Sandra 50 Greenfield Avenue Charlottetown, C1A 3N4

- 
- |                               |   |
|-------------------------------|---|
| 14. Charlottetown-Spring Park | ZAKEM, Edith<br>34 Edinburgh Drive<br>Charlottetown, C1A 3G3                                      |
| 15. Winsloe-West Royalty      | GOOD, Debbie<br>35 Irwin Drive<br>Charlottetown, C1E 1R9  |
| 16. North River-Rice Point    | RICHARD, Judy<br>6 Park Street, Box 374<br>Cornwall, C0A 1H0                                      |
| 17. Crapaud-Hazel Grove       | MCCRADY, Jessie<br>14991 Trans Canada Highway, Rte.1<br>Clyde River, PO Box 85, Cornwall, C0A 1H0 |
| 18. Park Corner-Oyster Bed    | MACLEAN, Ann<br>5473 Rte. 13, New Glasgow<br>Hunter River RR1, C0A 1N0                            |
| 19. Borden-Kinkora            | LOCKHART, Claire<br>1277 Callbeck Street Rte. 171<br>Box 4007, Bedeque, C0B 1C0                   |
| 20. Kensington-Malpeque       | HUNTER, Joyce<br>1192 Rte. 20, Indian River<br>Kensington RR1, C0B 1M0                            |
| 21. Wilmot-Summerside         | KENNY, Ken<br>181 Spring Street<br>Summerside, C1N 3G4  |
| 22. St. Eleanors-Summerside   | BROWN, Tara L.<br>637 South Drive<br>Summerside, C1N 3Z6  |
| 23. Cascumpec-Grand River     | MCNEILL, Marion<br>30288 Western Road Rte. 2<br>Wellington Centre, C0B 2E0                        |
| 24. Evangeline-Miscouche      | GALLANT, Judy<br>20 Main Drive East<br>Miscouche, C0B 1T0   |
| 25. West Point-Bloomfield     | MACWILLIAMS, Margie<br>4351 O'Leary Road<br>Springfield West, O'Leary RR1 C0B 1V0                 |
| 26. Alberton-Miminegash       | MEGGISON, Jean E.<br>608 Mill River East Road, Rte. 145<br>Brooklyn, C0B 1B0                      |
| 27. Tignish-DeBlois           | MCKENNA, Helen<br>3524 Union Road<br>St. Louis, C0B 1Z0   |

Dated in Charlottetown this 30th day of July 2005.

Lowell J. Croken  
Acting Chief Electoral Officer



Office of the  
Director of Residential  
Rental Property  
Bureau du  
directeur des propriétés  
résidentielles à louer

Prince Edward Island  
Île-du-Prince-Édouard  
CANADA

## Notice

The Director of Residential Rental Property invites written presentations from lessors and/or lessees concerning the percentage of rent increase that should be allowed for the 2006 calendar year.

Presentations must be received by Friday, August 12, 2005 and may be delivered or mailed to the Director of Residential Rental Property, Fifth Floor, National Bank Tower, 134 Kent Street, P. O. Box 577, Charlottetown, P.E.I., C1A 7L1.

This information will assist in establishing the annual prescribed percentage rent increase.

Information on current and previous allowable increases can be located on the Director's website at [www.irac.pe.ca/rental/](http://www.irac.pe.ca/rental/).

DATED at Charlottetown, this 21st day of July, 2005.

**NOTICE OF ADOPTION OF NATIONAL INSTRUMENT 45-106 - PROSPECTUS AND  
REGISTRATION EXEMPTIONS AND CONSEQUENTIAL AMENDMENTS**

*Securities Act*

**R.S.P.E.I. 1988, Cap. S-3, s.35**

(Notice 2005-4)

Public Notice is hereby given that the Minister, upon the recommendation of the Director, has by Rule adopted:

PRINCE EDWARD ISLAND RULE 45-106 INCORPORATING AND IMPLEMENTING NATIONAL INSTRUMENT 45-106 - Prospectus and Registration Exemptions, with

CONSEQUENTIAL REPEAL OF

LOCAL RULE 45-501 - Exempt Distributions - Exemptions for Trades Upon Exercise of Conversion and Exchange Rights

and

LOCAL RULE 45-502 - Exempt Distributions - Exemption for a Trade on an Amalgamation, Merger, Reorganization or Arrangement

and

LOCAL RULE 45-503 - Exempt Distributions - Exemption for a Trade in a Variable Insurance Contract

and

LOCAL RULE 45-504 - Exempt Distributions - Exemption for a Trade by a Control Person

and

LOCAL RULE 45-505 - Exempt Distributions - Exemption for a Trade by a Private Mutual Fund

and

LOCAL RULE 45-506 - Exempt Distributions - Dividend or Interest Reinvestment and Stock Dividend Plans

and

LOCAL RULE 45-508 - Exempt Distributions - Mutual Fund Reinvestment Plans

and

LOCAL RULE 45-509 - Exempt Distributions - Securities Underwriters

and

LOCAL RULE 45-511 - Exempt Distributions - Exemption for a Trade to a Registered Retirement Savings Plan or a Registered Retirement Income Fund

and

LOCAL RULE 45-512 - Exempt Distributions - Exemption for Purchase of Mutual Fund Securities

and

LOCAL RULE 45-513 - Exempt Distributions - Report of Trades - Mutual Funds and Non-redeemable Investment Funds; and

CONSEQUENTIAL REMOVAL OF STATUTORY EXEMPTIONS

SECURITIES ACT, clauses 2(3)(a) to (q); 2(4)(a) to (e) and (h) to (j); 14.1(a) as it relates to 2(4)(a) to (e) and (h) to (j); and 13(1)(a) to (k)

and

SECURITIES ACT REGULATIONS, section 48; and

CONSEQUENTIAL REPEAL OF

NATIONAL INSTRUMENT 32-101 - Small Securityholder Selling and Purchase Arrangements

and

MULTILATERAL INSTRUMENT 45-103 - Capital Raising Exemptions

and

MULTILATERAL INSTRUMENT 45-105 - Trades to Employees, Senior Officers, Directors and Consultants; and

CONSEQUENTIAL AMENDMENT OF  
NATIONAL INSTRUMENT 33-105 - Underwriting Conflicts  
and  
NATIONAL INSTRUMENT 45-101 - Rights Offerings  
and  
MULTILATERAL INSTRUMENT 45-102 - Resale of Securities

Effective Date: September 14, 2005

The Rules are published on the Government of Prince Edward Island Securities Office website ([www.gov.pe.ca/securities](http://www.gov.pe.ca/securities)) at Law & Policy and are available by written request from the Securities Office, Office of the Attorney General, Consumer, Corporate and Insurance Services Division, PO Box 2000, Charlottetown, Prince Edward Island, C1A 7N8 or by telephone request to (902) 368-4569.

Dated at Charlottetown, this 22nd day of July, 2005

Edison Shea  
Director

31

**NOTICE OF DISSOLUTION**

Partnership Act  
R.S.P.E.I. 1988, Cap. P-1

Public Notice is hereby given that a Notice of Dissolution has been filed under the *Partnership Act* for each of the following:

Name: FINANCIALINX  
Owner: CIT FINANCIAL LTD.  
Registration Date: July 14, 2005

Name: CANADA'S ISLAND PARADISE  
Owner: 3218902 Canada Inc.  
Registration Date: July 18, 2005

Name: DAISY A DAY FLORALS  
Owner: Roger Mahar  
Debbie Mahar  
Dale Mahar  
Sandra Mahar  
Registration Date: July 20, 2005

Name: HANDIBEAR HILLS  
Owner: Yogi Fell  
Registration Date: July 15, 2005

Name: P.E.I. SOAP COMPANY  
Owner: Karin MacDonald  
Malcolm Kody MacDonald  
Registration Date: July 18, 2005

Name: WALT KYLLAR COLLECTIONS (PEI)  
Owner: Krista T. Walsh  
Registration Date: July 20, 2005

31

**NOTICE OF GRANTING LETTERS PATENT**

Companies Act  
R.S.P.E.I. 1988, Cap. C-14, s.11,

Public Notice is hereby given that under the *Companies Act* Letters Patent have been issued by the Minister to the following:

Name: DR. STEPHEN MILLER  
PROFESSIONAL CORPORATION  
31 Sidmount Avenue  
Charlottetown, PE C1A 2H2  
Incorporation Date: July 15, 2005

Name: HANDIBEAR HILLS HORSE  
SANCTUARY INC.  
3855 South Granville  
Breadalbane, PE C0A 1E0  
Incorporation Date: July 15, 2005

Name: ISLAND TO ISLAND INC.  
47 Anne Crescent  
Stratford, PE C1B 1M8  
Incorporation Date: July 18, 2005

Name: JADD INC.  
5 Green Meadow Drive  
Charlottetown, PE C1E 2J4  
Incorporation Date: July 21, 2005

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**NOTICE OF GRANTING SUPPLEMENTARY LETTERS PATENT**

Companies Act  
R.S.P.E.I. 1988, Cap. C-14, s.18, s.3

Public Notice is hereby given that under the *Companies Act* supplementary letters patent have been issued by the Minister to the following:

Name: G & C ENTERPRISES LIMITED  
Purpose To increase the authorized capital.  
Effective Date: July 20, 2005

Name: MILLIGAN'S FISHERIES LTD.  
Purpose To increase the authorized capital.  
Effective Date: July 20, 2005

Name: ROCHE INVESTMENTS INC.  
Purpose To amend the authorized capital.  
Effective Date: July 21, 2005

31

**NOTICE OF REGISTRATION**

Partnership Act  
R.S.P.E.I. 1988, Cap. P-1, s.52 and s.54(1)

Public Notice is hereby given that the following Declarations have been filed under the *Partnership Act*:

Name: SPECIALTY GLASS/LES VERRES  
SPECIALTY  
Owner: MASONITE INTERNATIONAL  
CORPORATION  
1600 Britannia Road East  
Mississauga, ON L4W 1J2  
Registration Date: July 15, 2005

Name: SPECIALTY BUILDING  
PRODUCTS/LES PRODUITS  
SPECIALTY BUILDING  
Owner: MASONITE INTERNATIONAL  
CORPORATION  
1600 Britannia Road East  
Mississauga, ON L4W 1J2  
Registration Date: July 15, 2005

Name: MERMAID ACRES ESTATES  
Owner: DMK DEVELOPMENT INC.  
Glenfinnan  
R R # 5  
Charlottetown, PE C1A 7J8  
Registration Date: July 19, 2005

Name: G.P. EXPRESS  
Owner: 100540 P.E.I. INC.  
O'Leary, PE C0B 1V0  
Registration Date: July 21, 2005

Name: 22 BLACK PRODUCTIONS  
Owner: Chris Watts  
Grand Tracadie  
R R # 1  
Little York, PE C0A 1P0  
Registration Date: July 20, 2005

Name: ABA HOLDINGS  
Owner: Audrey Auld  
17 Auld Lane  
Stanhope, PE C0A 1P0  
Registration Date: July 18, 2005

Name: BETTY FRIZZELL CREATIONS  
Owner: Betty Frizzell  
3 Regal Ave.  
Charlottetown, PE C1A 8B1  
Registration Date: July 20, 2005

Name: CAMPBELL LEA  
Owner: William G. Lea  
c/o Box 429  
Charlottetown, PE C1A 7K2  
Paul D. Michael  
23 Carriage Lane  
Bunbury, PE C1B 1W6  
M. Jane Ralling  
115 North River Road  
Charlottetown, PE C1A 3K7  
Kenneth L. Godfrey  
32 Lewis Crescent  
West Royalty, PE C1E 1M3  
Karolyn M. Godfrey

128 England Circle  
Charlottetown, PE C1E 1V7  
Robert Tocchet  
12 Waverley Court  
Charlottetown, PE C1A 3C3  
Laura A. Nicholson  
42 Churchill Avenue  
Charlottetown, PE C1A 1Y9  
Registration Date: July 20, 2005

Name: CANADA'S ISLAND PARADISE  
Owner: Hamish Redpath  
2721 Trans Canada Highway  
Flat River, PE C0A 1B0  
Registration Date: July 18, 2005

Name: CORE VENTURES  
Owner: Corey Arsenault  
55 Hatley Crescent  
Summerside, PE C1N 5E9  
Registration Date: July 18, 2005

Name: DAISY A DAY FLORALS  
Owner: Dale Mahar  
Rollo Bay  
R R # 4, Souris, PE C0A 2B0  
Sandra Mahar  
Rollo Bay  
R R # 4, Souris, PE C0A 2B0  
Registration Date: July 20, 2005

Name: DOUBLE M COTTAGE  
MAINTENANCE & SECURITY  
Owner: Pat McNally  
R R # 3  
O'Leary, PE C0B 1V0  
Registration Date: July 19, 2005

Name: E-MARKETING SOLUTIONS  
Owner: Peter Dowling  
49 Millennium Drive  
Stratford, PE C1B 2H2  
Jonathan Parent  
185 Keppoch Road  
Stratford, PE C1B 2J4  
Registration Date: July 20, 2005

Name: FLAMENCO CLEANING  
SERVICES  
Owner: Orlando Jose Cruz Flamenco  
56 Beach Grove Road  
Apt. # 1  
Charlottetown, PE C1E 1K8  
Registration Date: July 20, 2005

Name: GOT YOU COVERED ROOFING  
 Owner: Lee Collister  
 R R # 2, Hunter River, PE C0A 1N0  
 Registration Date: July 21, 2005

Name: IMAGINE PRINCE EDWARD  
 ISLAND PRODUCTIONS  
 Owner: Robert Szilvassy  
 17 Passmore Street  
 Charlottetown, PE C1A 2B8  
 Registration Date: July 19, 2005

Name: LEWIS MOTEL  
 Owner: Harry Lewis  
 Woodstock, O'Leary, PE C0B 1V0  
 Ella Lewis  
 Woodstock, O'Leary, PE C0B 1V0  
 Registration Date: July 21, 2005

Name: LIGHTHOUSE BEACON  
 COTTAGE  
 Owner: Vernon Myers  
 Georgetown, PE C0A 1L0  
 Corinne Myers  
 Georgetown, PE C0A 1L0  
 Registration Date: July 20, 2005

Name: MERRYTIMES WINDSPORTS  
 Owner: Matthew Eric Kenny  
 52 Earl Drive  
 Stratford, PE C1B 1K8  
 Registration Date: July 18, 2005

Name: MOONLIGHT MARQUEE  
 Owner: Andrea MacDonald  
 173 Euston Street  
 Charlottetown, PE C1A 1W7  
 Ellen Gillis  
 12 Reddin Heights  
 Stratford, PE C1B 1Z4  
 Registration Date: July 19, 2005

Name: P.E.I. SOAP COMPANY  
 Owner: Malcolm Kody MacDonald  
 Box 1174  
 Montague, PE C0A 1R0  
 Registration Date: July 18, 2005

Name: PINNACLE SALES TRAINING  
 Owner: Shelley Marie Gordon  
 268 Birkallum Drive, Box 5246  
 R R # 5  
 Charlottetown, PE C1A 7J8  
 Registration Date: July 21, 2005

Name: SHADY ACRES COUNTRY ESTATES  
 Owner: Donald E. Cashen  
 R R # 9, Brackley Beach, PE C1E 1Z3  
 June P. Cashen  
 R R # 9, Brackley Beach, PE C1E 1Z3  
 Registration Date: July 19, 2005

Name: STRATFORD MUSIC ACADEMY  
 Owner: David Gibler  
 1646 Bethel Road  
 R R # 5, Charlottetown, PE C1A 7J8  
 Registration Date: July 19, 2005

Name: THE ISLAND COUNTRY LINE  
 DANCERS  
 Owner: Patricia Anne Taylor  
 1798 Rte #10, Cape Traverse  
 Borden-Carleton, PE C0B 1X0  
 Registration Date: July 18, 2005

31

**NOTICE OF  
 REVIVED COMPANIES**  
 Companies Act  
 R.S.P.E.I. 1988, Cap. C-14 s.73

Public Notice is hereby given that under the *Companies Act* the following companies have been revived:

Name: ROYAL SIDING AND WINDOWS,  
 INC.  
 Effective Date: July 20, 2005

31

**NOTICE OF INTENTION  
 TO DISCONTINUE**

PUBLIC NOTICE is hereby given that **ULTIMATE TREATS INC.** a body corporate, duly incorporated under the laws of the Province of Prince Edward Island, intends to make application to continue as a company under the laws of Nova Scotia as if it had been incorporated under the laws of that jurisdiction and to discontinue as a company pursuant to the provisions of the *Companies Act* of Prince Edward Island.

DATED this 26th day of July, 2005.

Paul E. Radford  
 Solicitor for the Applicant  
 Coady Filliter  
 Barristers & Solicitors

31



**THE CRIMINAL CODE OF CANADA****Qualified Technician**

Under authority vested in me by Section 254(1) of the *Criminal Code of Canada*, I hereby designate:

**Dale James McCluskey**

as a “Qualified Technician,” qualified to operate an approved instrument in respect of breath samples within the meaning of Section 254(1) of the *Criminal Code of Canada*.

Dated this 19th day of July, 2005.

Mildred A. Dover  
Attorney General  
Province of Prince Edward Island

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The ROYAL GAZETTE is issued every Saturday from the office of Beryl J. Bujosevich, Queen's Printer, PO Box 2000, Charlottetown, PEI C1A 7N8. All copy must be received by the Tuesday preceding day of publication. The subscription rate is \$45.00 per annum, postpaid.

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**PART II**  
**REGULATIONS**

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**EC2005-326**

**ENVIRONMENTAL PROTECTION ACT**  
**WATER QUALITY CERTIFICATION REGULATIONS**  
**REVOCATION**

(Approved by His Honour the Lieutenant Governor in Council dated 21 June 2005.)

Pursuant to section 25 of the *Environmental Protection Act* R.S.P.E.I. 1988, Cap. E-9, Council made the following regulations:

- 1. The *Environmental Protection Act* Water Quality Certification Regulations (EC583/95) are revoked.**
- 2. These regulations come into force on August 31, 2005.**

**EXPLANATORY NOTES**

The amendment revokes the Water Quality Certification Regulations on August 31, 2005.

Certified a true copy,

W. Alexander (Sandy) Stewart  
Clerk of the Executive Council

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**EC2005-383**

**HIGHWAY TRAFFIC ACT**  
**COMMERCIAL VEHICLE (CARGO SECUREMENT)**  
**REGULATIONS**

(Approved by His Honour the Lieutenant Governor in Council dated 19 July 2005.)

Pursuant to section 148 of the *Highway Traffic Act* R.S.P.E.I. 1988, Cap. H-5, Council made the following regulations:

1. (1) In these Regulations Definitions
  - (a) “Act” means the *Highway Traffic Act* R.S.P.E.I. 1988, Cap. H-5; Act

cargo	(b) “cargo” means a load of articles or material carried by a commercial vehicle;
Cargo Securement Standard	(c) “Cargo Securement Standard” means the edition, as set out in the Schedule, of Standard 10 of the National Safety Code for Motor Carriers;
cargo securement system	(d) “cargo securement system” means the method by which any cargo carried by a commercial vehicle is contained, immobilized or secured, and includes vehicle structures, securement devices and all components of the system;
carrier	(e) “carrier” means a carrier as defined in clause 142(a) of the Act;
commercial vehicle	(f) “commercial vehicle” means a commercial vehicle as defined in clause 1(b.2) of the Act that has a gross mass exceeding 4500 kg and includes a bus that has a seating capacity of more than ten passengers;
Standards	(2) Except as provided in these regulations, the standards governing the securement of loads on commercial vehicles are those set out in the Cargo Securement Standard.
Conflict	(3) Where there is a conflict or inconsistency between a provision of these regulations and the Covering of Loads Regulations (EC1029/81), the provision of the Covering of Loads Regulations shall prevail to the extent of the conflict or inconsistency.
Compliance with Cargo Securement Standard by carrier	<p><b>2.</b> No carrier shall permit a driver to operate a commercial vehicle on a highway for the carrier unless</p> <p>(a) any cargo carried by the commercial vehicle is contained, immobilized or secured in accordance with the requirements of the Cargo Securement Standard;</p> <p>(b) the commercial vehicle is equipped with a cargo securement system; and</p> <p>(c) the cargo securement system, and its individual components, meet the requirements of the Cargo Securement Standard.</p>
Driver’s duties	<b>3.</b> (1) Every driver of a commercial vehicle shall comply with any duty or requirement imposed on the driver under the Cargo Securement Standard.
Operation restrictions	(2) No driver shall operate a commercial vehicle carrying cargo on a highway unless the cargo is contained, immobilized or secured in accordance with the requirements of the Cargo Securement Standard.
Commencement	<b>4.</b> These regulations come into force on July 30, 2005.

SCHEDULE  
National Safety Code Standard 10  
Cargo Securement

1. In this Standard,

Interpretation

“anchor point” means the part of the structure, fitting or attachment on a vehicle or cargo to which a tiedown is attached;

“bell pipe” means concrete pipe with a flanged end that is bigger in diameter than the barrel;

“blocking” means a substantial structure, device or article placed against or around cargo to prevent horizontal movement;

“bolster” means a transverse, load bearing, structural horizontal component of a bunk securing device;

“boulder” means a single piece of natural or quarried, irregularly shaped rock

- (i) that weighs 5 000 kilograms or more, or
- (ii) that has a volume of more than 2 cubic metres;

“bracing” means a structure, device or article placed against another structure, device or article to prevent tipping;

“bulkhead” means a vertical barrier across a vehicle to prevent the cargo moving forward;

“bundle” means articles that have been unitized for the purpose of securing them as a single article with a uniform shape;

“bunk” means a horizontal bolster that

- (i) is installed transversely across a vehicle, and
- (ii) is fitted with a stake at each end;

“cab shield” means a vertical barrier placed directly behind the cab of a truck or truck tractor, and capable of protecting the driver if cargo moves forward;

“cargo” means all articles or material carried by a vehicle, including those used in the operation of the vehicle;

“cargo securement system” means the method by which cargo is contained or secured and includes vehicle structures, securing devices and all components of the system;

“chock” means a tapered or wedge-shaped part used to prevent round articles from rolling;

“cleat” means a short piece of material nailed to the deck to reinforce blocking;

“coil bunk” means a device that keeps the timbers supporting a metal coil in place;

“contained” with respect to cargo means that

- (i) the cargo fills a sided vehicle,
- (ii) every article is in contact with or close to a wall or other articles, and
- (iii) the cargo cannot move or tip;

“container chassis vehicle” means a vehicle specifically built for and fitted with locking devices for the transport of intermodal containers;

“cradle” means a structure that holds a circular article and prevents it from rolling;

“cylinder well” means the depression formed between 2 cylindrical articles when they are laid against each other with their eyes horizontal and parallel;

“deck” means the floor of a vehicle onto which the cargo is loaded;

“dunnage” means loose material used to support and protect cargo;

“duty status” means, in respect of a driver, any of the following periods:

- (i) off-duty time spent in a sleeper berth;
- (ii) off-duty time, other than time spent in a sleeper berth;
- (iii) driving time; or
- (iv) on-duty time, other than driving time;

“edge protector” means a device put on the exposed edge of an article of cargo

- (A) to protect a tiedown or the article from damage, or
- (B) to distribute tiedown forces over a greater area;

“flatbed vehicle” means a vehicle with a deck but no permanent sides;

“forward” with respect to a vehicle means towards the cab or engine;

“frame vehicle” means a vehicle for transporting logs that has a skeletal structure fitted with a front bunk and a rear bunk that together cradle a stack of logs as an integral part of the vehicle;

“friction mat” means a device placed between a deck and cargo, or between articles of cargo, that increases the friction between them;

“front end structure” means a vertical barrier across the front of a deck that prevents cargo moving forward;

“heavy vehicle” means

- (i) a vehicle that weighs more than 4 500 kilograms, or
- (ii) equipment or machinery that operates on wheels or tracks and weighs more than 4 500 kilograms;

“Hook-lift Container” means a specialized container that is loaded and unloaded onto a tilt frame body by an articulating hook-arm;

“integral locking device” means a device that is designed and used to restrain an article of cargo by connecting and locking attachment points on the article to anchor points on the vehicle;

“integral securement system” means a roll-on/roll-off container or a Hook-lift Container and the vehicle used to transport them which are equipped with compatible front and rear hold-down devices which secure the container to the vehicle;

“intermodal container” means a reusable, transportable container that is specially designed with integral locking devices to secure it to a container chassis vehicle;

“large pipe” means concrete pipe with an inside diameter of more than 114.3 centimetres;

“lengthwise” means along the vehicle from the cab or tongue at the front to the rear;

“light vehicle” means

- (i) an automobile, truck or van that weighs 4 500 kilograms or less, or
- (ii) a piece of equipment or machinery that operates on wheels or tracks and weighs 4 500 kilograms or less;

“log” includes a utility pole, a treated pole and a building component of a log cabin;

“longwood” means logs longer than 4.9 m;

“pallet” means a platform or tray on which cargo is placed so that it can be handled as a unit;

“pole trailer” means a trailer with a frame that consists only of a drawbar;

“rail vehicle” means a vehicle fitted with stakes at the front and rear to contain logs loaded crosswise;

“restrain” includes prevent from tipping or moving;

“Roll-on / Roll-off Container” means a specialized container which is loaded and unloaded onto a tilt frame body by a lifting mechanism in conjunction with rollers which are fixed to the container;

“rub rail” means a rail along the side of a vehicle that protects the side of the vehicle from impact;

“securing device” means a device specifically designed and manufactured to attach, restrain or secure cargo;

“shoring bar ” means a device placed transversely between the walls of a vehicle and cargo to prevent the cargo from tipping or moving;

“shortwood” means logs that are not more than 4.9 metres long;

“sided vehicle” means a vehicle, including a van, a dump bodied vehicle and a sided intermodal container carried by vehicle, with a cargo compartment that is enclosed on all sides by walls

- (i) that are strong enough to contain the cargo, and
- (ii) that may have latched openings for loading and unloading;

“small pipe” means concrete pipe with an inside diameter of up to 114.3 centimetres;

“spacer” means material placed under an article, or between layers of articles, to make loading and unloading easier;

“stake” means a part, including a standard, that

- (i) is mounted close to vertical on a vehicle frame or as part of a bunk, and
- (ii) that immobilizes cargo placed against it;

“strapping” means tensioned strips of material that are clamped or crimped back on themselves;

“tiedown” means a combination of securing devices that are attached to one or more anchor points on a vehicle;

“transport” means the carriage of cargo by a vehicle while on a highway;

“unitized” means wrapped, banded or bound together so that several articles can be handled as a single article of cargo or behave as a single article;

“vehicle” means a truck, a truck tractor, individually or in combination with one or more semitrailers or trailers;

“void filler” means material that is

- (i) used to fill a space between the cargo and the structure of the vehicle, and
- (ii) is strong enough to prevent the cargo from moving;

“working load limit” means the maximum load that may be applied to a component of a cargo securement system during normal service determined in accordance with Divisions 3 and 4 of Part 1.

## **PART 1 - GENERAL PROVISIONS**

### **Division 1 - Application**

#### **Application**

2. (1) This Standard applies to a vehicle or combination of vehicles
  - (a) transporting cargo on a highway, and
  - (b) exceeding a registered gross vehicle weight of 4 500 kilograms.
- (2) This Standard applies when an intermodal container is used to transport cargo.

#### **Inspection**



3. (1) The driver of a vehicle shall
- (a) inspect the vehicle to confirm that the vehicle's tailgate, tailboard, doors, tarpaulins and spare tire, and other equipment used in its operation, are secured,
  - (b) ensure that the cargo does not interfere with the driver's ability to drive the vehicle safely, and
  - (c) ensure that the cargo does not interfere with the free exit of a person from the cab or driver's compartment of the vehicle.
- (2) The driver of a vehicle shall inspect the vehicle's cargo and the cargo securement system used and make necessary adjustments:
- (a) before driving the vehicle, and
  - (b) not more than 80 kilometres from the point where the cargo was loaded.
- (3) The driver of a vehicle shall re-inspect the vehicle's cargo and the cargo securement system used and make necessary adjustments to the cargo or cargo securement system as necessary, including adding more securing devices, at the earliest of the time
- (a) there is a change of duty status of the driver,
  - (b) the vehicle has been driven for 3 hours; or
  - (c) the vehicle has been driven for 240 kilometres.
- (4) Subsections (2) and (3) do not apply to a driver where
- (a) the cargo is sealed in a vehicle and the driver has been ordered not to open it to inspect the cargo, or
  - (b) the vehicle is loaded in a manner that makes the cargo, or portions of the cargo, inaccessible.
- (5) The driver of a vehicle transporting logs, before the vehicle enters a highway from a private road, shall:
- (a) inspect the vehicle, the logs and the securing devices to ensure compliance with this Standard, and
  - (b) make necessary adjustments to the securing devices, including adding more securing devices.

## **Division 2 - General Performance Criteria**

### **Cargo securement systems**

4. (1) Cargo securement systems, and each component of a system, used to contain, immobilize or secure cargo on or within the vehicle shall be strong enough to withstand the forces described in section 5(1).
- (2) The components of the cargo securement system of a vehicle.
- (a) shall be in proper working order,
  - (b) shall be fit for the purpose for which they are used,
  - (c) shall have no knots, damaged or weakened components that will adversely affect their performance for cargo securement purposes, and

(d) shall not have any cracks or cuts.

(3) A securing device or integral locking device used to secure cargo to a vehicle shall itself be secured in a manner that prevents it from becoming unfastened while the vehicle is on a highway.

#### **Performance criteria**

5. (1) The cargo securement system shall be capable of withstanding the forces that result if the vehicle is subjected to each of the following accelerations:

- (a) 0.8 g deceleration in a forward direction;
- (b) 0.5 g deceleration in a rearward direction;
- (c) 0.5 g acceleration in either sideways direction.

(2) The cargo securement system shall provide a downward force equal to at least 20 % of the weight of an article of cargo if the article is not fully contained within the structure of the vehicle.

(3) The load on a component of a cargo securement system that reacts to a force referred to in subsection (1) or (2), shall not exceed the working load limit of the component.

#### **Appropriate system**

6. (1) The cargo securement system used to contain, immobilize or restrain cargo shall be appropriate for the size, shape, strength and characteristics of the cargo.

(2) The securing devices used to secure cargo on or within a vehicle shall be

- (a) designed and constructed for the purpose for which they are used, and
- (b) used and maintained in accordance with the manufacturer's instructions.

#### **Equivalent Means of Securement**

7. Where cargo transported by a vehicle is contained, immobilized or secured in accordance with the applicable requirements of Divisions 3, 4 and 5 and Part 2, it meets the requirements of Section 5.

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### **Division 3 - Requirements for Cargo Securement Systems**

#### **Exemption**

**8.** This Division does not apply to the transportation of a commodity that is transported in bulk, lacks structure, fixed shape or is fluid, and is transported in

- (a) a tank, hopper, box or container that is manufactured as part of the vehicle in which it is transported, or
- (b) a vehicle that is specifically manufactured to transport the commodity.

#### **General Requirement**

**9.** Cargo shall be firmly immobilized or secured on or within a vehicle by structures of adequate strength, blocking, bracing, dunnage or dunnage bags, shoring bars, tiedowns or a combination of these.

#### **Minimum Strength of Securement System**

**10.** (1) In this section, the “aggregate working load limit” is the sum of One-half of the working load limit for each end section of a tiedown that is attached to an anchor point.

(2) The aggregate working load limit of the cargo securement system used to secure an article of cargo on or within a vehicle shall not be less than 50% of the weight of the article.

(3) The aggregate working load limit of the cargo securement system used to secure a group of articles of cargo on or within a vehicle shall be not less than 50% of the total weight of the group.

#### **Securing Devices Marked With Working Load Limit**

**11.** (1) The working load limit of a tiedown or a component of a tiedown that is marked by its manufacturer with a numeric working load limit is the marked working load limit.

(2) A tiedown or a component of a tiedown that is marked by its manufacturer in accordance with a standard referred to in Part 4 has a working load limit equal to that standard.

(3) A chain that is marked by the manufacturer in accordance with the table of Working Load Limits under Part 4 – Section 7 has a working load limit equal to the amount shown for the grade and size.

(4) On and after January 1, 2010, a person shall not use a tiedown or a component of a tiedown to secure cargo to a vehicle unless it is marked by the manufacturer with respect to its working load limit.

**Unmarked Securing Devices**

**12.** (1) This section applies to securing devices used to secure cargo to a vehicle that are not marked by the manufacturer with a working load limit.

(2) Chain has a working load limit equal to that of the same size of Grade 3 Proof Coil under Part 3 section 1.

(3) Synthetic webbing that is not marked by its manufacturer has the working load limit under Part 3 section 2 based on its width.

(4) Wire rope has the working load limit under Part 3 section 3 based on its diameter.

(5) Manila rope has the working load limit under Part 3 section 4 based on its diameter.

(6) Polypropylene fibre rope, polyester fibre rope, nylon rope and double braided nylon rope has the working load limit under Part 3 section 5 based on its diameter.

(7) Synthetic cordage that is not marked or labelled to identify its composition has the working load limit under Part 3 section 5 based on its diameter.

(8) Steel strapping has the working load limit under Part 3 section 6 based on its width.

(9) A friction mat which is not marked by the manufacturer with a working load limit is assumed to provide resistance to horizontal movement equal to 50% of the weight of the cargo resting on the mat.

(10) A tiedown or a component of a tiedown that is not referred to in subsections (2) to (9) has a working load limit equal to the working load limit of the lowest grade or classification assigned under Part 3.

**Steel strapping**

**13.** (1) Steel strapping that is 2.54 centimetres wide or wider used to secure cargo to a vehicle shall have at least 2 pairs of crimps in each seal.

(2) An end-over-end lap joint formed in steel strapping used to secure cargo to a vehicle shall be sealed with at least 2 seals.

**Blocking Systems to Prevent Forward Movement**

**14.** The aggregate working load limit of the components of a blocking system used as a unique form of securement to prevent an article of cargo from moving forward, including tiedowns used as blocking, shall not be less than 50% of the weight of the article being blocked.

**Rub rails**

15. The securing devices used on or within a vehicle shall, wherever practical, be located inboard the rub rails where the vehicle has rub rails.

**Timber**

16. Timber used on or within a vehicle as dunnage, chocks or cradles or for blocking or bracing shall be strong enough that it will not be split or crushed by the cargo or the tiedowns.

**Placement of Articles of Cargo**

17. Where the articles of cargo on or within a vehicle are placed beside each other and secured by tiedowns that pass over 2 or more articles, the articles shall be

- (a) placed in direct contact with each other, or
- (b) prevented from moving towards each other while the vehicle is on a highway.

**Prevention of Rolling**

18. Where any cargo or portion thereof may roll, it shall be restrained by chocks, wedges, a cradle or another securing device that prevents the cargo from rolling.

**Division 4 – Tiedowns****Tension**

19. (1) A tiedown used to secure cargo to a vehicle shall be designed, constructed and maintained so that the driver of the vehicle can tighten it.

(2) The driver of a vehicle shall ensure that tiedowns are taut while the vehicle is on a highway.

(3) Subsection (1) does not apply to steel strapping.

(4) A tiedown used to secure cargo to a vehicle shall be used in a manner that prevents the tiedown from slipping, loosening, unfastening, opening or releasing while the vehicle is on a highway.

(5) A tiedown used to secure stacked articles of cargo is considered to contribute to the securement of all articles of cargo on which that tiedown causes pressure.

**Edge protectors**

20. (1) An edge protector shall be used where a tiedown would be subject to abrasion or cutting at the point where it touches an article of cargo.

(2) An edge protector used between a tiedown and cargo shall be resistant to abrasion, cuts and crushing.

(3) An edge protector used between a tiedown and cargo shall allow the tiedown to slide freely when it is tightened or loosened.

#### **Working load limit**

**21.** (1) Subject to subsection (2), the working load limit of a tiedown, associated connector or attachment mechanism is the lesser of

- (a) the lowest working load limit of the components, or
- (b) the lowest working load limit of the anchor points or associated connector or attachment mechanism to which the tiedown is attached.

(2) The working load limit of a tiedown that includes synthetic webbing is the least of

- (a) the working load limit of the synthetic webbing assembly, or
- (b) the lowest working load limit of the components, or
- (c) the working load limit of the anchor point to which the tiedown is attached.

#### **Minimum number**

**22.** (1) Subject to subsection (4), cargo transported by a vehicle shall be secured using the number of tiedowns calculated under subsection (2) or (3).

(2) Where an article of cargo is not blocked or immobilized by a front end structure, bulkhead, by other immobilized cargo or by another device that prevents it moving forward, it shall be secured by at least

- (a) 1 tiedown where the article is 1.52 metres or shorter and weighs not more than 500 kilograms,
- (b) 2 tiedowns where the article is
  - (i) 1.52 metres or shorter and weighs more than 500 kilograms, or
  - (ii) longer than 1.52 metres but not longer than 3.04 metres regardless of its weight, or
- (c) where the article is longer than 3.04 metres
  - (i) 2 tiedowns for the first 3.04 metres of length, and
  - (ii) 1 extra tiedown for each additional 3.04 metres or fraction of 3.04 metres.

(3) Where an article of cargo is blocked or immobilized by a front end structure, bulkhead, by other immobilized cargo or by another device to prevent it moving forward, it shall be secured by at least

- (a) 1 tiedown where the article is not longer than 3.04 metres, or
- (b) where the article is longer than 3.04 metres
  - (i) 1 tiedown for the first 3.04 metres of length, and
  - (ii) 1 extra tiedown for each additional 3.04 metres or fraction of 3.04 metres.

(4) Where a vehicle is transporting machinery or fabricated structural items that shall be secured by special methods because of their design, size, shape or weight, the special methods shall:

- (a) secured adequately any article of the cargo;
- (b) be properly used in accordance with the manufacturer's instructions.

#### **Division 5 - Front End Structures**

##### **Application**

**23.** (1) Subject to subsection (2), this Division applies to a vehicle transporting cargo that is in contact with the front-end structure of the vehicle.

(2) Where devices are used on a vehicle that perform the same function as the front end structure of a vehicle, the devices shall be at least as strong as and provide the same protection as a front end structure that complies with this Division.

(3) A cab shield is not a front end structure or part of a cargo securement system.

##### **Height and width**

**24.** (1) The height of the front end structure of the vehicle shall not be shorter than the shorter of

- (a) the height at which it prevents the cargo from moving forward, and
- (b) 122 centimetres above the deck.

(2) The width of the front end structure of a vehicle shall not be narrower than the narrower of

- (a) the width of the vehicle, and
- (b) the width at which it prevents the cargo being transported from moving forward.

##### **Strength**

**25.** (1) The front end structure of a vehicle shall be able to withstand a horizontal forward static load equal to 50% of the total weight of the cargo where

- (a) the height of the front end structure is shorter than 1.83 metres, and
- (b) the cargo is uniformly distributed over all of the front end structure.

(2) The front end structure of a vehicle shall be able to withstand a horizontal forward static load equal to 40% of the total weight of the cargo where

- (a) the height of the front end structure is 1.83 metres. or higher, and

(b) the cargo is uniformly distributed over all of the front end structure.

#### **Penetration resistance**

**26.** (1) The front-end structure of the vehicle shall be able to resist penetration by an article of cargo that contacts it when the vehicle decelerates at a rate of 6.1 metres per second per second.

(2) The front-end structure of the vehicle shall not have an opening or gap that is big enough to permit an article of cargo to pass through it.

### **PART 2 - SPECIFIC SECUREMENT REQUIREMENTS BY CARGO TYPE**

#### **Applicability**

**27.** (1) This Part applies in addition to and not instead of Part 1.

(2) Where a requirement for containing, immobilizing or securing cargo transported by a vehicle required under this Part differs from a requirement under Part 1, the provisions of this Part apply.

#### **Division 1 – Logs**

#### **Application**

**28.** (1) This Division applies to the transportation of logs that

- (a) are not unitized, or
- (b) are part of a cargo that has more than 4 processed logs.

(2) This Division does not apply to firewood, stumps, log debris or logs that are transported in a vehicle or container that is enclosed on all sides and strong enough to contain them.

#### **Vehicle transporting logs**

**29.** (1) A vehicle that is transporting logs shall be designed, built or specially adapted for such transportation.

(2) The vehicle shall be fitted with bunks, bolsters, stakes or other means of cradling the logs and preventing them from shifting.

(3) Stakes that are not permanently attached to the vehicle frame or bunk shall be secured in a manner that prevents the stakes from separating from the vehicle while it is on a highway.

#### **Log configuration**

**30.** (1) Logs shall be solidly packed on a vehicle.

(2) The outer logs in the bottom layer of logs shall touch and rest solidly against a bunk, bolster or stake.



- (3) Outside logs on a stack of logs shall
- (a) touch at least 2 bunks, bolsters or stakes, or
  - (b) where one end of a log does not touch a bunk, bolster or stake, it shall
    - (i) rest on other logs in a stable manner, and
    - (ii) extend beyond the end of the bunk, bolster or stake.

(4) The centre of the highest outside log on each side or end of the vehicle shall be lower than the tops of the bunks or stakes.

(5) The upper logs that form the top of the cargo shall be crowned.

### **Securement System**

**31.** Tiedowns must be used to secure the load, in combination with bunks, bolsters, stakes, or other means of cradling the logs.

**32.** Sections 10(2) and 10(3) do not apply to this Division.

**33.** Sufficient additional tiedowns or other securing devices shall be used to ensure that no part of the cargo becomes dislodged where

- (a) the wood's condition results in such low friction between logs that they may slip against each other, or
- (b) a log is not held in place by contact with other logs or by the bunks, bolsters or stakes.

### **Shortwood loaded crosswise**

**34.** (1) This section and sections 35 to 37 apply to shortwood loaded crosswise on a frame, rail or flatbed vehicle other than a pole trailer.

(2) The end of a log in the lower layer of shortwood shall not extend more than 1/3 of the log's total length beyond the nearest supporting structure on the vehicle.

### **One stack of shortwood loaded crosswise**

**35.** (1) Despite section 22, where only one stack of shortwood is loaded crosswise, the stack shall be secured by at least 2 tiedowns arranged as follows:

- (a) The tiedowns shall attach to the vehicle frame at the front and rear of the load, and shall cross the load lengthwise;
- (b) The tiedowns shall be positioned at approximately one-third and two-thirds of the length of the logs;

(2) A vehicle built on or after January 1, 2010 shall be equipped with a device that maintains a tension not less than 900 kg at all times, and automatically takes up slack in the tiedown as the logs settle.

**Two stacks of shortwood loaded crosswise**

**36.** (1) Despite section 22, where two stacks of shortwood are loaded crosswise and side-by-side on a vehicle, they shall be loaded so that

- (a) there is no space between the 2 stacks,
- (b) the outside of each stack is raised by a piece of metal at least 25 millimetres high within 10 centimetres of the end of the logs or the side of the vehicle and causes the load to lean toward the centre to the vehicle,
- (c) the highest log is not more than 2.44 metres above the deck, and
- (d) at least one tiedown used lengthwise across each stack shall
  - (i) be located approximately midway between the bunks or stakes, and
  - (ii) attach to the vehicle frame at the front and rear of the load.

(2) A vehicle built on or after January 1, 2010 shall be equipped with a device that maintains a tension not less than 900 kg at all times, and automatically takes up slack in the tiedown as the logs settle.

**Long vehicles carrying shortwood loaded crosswise**

**37.** (1) A vehicle that is more than 10 metres long transporting shortwood loaded crosswise shall have centre stakes, or comparable structures, that divide its length into two approximately equal sections.

- (2) Where the vehicle is divided by centre stakes, each tiedown shall
  - (a) secure the highest log on each side of the centre stake, and
  - (b) be fastened below that highest log.
- (3) Where the vehicle is divided by centre stakes, each tiedown shall
  - (a) be fixed at each end and tensioned from the middle,
  - (b) be fixed in the middle and tensioned from each end, or
  - (c) pass through a pulley or similar device in the middle of the tiedown and be tensioned from one end.

(4) Where a stake or other structure on a vehicle transporting shortwood loaded crosswise is subjected to an upward force when the tiedowns are tightened, the stake or other structure shall be anchored to resist that force.

**Shortwood loaded lengthwise**

**38.** (1) Despite section 22, each stack of shortwood loaded lengthwise on a frame vehicle or flatbed vehicle, other than a pole trailer, shall be secured to the vehicle by 2 or more tiedowns.

(2) Despite subsection (1), a stack of shortwood loaded lengthwise on a frame vehicle or flatbed vehicle, other than a pole trailer, shall be secured to the vehicle with a single tiedown located approximately midway between the bunks or stakes where all the logs in the stack

- (a) are shorter than 3.04 metres,
- (b) are blocked in the front by a front end structure strong enough to restrain the cargo or by another stack, and
- (c) are blocked in the rear by another stack or the vehicle's end structure.

(3) The aggregate working limit of tiedowns used to secure each stack shall be at least 1/6 of the weight of the stack.

#### **Longwood loaded lengthwise**

**39.** (1) Despite section 22, a stack of longwood loaded lengthwise on a frame or flatbed vehicle, other than a pole trailer, shall be secured to the vehicle by 2 or more tiedowns.

(2) The aggregate working limit of tiedowns used to secure each stack shall be at least 1/6 of the weight of the stack.

(3) The outside logs of a stack of longwood shall be secured by 2 or more tiedowns.

#### **Pole trailers**

**40.** (1) This section applies to logs, regardless of the length of individual logs, transported on pole trailers.

- (2) Despite section 22, the logs shall be secured by
  - (a) one or more tiedowns at each bunk, or
  - (b) two or more tiedowns used as wrappers that encircle the entire stack of logs at sufficient locations along the stack to secure it effectively.

(3) Where wrappers are used on a stack of logs, the wrappers at the front and rear ends of the stack shall be not less than 3.04 metres apart.

(4) Where the vehicle is transporting one or two logs with diameters greater than 0.6 metre, each logs shall be individually immobilized with chock blocks or an equally effective method that prevents the logs from moving.

(5) Where a log with a diameter greater than 0.6 metre rises above the bunks, it shall be secured to the underlying logs with at least 2 additional tiedowns used as wrappers.

### **Division 2 - Dressed Lumber**

#### **Application**

- 41.** (1) This Division applies to the transportation of
- (a) bundles of dressed lumber and packaged lumber, and
  - (b) unitized building products, including plywood, gypsum board or other materials of similar shape.

(2) For the purpose of this Division, “bundle” means the material referred to in subsection (1).

**Side by side**

42. Where bundles are placed side by side
- (a) bundles shall be in direct contact with each other, or
  - (b) a method shall be used that prevents the bundles from moving towards each other.

**Securement system for dressed lumber**

43. Bundles carried in 2 or more layers shall be secured in accordance with one of sections 44, 45, 46 or 47.

**Bundles blocked against lateral movement by stakes**

44. Bundles carried in 2 or more layers which are blocked against lateral movement by stakes on the sides of the vehicle shall be secured by tiedowns laid out over the top layer, as outlined in the provisions of section 22 of this Standard.

**Bundles restrained from lateral movement by blocking or high friction devices**

45. Bundles carried in 2 or more layers which are restrained from lateral movement by blocking or high friction devices between layers shall be secured by tiedowns laid out over the top tier, as outlined in the provisions of section 22 of this Standard.

**Bundles placed directly on top of other bundles or on spacers of adequate size and orientation**

46. (1) Bundles carried in 2 or more layers placed directly on top of other bundles or on spacers of adequate size and orientation, shall be secured by
- (a) tiedowns over the top layer of bundles, in accordance with provisions of section 22 of this Standard, with a minimum of two tiedowns for bundle(s) longer than 1.52 metres, and
  - (b) tiedowns over the second layer of bundles, or at 1.85 metres above the vehicle deck, whichever is greater, or not over 1.85 metres above the deck for other multiple layers in accordance with the provisions of section 22 of this Standard, for each stack of bundles composed of more than two layers; and

- (2) where spacers are used, then
- (a) the length of spacers between bundles shall provide support to all pieces in the bottom row of the bundle, and
  - (b) the width of individual spacers shall be equal to or greater than the height, and
  - (c) spacers shall provide good interlayer friction, and
  - (d) where spacers are comprised of layers of material, the layers shall be unitized or fastened together in a manner which ensures that the spacer performs as a single piece of material.

### **Layers of Bundles**

47. Bundles carried in 2 or more layers shall be secured by tiedowns laid out over each layer of bundles, in accordance with the provisions of section 22 of this Standard with a minimum of two tiedowns over each top bundle(s) longer than 1.52 metres, in all other circumstances.

### **Division 3 - Metal Coils**

#### **Application**

48. This Division applies to a flatbed vehicle or a sided vehicle or intermodal container that is transporting one or more metal coils that individually or grouped together have a total weight of 2 268 kilograms or more.

#### **Coils transported with eyes vertical by a vehicle or an intermodal container with anchor points**

49. (1) This section applies to coils transported with the eyes vertical.

(2) Where a vehicle is transporting a single coil or several coils which are not grouped in a row, each coil shall be secured by tiedowns arranged in a manner that prevents the coil from tipping forward, rearward, or sideways. The securement system shall include:

- (a) at least 1 tiedown attached diagonally from the left side of the vehicle near the forward-most part of the coil, across the eye of the coil, to the right side of the vehicle near the rearmost part of the coil,
- (b) at least 1 tiedown attached diagonally from the right side of the vehicle near the forward-most part of the coil, across the eye of the coil, to the left side of the vehicle near the rearmost part of the coil,
- (c) at least 1 tiedown attached across the eye of the coil, and
- (d) blocking and bracing, friction mats or tiedowns that prevent the coil moving forward.

(3) Where a vehicle is transporting coils that are grouped and loaded side by side in a transverse or lengthwise row, each row shall be secured by

- (a) at least 1 tiedown against the front of the row, restraining against forward movement, and where practical, making an angle of not more than 45 degrees with the deck when viewed from the side,

- (b) at least 1 tiedown against the rear of the row, restraining against rearward movement, and where practical, making an angle of not more than 45 degrees with the deck when viewed from the side,
- (c) at least one tiedown over the top of each coil or each transverse row of coils, restraining against vertical movement, and
- (d) tiedowns shall be arranged to prevent shifting and tipping in the forward, rearward and lateral directions.

(4) Subject to subsections (2) and (3) a tiedown going over the top of a coil shall be as close as practical to the eye of the coil.

**Coils transported with eyes crosswise by a vehicle or an intermodal container with anchor points**

**50.** (1) This section applies to coils transported with the eyes crosswise.

(2) Each coil shall be immobilized with timbers, chocks or wedges, a cradle or other device that

- (a) prevents the coil from rolling,
- (b) supports the coil off the deck, and
- (c) is not capable of becoming unfastened or loose while the vehicle is on a highway.

(3) Where timbers, chocks or wedges are used to secure a coil, they shall be held in place by coil bunks or similar devices to prevent the blocking device from coming loose.

(4) Each coil shall be secured with

- (a) at least 1 tiedown through its eye, restricting against forward movement, and where practical, making an angle of not more than 45 degrees with the deck when viewed from the side, and
- (b) at least one tiedown through its eye, restricting against rearward movement, and where practical, making an angle of not more than 45 degrees with the deck when viewed from the side.

**Coils transported with eyes lengthwise by a vehicle or an intermodal container with anchor points**

**51.** An individual metal coil transported with the eye lengthwise shall be secured in accordance with one of sections 52, 53 or 54.

**52.** (1) Each coil shall be immobilized by timbers, chocks or wedges, a cradle or another method that

- (a) prevents the coil from rolling,
- (b) supports the coil off the deck, and
- (c) is not capable of becoming unfastened or loose while the vehicle is on a highway.

(2) Where timbers, chocks or wedges are used to secure a coil, they shall be held in place by coil bunks or similar devices to prevent the blocking device from coming loose.

- (3) Each coil shall be secured with
- (a) at least 1 tiedown attached diagonally through its eye from the left side of the vehicle near the forward-most part of the coil, to the right side of the vehicle near the rearmost part of the coil, making an angle of not more than 45 degrees, where practical, with the deck when viewed from the side,
  - (b) at least 1 tiedown attached diagonally through its eye, from the right side of the vehicle near the forward-most part of the coil, to the left side of the vehicle near the rearmost part of the coil, making an angle of not more than 45 degrees, where practical, with the deck when viewed from the side,
  - (c) at least 1 tiedown attached across the top of the coil, and
  - (d) blocking or friction mats to prevent a coil from moving lengthwise.

**53.** (1) Each coil shall be immobilized by timbers, chocks or wedges, a cradle or another method that

- (a) prevents the coil from rolling,
- (b) supports the coil off the deck, and
- (c) is not capable of becoming unfastened or loose while the vehicle is on a highway.

(2) Where timbers, chocks or wedges are used to secure a coil, they shall be held in place by coil bunks or similar devices to prevent the blocking device from coming loose.

- (3) Each coil shall be secured with
- (a) at least 1 tiedown attached straight through its eye from the left side of the vehicle near the forward-most part of the coil, to the left side of the vehicle near the rearmost part of the coil and, where practical, making an angle of not more than 45 degrees with the deck when viewed from the side,
  - (b) at least 1 tiedown attached straight through its eye, from the right side of the vehicle near the forward-most part of the coil, to the right side of the vehicle near the rearmost part of the coil and, where practical, making an angle of not more than 45 degrees with the deck when viewed from the side,
  - (c) at least 1 tiedown attached across the top of the coil, and
  - (d) blocking or friction mats to prevent the coil from moving lengthwise.

**54.** (1) Each coil shall be immobilized by timbers, chocks or wedges, a cradle or another method that

- (a) prevents the coil from rolling,
- (b) supports the coil off the deck, and
- (c) is not capable of becoming unfastened or loose while the vehicle is on a highway.

(2) Where timbers, chocks or wedges are used to secure a coil, they shall be held in place by coil bunks or similar devices to prevent the blocking device from coming loose.

- (3) Each coil shall be secured by
- (a) at least 1 tiedown over the top of the coil, located near the forward-most part of the coil,
  - (b) at least 1 tiedown over the top of the coil located near the rearmost part of the coil, and
  - (c) blocking or friction mats to prevent the coil from moving lengthwise.

#### **Rows of coils**

**55.** (1) This section applies to the transportation of transverse rows of metal coils with eyes lengthwise and with approximately equal outside diameters.

(2) A transverse row of coils shall be immobilized by timbers, chocks or wedges, a cradle or another method that

- (a) prevents the coils from rolling,
- (b) supports the coils off the deck, and
- (c) is not capable of becoming unfastened or loose while the vehicle is on a highway.

(3) Where timbers, chocks or wedges are used to secure a row of coils, they shall be held in place by coil bunks or similar devices to prevent the blocking device from coming loose.

- (4) A transverse row of coils shall be secured by
- (a) at least 1 tiedown over the top of each coil, located near the forward-most part of the coil,
  - (b) at least 1 tiedown over the top of each coil, located near the rearmost part of the coil, and
  - (c) blocking or friction mats to prevent each coil from moving lengthwise.

#### **Prohibitions**

**56.** The use of nailed wood blocking or cleats as the sole means to secure timbers, chocks or wedges, or a nailed wood cradle is prohibited when metal coils are transported with eyes lengthwise or eyes crosswise by a vehicle or an intermodal container with anchor points.

**57.** When coils are transported with eyes crosswise, attaching tiedowns diagonally through the eye of a coil to form an X pattern when viewed from above the vehicle is prohibited.

#### **Securement of Coils Transported in a Sided Vehicle or Intermodal Container without Anchor Points**



58. Metal coils shall be secured in a manner to prevent shifting and tipping using a system of blocking and bracing, friction mats, tiedowns, or a combination of these.

#### **Division 4 - Paper Rolls**

##### **Application**

59. (1) This Division applies to the transportation of paper rolls which individually or together weigh 2 268 kilograms or more.

- (2) Paper rolls may be secured in accordance with this Division where:
- (a) the total weight is less than 2 268 kilograms, and
  - (b) a single or several paper rolls are unitized on a pallet.

##### **Friction mats**

60. A friction mat used to provide the principal securement for a paper roll shall protrude from beneath the roll in the direction in which it is providing that securement.

##### **Chocks, wedges and blocking**

61. Chocks, wedges or blocking used to secure paper rolls shall not shift or become unfastened while the vehicle is on a highway.

##### **Banding**

62. Where paper rolls are banded together,
- (a) the rolls shall be placed tightly against each other to form a stable group,
  - (b) the banding shall be applied tightly and remain so, and
  - (c) the banding shall be secured so that it cannot fall off the rolls or to the deck.

##### **Single layer of paper rolls transported eyes vertical in a sided vehicle**

63. (1) This section applies to paper rolls that are transported with the eyes vertical in a single layer in a sided vehicle.

(2) The paper rolls shall be placed tightly against the front and both side walls of the vehicle, other paper rolls or other cargo.

(3) Where there are not enough paper rolls in a group of paper rolls to reach the walls of the vehicle, void fillers, blocking, bracing, tiedowns or friction mats shall be used to prevent the rolls moving sideways.

(4) Paper rolls may be banded together.

(5) Where a space behind a group of paper rolls, including that at the rear of the vehicle, exceeds the diameter of the paper rolls, the rolls shall

be prevented from moving rearward by blocking, bracing, tiedowns or friction mats or by banding the last roll to other rolls.

(6) A paper roll shall be prevented from tipping or falling sideways or rearwards by banding it to other rolls or by using bracing or tiedowns where

- (a) the vehicle's structure or other cargo does not prevent the roll from tipping or falling sideways or rearwards, and
- (b) the width of the roll is more than 2 times its diameter.

(7) A single paper roll or the forward most roll in a group of paper rolls shall be prevented from tipping or falling forward by banding it to other rolls or by using bracing or tiedowns where

- (a) the vehicle's structure or other cargo does not prevent the roll from tipping or falling forward,
- (b) the roll is restrained against moving forward only by friction mats, and
- (c) the width of the roll is more than 1.75 times its diameter.

(8) A single paper roll or the forward most roll in a group of rolls shall be prevented from tipping or falling forward by banding it to other rolls or by using bracing or tiedowns where

- (a) the vehicle's structure or other cargo does not prevent the roll from tipping or falling forward, and
- (b) the width of the roll is more than 1.25 times its diameter.

**Split cargo of paper rolls transported with eyes vertical in a sided vehicle**

**64.** (1) This section applies to split cargo of paper rolls transported with the eyes vertical in a sided vehicle.

(2) Where a paper roll in a split cargo of paper rolls transported with the eyes vertical in a sided vehicle is not prevented from moving forward by the vehicle's structure or other cargo, it shall be prevented from moving forward

- (a) by filling the open space,
- (b) by using blocking, bracing, tiedowns, friction mats, or
- (c) by using a combination of the methods in clauses (a) and (b).

**Stacked cargo of paper rolls transported with eyes vertical in a sided vehicle**

**65.** (1) This section applies to stacked cargo of paper rolls transported with the eyes vertical in a sided vehicle.

(2) Section 63 applies to the bottom layer in a stacked cargo of paper rolls.

(3) Paper rolls shall not be loaded on top of another layer unless the layer beneath extends to the front of the vehicle.

(4) Paper rolls in the 2nd and subsequent layers shall be prevented from moving forward, rearward or sideways

- (a) in accordance with section 63, or
- (b) by using a blocking roll from a lower layer.

(5) A blocking roll used to prevent forward, rearward or sideways movement shall be

- (a) at least 38 millimetres taller than other rolls, or
- (b) raised at least 38 millimetres using dunnage or another method.

(6) Despite subsection (5), a roll at the rear end of a layer of rolls shall not be raised using dunnage.

**Single layer of paper rolls transported eyes crosswise in a sided vehicle**

**66.** (1) This section applies to a single layer of paper rolls transported with the eyes crosswise in a sided vehicle.

(2) The paper rolls shall be prevented from rolling or moving lengthwise

- (a) by contact with the vehicle's structure or other cargo, or
- (b) by chocks, wedges, blocking, bracing or tiedowns.

(3) Void fillers, blocking, bracing, friction mats or tiedowns shall be used to prevent a paper roll from moving sideways towards the side walls of the vehicle where the total space between the ends of the paper roll, or the outer rolls in a row of paper rolls, and the walls of the vehicle is more than 203 millimetres.

**Rear doors**

**67.** A vehicle transporting paper rolls with the eyes crosswise shall not use the rear doors of the vehicle

- (a) to secure the rearmost paper roll or layer of paper rolls, or
- (b) to hold blocking that secures the rearmost paper roll or layer of paper rolls.

**Stacked cargo of paper rolls transported eyes crosswise in a sided vehicle**

**68.** (1) This section applies to stacked cargo of paper rolls transported in a sided vehicle with the eyes crosswise.

(2) Section 66 applies to the bottom layer in a stacked cargo of paper rolls.

(3) Paper rolls shall not be loaded in a 2nd layer unless the bottom layer extends to the front of the vehicle.

(4) Paper rolls shall not be loaded in a 3rd or higher layer unless all the cylinder wells in the layer beneath are filled.

(5) The foremost paper roll in each upper layer and a roll with an empty cylinder well in front of it shall be secured against moving forward by

- (a) banding it to other paper rolls, or
- (b) blocking against a secured eye-vertical blocking roll resting on the deck that is at least 1.5 times taller than the diameter of the roll being blocked, or
- (c) placing it in a cylinder well formed by 2 paper rolls on the lower layer with a diameter equal to or greater than that of the paper roll on the upper layer.

(6) The rearmost paper roll in each upper layer shall be secured by banding it to other paper rolls where it is located in either of the last 2 cylinder wells formed by the rearmost paper rolls in the layer below.

(7) Void fillers, blocking, bracing, friction mats or tiedowns shall be used to prevent a paper roll from moving sideways towards the side walls of the vehicle where the total space between the ends of the paper roll, or the outer rolls in a row of paper rolls, and the walls of the vehicle is more than 203 millimetres.

**Single layer of paper rolls transported eyes lengthwise in a sided vehicle**

**69.** (1) This section applies to paper rolls transported in a sided vehicle in a single layer with the eyes lengthwise.

(2) A paper roll shall be prevented from moving forward by contact with the vehicle's structure or other cargo or by blocking or tiedowns.

(3) A paper roll shall be prevented from moving rearward by contact with other cargo or by blocking, friction mats or tiedowns.

(4) A paper roll shall be prevented from rolling or moving sideways by contact with the vehicle's wall or other cargo or by chocks, wedges or other blocking mechanism.

**Stacked cargo of paper rolls transported eyes lengthwise in a sided vehicle**

**70.** (1) This section applies to stacked cargo of paper rolls transported with the eyes lengthwise in a sided vehicle.

(2) Section 69 applies to the bottom layer in a stacked cargo of paper rolls.

(3) Paper rolls shall not be loaded in a higher layer unless all the cylinder wells in the layer beneath are filled.

(4) An upper layer of paper rolls shall be formed by placing the paper rolls in the cylinder wells formed by the rolls beneath.

(5) Paper rolls in the 2nd and higher layers shall be prevented from moving forward or rearward

- (a) in accordance with section 69,
- (b) by using a blocking roll from a lower layer, or
- (c) by banding them to other rolls.

**Cargo of paper rolls transported with eyes vertical or with eyes lengthwise on a flatbed vehicle or in a curtain sided vehicle**

71. (1) This section applies to cargo of paper rolls transported with the eyes vertical or with eyes lengthwise on a flatbed vehicle or in a curtain sided vehicle.

(2) The paper rolls shall be loaded and secured as described for a sided vehicle, and the entire load shall be secured by tiedowns in accordance with the provisions of section 22 of this Standard.

(3) Stacked loads of paper rolls with eyes vertical are prohibited.

**Cargo of paper rolls transported with eyes crosswise on a flatbed vehicle or in a curtain sided vehicle**

72. (1) This section applies to cargo of paper rolls transported with the eyes crosswise on a flatbed vehicle or in a curtain sided vehicle.

(2) The paper rolls shall be prevented from rolling or shifting longitudinally by contact with vehicle structure or other cargo, by chocks, by wedges, by blocking and bracing of adequate size, or by tiedowns.

(3) When used, chocks, wedges or blocking must be held securely in place by some means in addition to friction so that they cannot become unfastened or loose while the vehicle is on a highway.

(4) Tiedowns shall be used in accordance with the provisions of section 22 of this Standard to prevent lateral movement.

**Division 5 -Concrete Pipe**

**Application**

73. (1) This Division applies to the transportation of concrete pipes loaded transversely on a flatbed vehicle.

- (2) This Division does not apply to
  - (a) unitized concrete pipes that has no tendency to roll, or
  - (b) concrete pipe loaded in a sided vehicle.

(3) Section 22 does not apply to the transportation of concrete pipes to which this Division applies.

**Tiedowns**

74. A transverse tiedown running through a pipe in an upper layer or over lengthwise tiedowns is considered to secure all the concrete pipe in a lower layer on which that tiedown causes pressure.

**Blocking**

75. (1) The blocking used to secure a pipe shall comply with this section.

(2) Blocking shall be placed symmetrically about the centre of the pipe.

(3) Where one piece of blocking is used it shall extend to at least  $\frac{1}{2}$  the distance from the centre to each end of the pipe.

(4) Where two pieces of blocking are used they shall be placed near each end of the pipe.

(5) Blocking shall be placed firmly against a pipe and shall be secured to prevent it moving out from under the pipe.

(6) Timber blocking shall have a minimum dimension of at least 8.9 centimetres by 14 centimetres.

**Multi-sized pipe**

76. Where the pipes to be transported on a vehicle have different diameters,

- (a) pipes with the same diameter shall be grouped together, and
- (b) each group shall be secured separately.

**Arranging layers**

77. (1) This section applies to pipe arranged in layers on a vehicle.

(2) The bottom layer of pipes shall be arranged to cover the full length of the vehicle or, as a partial layer with one or 2 groups.

(3) Pipe in an upper layer shall be placed only in the cylinder wells formed by adjacent pipes in the layer beneath.

(4) A 3<sup>rd</sup> or higher layer of pipe shall not be formed unless all the cylinder wells in the layer beneath are filled with pipe.

(5) The top layer shall be arranged as a complete layer or, as a partial layer in one or 2 groups.

**Bell Pipe**

78. (1) Bell pipe shall be loaded on at least 2 lengthwise spacers of sufficient height so that the bell is clear of the deck.

(2) Bell pipes loaded in a single layer shall have the bells alternating on opposite sides of the vehicle.

- (3) The ends of consecutive bell pipes shall be
- (a) staggered, where possible, within the allowable width, or
  - (b) aligned.

(4) Stacked bell pipes shall have all the bells of the bottom layer on the same side of the vehicle.

(5) Stacked bell pipes shall be loaded with bells on the opposite side of the vehicle to the bells of the pipe in the layer beneath.

(6) Where the second layer of stacked bell pipes is not complete, the bells of the pipes in the bottom layer that do not support a pipe above shall alternate on opposite sides of the vehicle.

**Single layer or Bottom layer, small pipe**

79. (1) This section applies to small pipes arranged in a single layer or in the bottom layer of stacked pipes.

(2) The front and the rear pipes of each group of pipes arranged in a single layer or in bottom layer shall be immobilized lengthwise at each end by blocking, vehicle end structure, stakes, a locked pipe unloader or other equivalent means.

(3) Pipe that is not at the end of a group of pipes arranged in a single layer or in a bottom layer may be held in place by blocks, wedges or both.

(4) A pipe in a single layer or in the bottom layer shall be held firmly in contact with the adjacent pipe by tiedowns running through the front and rear pipes of a group of pipes:

- (a) One or more tiedowns running through the front pipe of each group of pipes arranged in a single layer or in a bottom layer shall run rearward at an angle, where practical, of not more than 45 degrees with the horizontal, and
- (b) One or more tiedowns running through the rear pipe of each group of pipes arranged in a single layer or in a bottom layer shall run forward at an angle, where practical, of not more than 45 degrees with the horizontal.

**Tiedowns for securing layers of small concrete pipes**

**80.** (1) This section applies to all cargo of small pipes.

(2) A pipe may be secured with a tiedown running through it.

(3) Where each pipe is not secured individually with a tiedown

(a) one 1.27 centimetre (1/2 inch) diameter chain or wire rope or two 0.95 centimetre (3/8 inch) diameter chains or wire ropes shall be placed lengthwise over the group of pipes, and

(b) one transverse tiedown shall be used for every 3.04 metres of cargo length.

(4) The transverse tiedowns referred to in subsection (3) shall be placed

(a) through a pipe on the top layer, or

(b) over the lengthwise tiedown between 2 pipes on the top layer.

**Top layer, small pipes**

**81.** (1) This section applies to small pipes in the top layer of stacked pipes.

(2) Where the first pipe of a group in the top layer is not placed in the first cylinder well formed by the pipes at the front of the layer beneath, it shall be secured by an additional tiedown that

(a) runs rearward at an angle, where practical, of not more than 45 degrees to the horizontal, and

(b) passes through the front pipe of the upper layer or outside before the front pipe of the upper layer and over the lengthwise tiedown.

(3) Where the last pipe of a group in the top layer is not placed in the last cylinder well formed by the pipes at the rear of the layer beneath, it shall be secured by an additional tiedown that

(a) runs forward at an angle, where practical, of not more than 45 degrees to the horizontal, and

(b) passes through the rear pipe of the upper layer or outside after the rear pipe of the upper layer and over the lengthwise tiedown.

**Large pipes**

**82.** (1) This section applies to the transportation of large pipe.

(2) The front pipe and the rear pipe in a group of pipes transported on a vehicle shall be immobilized by blocking, wedges, vehicle end structure, stakes, locked pipe unloader or other equivalent means.

(3) Each pipe in the front half of the group of pipes, including the middle one where there is an odd number, shall have at least one tiedown that passes through the pipe



- (a) running rearward at an angle, where practical, of not more than 45 degrees with the horizontal, and
- (b) holding the pipe firmly in contact with an adjacent pipe.

(4) Each pipe in the rear half of the group of pipes, shall have at least one tiedown that passes through the pipe

- (a) running forward at an angle, where practical, of not more than 45 degrees with the horizontal, and
- (b) holding the pipe firmly in contact with an adjacent pipe.

(5) Where the front pipe in a group of pipes is not in contact with the vehicle's end structure, stakes or other equivalent means, it shall be secured by at least 2 tiedowns positioned in accordance with subsection (3).

(6) Where the rear pipe in a group of pipes is not in contact with the vehicle's end structure, stakes, a locked pipe unloader, or other equivalent means, it shall be secured by at least 2 tiedowns positioned in accordance with subsection (4).

(7) Where the vehicle is transporting a single pipe, or several pipes that do not touch each other, a pipe shall be secured under this section as if it were the front or rear pipe in a group of pipes.

#### **Division 6 - Intermodal Containers**

##### **Application**

**83.** This Division applies to the transportation of intermodal containers.

##### **Intermodal container transported on Container chassis vehicle**

**84.** (1) This section applies to the transportation of an intermodal container on a container chassis vehicle.

(2) Despite section 22, an intermodal container shall be secured to the container chassis with integral locking devices.

(3) The integral locking devices used shall restrain each lower corner of the intermodal container from moving

- (a) more than 1.27 centimetres forward,
- (b) more than 1.27 centimetres rearward,
- (c) more than 1.27 centimetres to the right,
- (d) more than 1.27 centimetres to the left, and
- (e) more than 2.54 centimetres vertically.

(4) The front and the rear of the intermodal container shall be independently secured.

**Loaded intermodal container transported on other vehicles**

**85.** (1) This section applies to the transportation of a loaded intermodal container on a vehicle that is not a container chassis vehicle.

- (2) All the lower corners of a loaded intermodal container shall
- (a) rest on the vehicle, or
  - (b) be supported by a structure
    - (i) capable of bearing the weight of the container, and
    - (ii) independently secured to the vehicle.

(3) Despite section 22, an intermodal container shall be secured to the vehicle by either or both

- (a) chains, wire ropes or integral locking devices that are fixed to all the lower corners,
- (b) crossed chains that are fixed to all the upper corners.

(4) The front and the rear of the intermodal container shall be independently secured.

**Empty intermodal container transported on other vehicles**

**86.** (1) This section applies to the transportation of an empty intermodal container by a vehicle other than a container chassis vehicle.

- (2) All the lower corners of an empty intermodal container shall
- (a) rest on the vehicle, or
  - (b) be supported by a structure
    - (i) capable of bearing the weight of the container, and
    - (ii) independently secured to the vehicle.

(3) An empty intermodal container is not required to comply with subsection (2) where

- (a) the container is balanced, positioned and stable on the vehicle before tiedowns or other securing devices are attached, and
- (b) the container does not overhang either the front or rear of the vehicle by more than 1.5 metres.

(4) An empty intermodal container shall not interfere with the vehicle's manoeuvrability.

(5) An empty intermodal container shall be secured against moving sideways, lengthwise or vertically in accordance with:

- (a) the provisions of section 85(3) and 85(4) of this Standard, or
- (b) the provisions of section 22 of this Standard.

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**Division 7 - Vehicles as Cargo****Application**

**87.** (1) This Division applies to the transportation of light vehicles, heavy vehicles and flattened or crushed light vehicles.

**Light vehicles**

**88.** (1) Light vehicles shall be secured in accordance with this section.

(2) Despite section 22, a light vehicle shall be restrained at both the front and rear from moving sideways, forward, rearward and vertically using a minimum of 2 tiedowns.

(3) Tiedowns that are designed to attach to the structure of a light vehicle shall be attached to the mounting points on the vehicle that are specifically designed for that purpose.

(4) Tiedowns that are designed to fit over or around the wheels of a light vehicle shall restrain the vehicle from moving sideways, forward, rearward and vertically.

(5) Despite section 20, edge protectors are not required for synthetic webbing at points where the webbing comes into contact with the tires of the light vehicle.

**Heavy vehicles**

**89.** (1) Heavy vehicles shall be transported in accordance with this section.

(2) Accessory equipment on a heavy vehicle, including a hydraulic shovel, shall be completely lowered and secured to the vehicle.

(3) Articulated vehicles shall be restrained in a manner that prevents articulation while the vehicle is on a highway.

(4) Despite section 22, a heavy vehicle with crawler tracks or wheels shall be restrained against moving sideways, forward, rearward and vertically by at least 4 tiedowns,

(a) each with a working load limit of at least 2 268 kilograms, and

(b) each attached, as close as practical, at the front and rear of the vehicle or to mounting points on the vehicle that are specifically designed for that purpose.

**Flattened or crushed light vehicles**

**90.** Flattened or crushed light vehicles shall be secured in accordance with the sections 91, 92 and 93.

**Prohibition**

**91.** Synthetic webbing shall not be used to secure flattened or crushed light vehicles.

**Securement system for immobilizing stacks of flattened or crushed vehicles**

**92.** (1) Flattened or crushed light vehicles shall be transported with vehicles which

- (a) have containment walls or comparable structures on 4 sides that
  - (i) extend to the full height of the cargo, and
  - (ii) prevent the cargo moving forward, rearward and sideways, or
- (b) have containment walls or comparable structures on 3 sides that
  - (i) extend to the full height of the cargo, and
  - (ii) prevent the cargo moving forward, rearward and to one side, and
  - (iii) have 2 or more tiedowns per stack of flattened or crushed vehicles, or
- (c) have containment walls or comparable structures on the front and rear that
  - (i) extend to the full height of the cargo, and
  - (ii) prevent the cargo moving forward and rearward, and
  - (iii) have 3 or more tiedowns per stack of flattened or crushed vehicles, or
- (d) have 4 or more tiedowns per stack of flattened or crushed vehicles.

(2) Despite Part 1 Division 4, each tiedown referred to in subsection 1 shall have a working load limit of 2 268 kilograms or more.

**Containment of Loose Parts**

**93.** (1) A vehicle transporting flattened or crushed light vehicles shall have equipment that

- (a) extends the full height of the cargo, and
- (b) prevents any loose part of the load from falling from the vehicle.

(2) For the purposes of subsection (1), the equipment used to contain loose parts shall be structural walls, floors, sides or sideboards or suitable covering material, alone or in combination.

**Division 8 - Roll-on/roll-off and Hook Lift Containers****Application**

**94.** This Division applies to the transportation of roll-on/roll-off containers and hook lift containers.

**Replacement of Securing Devices**

95. (1) Where a front stop or lifting device of a securement system on a vehicle that is not equipped with an integral securement system is missing, damaged or not compatible with the securing devices on a container, additional manually installed tiedowns shall be used to secure the container to the vehicle.

(2) Where a front stop or lifting device of an integral securement system on a vehicle is missing, damaged or not compatible with the securing devices on a container, the container shall be secured to the vehicle using manually installed tiedowns.

(3) A manually installed tiedown shall provide the same level of securement as the missing, damaged or incompatible component it replaces.

**No integral securement system**

96. (1) A roll-on/roll-off container or hook lift container transported by a vehicle that is not equipped with an integral securement system

- (a) shall be blocked against forward movement
  - (i) by the lifting device, stops or a combination of both, or
  - (ii) by another restraint mechanism,
- (b) shall be secured to the front of the vehicle
  - (i) by the lifting device, or
  - (ii) by another securing device which restrains against sideways and vertical movement, and
- (c) shall be secured to the rear of the vehicle in accordance with at least one of the following:
  - (i) one tiedown attached to both the vehicle chassis and the container;
  - (ii) 2 tiedowns installed lengthwise, each securing one side of the container to one of the vehicle's side rails;
  - (iii) 2 hooks, or equivalent mechanisms, securing both sides of the container to the vehicle chassis at least as effectively as the tiedowns referred to in subclauses (i) and (ii).

(2) A device used to secure a roll-on/roll off or hook lift container to the rear of a vehicle that is not equipped with an integral securement system

- (a) shall be installed not more than 2 metres from the rear of the container, and
- (b) despite Part 1 Division 4, all tiedowns shall have a working load limit of at least 2 268 kilograms.

(3) Sections 10(2) and 10(3) do not apply to this Division.

**Division 9 - Boulders****Application**

- 97.** (1) This Division applies to the transportation of boulders
- (a) on a flatbed vehicle, or
  - (b) in a vehicle whose sides are not designed and rated to contain such a cargo.
- (2) A piece of natural, irregularly shaped rock that weighs more than 100 kilograms but less than 5000 kilograms may be secured in accordance with this Division.
- (3) A piece of natural, irregularly shaped rock of any size may be contained within a vehicle that is designed to carry such a cargo.
- (4) A piece of rock of any size that is artificially formed or cut into shape and has a stable base for securement may be secured in accordance with this Division.

**Positioning on vehicle**

- 98.** (1) A boulder shall be placed with its flattest or its largest side down on the deck.
- (2) A boulder shall be supported on at least 2 pieces of hardwood blocking
- (a) with side dimensions of not less than 8.9 centimetres by 8.9 centimetres
  - (b) that extend the full width of the boulder,
  - (c) that are placed as symmetrically as possible under the boulder, and
  - (d) that support at least 3/4 of the length of the boulder.
- (3) Where the flattest side of a boulder is rounded or partially rounded and the boulder may roll,
- (a) the boulder shall be in a crib made of hardwood fixed to the deck,
  - (b) the boulder shall rest on both the deck and the crib, and
  - (c) the boulder shall have at least three well-separated points of contact with the crib and deck to prevent the boulder from rolling in any direction.
- (4) Where a boulder is tapered, the narrowest end shall point towards the front of the vehicle.

**Tiedowns**

99. (1) A tiedown used to secure a boulder shall be made of chain.

- (2) A tiedown that touches a boulder
  - (a) shall, where possible, be located in valleys or notches across the top of the boulder, and
  - (b) shall be arranged so that it does not slide across the rock surface.

**Number of tiedowns**

100. (1) Despite section 22, each cubic shaped boulder shall be secured with 2 or more tiedowns placed

- (a) transversely across the vehicle, and
- (b) as close as possible to the hardwood blocking.

(2) Despite section 22, each non-cubic shaped boulder with a stable base shall be secured with 2 or more tiedowns

- (a) forming an "X" pattern over the boulder,
- (b) passing over the centre of the boulder, and
- (c) attached to each other, where they intersect, by a shackle or other connecting device.

(3) Despite sections 10(2), 10(3) and 22, each non-cubic shaped boulder with unstable base shall be secured with

- (a) one tiedown surrounding the top of the boulder
  - (i) located at a point between 1/2 and 2/3 of the height of the boulder, and
  - (ii) having a working load limit of at least the half of the weight of the boulder, and
- (b) 4 tiedowns, each
  - (i) attached to the surrounding tiedown and to the vehicle that prevent the boulder moving horizontally, and
  - (ii) having a working load limit of at least 1/4 the weight of the boulder, and
  - (iii) shall be placed at an angle, where practical, of not more than 45 degrees from the horizontal.

**PART 3 - Default Working Load Limits****Section 1 - Chain**

Size	Working Load Limit
7 mm (1/4 in)	590 kg (1300 lb.)
8 mm (5/16 in)	860 kg (1900 lb.)
10 mm (3/8 in)	1200 kg (2650 lb.)
11 mm (7/16 in)	1590 kg (3500 lb.)
13 mm (1/2 in)	2040 kg (4500 lb.)
16 mm (5/8 in)	3130 kg (6900 lb.)

**Section 2 - Synthetic Webbing**

<b>Width</b>	<b>WLL</b>
45 mm (1-3/4 in)	790 kg (1750 lb.)
50 mm (2 in)	910 kg (2000 lb.)
75 mm (3 in)	1360 kg (3000 lb.)
100 mm (4 in)	1810 kg (4000 lb.)

**Section 3 - Wire Rope (6 x 37, Fiber Core)**

<b>Diameter</b>	<b>WLL</b>
7 mm (1/4 in)	640 kg (1400 lb.)
8 mm (5/16 in)	950 kg (2100 lb.)
10 mm (3/8 in)	1360 kg (3000 lb.)
11 mm (7/16 in)	1860 kg (4100 lb.)
13 mm (1/2 in)	2400 kg (5300 lb.)
16 mm (5/8 in)	3770 kg (8300 lb.)
20 mm (3/4 in)	4940 kg (10900 lb.)
22 mm (7/8 in)	7300 kg (16100 lb.)
25 mm (1 in)	9480 kg (20900 lb.)

**Section 4 - Manila Rope**

<b>Diameter</b>	<b>WLL</b>
10 mm (3/8 in)	90 kg (205 lb.)
11 mm (7/16 in)	120 kg (265 lb.)
13 mm (1/2 in)	150 kg (315 lb.)
16 mm (5/8 in)	210 kg (465 lb.)
20 mm (3/4 in)	290 kg (640 lb.)
25 mm (1 in)	480 kg (1050 lb.)

**Section 5 - Synthetic Fiber Rope**

<b>Diameter</b>	<b>WLL</b>
10 mm (3/8 in)	185 kg (410 lb.)
11 mm (7/16 in)	240 kg (530 lb.)
13 mm (1/2 in)	285 kg (630 lb.)
16 mm (5/8 in)	420 kg (930 lb.)
20 mm (3/4 in)	580 kg (1280 lb.)
25 mm (1 in)	950 kg (2100 lb.)

**Section 6 - Steel Strapping**

<b>Width-thickness inch</b>	<b>WLL</b>
1-1/4 x 0.029	540kg (1190 lb.)
1-1/4 x 0.031	540kg (1190 lb.)
1-1/4 x 0.035	540kg (1190 lb.)
1-1/4 x 0.044	770kg (1690 lb.)
1-1/4 x 0.050	770kg (1690 lb.)
1-1/4 x 0.057	870kg (1925 lb.)
2 x 0.044	1200kg (2650 lb.)
2 x 0.050	1200kg (2650 lb.)



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## **PART 4 - Manufacturing Standards**

### **Section 1 - Vehicle Structure**

Truck Trailer Manufacturers Association - RP 47

### **Section 2 - Anchor Points**

Canadian Motor Vehicle Safety Standard (CMVSS 905) Truck Trailer Manufacturers Association - RP47

### **Section 3 - Platform Bodies (Flatdecks)**

Truck Trailer Manufacturers Association - RP47

### **Section 4 - Van, Sided & Dump Bodies**

Truck Trailer Manufacturers Association - RP47

Web Sling and Tiedown Association

Recommended Standard Specification for Interior Van Securement  
WSTDA-T5

### **Section 5 - Tiedowns**

Web Sling and Tiedown Association

Recommended Standard Specification for Synthetic Webbing Tiedowns  
WSTDA-T1

Recommended Standard Specification for Winches Used With Synthetic  
Web Tiedowns WSTDA-T3

Recommended Standard Specification for Interior Van Securement  
WSTDA-T5

### **Section 6 - Webbing Assemblies**

Web Sling and Tiedown Association

Recommended Standard Specification for Synthetic Webbing Tiedowns  
WSTDA-T1

Recommended Operating, Care and Inspection Manual for Synthetic  
Web Tiedowns WSTDA-T2

Recommended Standard Specification for Synthetic Webbing Used for  
Tiedowns WSTDA-T4

**Section 7 - Chain Assemblies**

National Association of Chain Manufacturers

Welded Steel Chain Specifications

Welded Steel Chain – Working Load Limits

Size mm (in)	Grade 3 proof coil	Grade 43 High test	Grade 70 Transport	Grade 80 Alloy	Grade 100 Alloy
7 mm (1/4 in)	590 kg (1300 lb.)	1180 kg (2600 lb)	1430 kg (3150 lb)	1570 kg (3500 lb)	1950 kg (4300 lb)
8 mm (5/16 in)	860 kg (1900 lb.)	1770 kg (3900 lb)	2130 kg (4700 lb)	2000 kg (5100 lb)	2600 kg (5700 lb)
10 mm (3/8 in)	1200 kg (2650 lb.)	2450 kg (5400 lb)	2990 kg (6600 lb)	3200 kg (7100 lb)	4000 kg (8800 lb)
11 mm (7/16 in)	1590 kg (3500 lb.)	3270 kg (5800 lb)	3970 kg (8750 lb)		
13 mm (1/2 in)	2040 kg (4500 lb.)	4170 kg (9200 lb)	5130 kg (11300 lb)	5400 kg (12000 lb)	6800 kg (15000 lb)
16 mm (5/8 in)	3130 kg (6900 lb.)	5910 kg (11500 lb)	7170 kg (15800 lb)	8200 kg (18100 lb)	10300 kg (22600 lb)
Chain Marks	3 30 300	4 43 430	7 70 700	8 80 800	10 100 1000

**Section 8 - Wire Rope and Attachments**

Wire Rope Technical Board

Wire Rope Users Manual

**Section 9 - Synthetic Rope and Attachments**

Cordage Institute:

CI-1301-96 Polyester Fiber Rope, 3 and 8 Strand Constructions

CI-1302A-96 Polyester/Polyolefin Dual Fiber Rope, 3 Strand Construction

CI-1302B-99 Polyester/Polyolefin Dual Fiber Rope, 8 Strand Construction

CI-1304-96 Polyester Fiber Rope, 3 and 8 Strand Constructions

CI-1305-96 Single Braided Polyester Fiber Rope, 12 Strand Construction

CI-1307-96 Polyester Fiber Rope, Double Braid Construction

CI-1307-96 Polyester Fiber Rope, High Performance Double Braid Construction

CI-1303-96 Nylon (Polyamide) Fiber Rope, 3 and 8 Strand Constructions

CI-1307-96 Nylon (Polyamide) Fiber Rope, Double Strand Construction

CI-1307-96 Nylon (Polyamide) Fiber Rope, High Performance Double Braid Construction

**Section 10 - Steel Strapping**

American Society for Testing and Materials

Standard Specification for Strapping, Flat Steel and Seals (ASTM D3953-91)

**Section 11 - Clamps and Latches**

International Standards Organization - 668.

**Section 12 - Roll-on/Roll-off Containers**

American National Standards Institute

Mobile Wastes and Recyclable Materials Collection, Transportation, and  
Compaction Equipment - Safety Requirements (ASC Z245.1 -1999)

Waste Containers - Safety Requirements (ASC Z245.30 -1999)

Waste Containers - Compatibility Requirements (ASC Z245.60 -1999)

**EXPLANATORY NOTES**

These regulations set out the Cargo Securement Standards that apply to carriers and drivers operating commercial vehicles.

Certified a true copy,

W. Alexander (Sandy) Stewart

Clerk of the Executive Council

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**EC2005-409****LOTTERIES COMMISSION ACT  
GAMING CENTERS CONTROL REGULATIONS**

(Approved by His Honour the Lieutenant Governor in Council dated 19 July 2005.)

Pursuant to section 15 of the *Lotteries Commission Act* R.S.P.E.I. 1988, Cap. L-17, Council made the following regulations:

**1. (1) In these Regulations**

(a) "Act" means the *Lotteries Commission Act* R.S.P.E.I. 1988, Cap. L-17; Act

(b) "approved premises" means approved premises

(i) a licensed premises, or

(ii) a ferry boat or vessel operated by Northumberland Ferries Limited while engaged in a regular scheduled ferry service between Prince Edward Island and Nova Scotia;

(c) "bet or wager" means money or its equivalent representative of value that is risked on the outcome of a game of chance; bet or wager

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bill validator	(d) “bill validator” means a device attached to or otherwise part of an electronic gaming device that will accept paper currency and credit the electronic gaming device for the amount accepted;
Category A Gaming Center	(e) “Category A Gaming Center” means a facility or premises that is operated by the Corporation for the purpose of offering games of chance, including games of chance that utilize electronic gaming devices;
Category B Gaming Center	(f) “Category B Gaming Center” means an approved premises in which the Corporation, pursuant to a siteholder agreement with the licensee or Northumberland Ferries Limited, places and operates electronic gaming devices for the purpose of offering games of chance;
Commission	(g) “Commission” means the Prince Edward Island Lotteries Commission;
Corporation	(h) “Corporation” means the Atlantic Lottery Corporation Inc.;
designated	(i) “designated” means, in respect of a coin, token, ticket or bill, a coin, token, ticket or bill that has been designated by the Corporation as acceptable for use in an electronic gaming device;
drop bucket	(j) “drop bucket” means a container located in a cabinet in a token or coin operated electronic gaming device for collecting coins or tokens inserted into the electronic gaming device by a player;
electronic bingo	(k) “electronic bingo” means a bingo type game of chance that is played (i) by a single player on an electronic gaming device, or (ii) by two or more players simultaneously, or in conjunction with each other, on or through one or more electronic gaming devices that are located (A) in the same gaming center, or (B) in different gaming centers and that are linked by an electronic communication system;
electronic gaming device	(l) “electronic gaming device” means a computer, video or electronic device, a video lottery terminal or a slot machine which allows a player to play for consideration, singly or in conjunction with other players, including players in different gaming centers, any game of chance, and includes a device used to play electronic bingo;
gaming center	(m) “gaming center” means any Category A Gaming Center and any Category B Gaming Center;
gaming floor	(n) “gaming floor” means, in respect of a Category A Gaming Centre, the area of the gaming center in which electronic gaming devices are available to patrons of the gaming center;

- (o) “game of chance” means a lottery scheme which is conducted and managed by the Corporation under the authority of paragraph 207(1)(a) of the *Criminal Code* (Canada); game of chance
- (p) “licensed premises” means any premises for or in respect of which a liquor license has been issued and is in force; licensed premises
- (q) “licensee” means the person who holds a valid and subsisting liquor license in respect of a licensed premises; licensee
- (r) “liquor license” means a license, other than a dining room license or tourist home license, that is issued under the *Liquor Control Act* R.S.P.E.I. 1988, Cap. L-14; liquor license
- (s) “progressive electronic gaming device” means an electronic gaming device that offers a progressive jackpot; progressive electronic gaming device
- (t) “progressive jackpot” means a jackpot that increases in value as a result of cumulative play at an independent electronic gaming device or at interlinked electronic gaming devices at one or more gaming centers; progressive jackpot
- (u) “siteholder” means siteholder
- (i) a licensee who is a party to a siteholder agreement, or
- (ii) Northumberland Ferries Limited if it is a party to a siteholder agreement;
- (v) “siteholder agreement” means an agreement referred to in subsection 3(1); siteholder agreement
- (w) “slot machine” means a mechanical or electronic machine as defined in section 198 of the *Criminal Code* (Canada); slot machine
- (x) “surveillance area” means, in respect of a Category A Gaming Center, the area of the gaming center where personnel employed, and equipment used, to monitor and record activities within the gaming center are located; surveillance area
- (y) “ticket acceptor” means a device attached to or otherwise part of an electronic gaming device that will accept the value of a ticket designed for use in the electronic gaming device and that will credit the electronic gaming device for the value of the ticket accepted; ticket acceptor
- (z) “video lottery terminal” means a video gaming device, other than a slot machine, through which a player participates in a game of chance. video lottery terminal

(2) For greater certainty, these regulations do not apply to a game of chance involving a draw or ticket based form of lottery and any such lottery, if offered in a gaming center, is subject to the Atlantic Lottery Regulations (EC863/76). Application

## GAMING CENTERS

- Operation of Category A Gaming Centers
2. The Corporation may, with the written approval of the Commission, establish and operate Category A Gaming Centers.
- Siteholder Agreements
3. (1) Subject to subsection (2), the Corporation may, if it considers it appropriate to do so, enter into a siteholder agreement with a licensee or Northumberland Ferries Limited that authorizes the Corporation to operate a Category B Gaming Center by placing and operating electronic gaming devices in the licensed premises of the licensee or on a ferry boat or a vessel operated by Northumberland Ferries Limited.
- Restriction
- (2) The Corporation may not enter into a siteholder agreement with
- (a) a person other than a person referred to in subsection (1); or
  - (b) a person referred to in subsection (1) if that person has commercial connections that, in the opinion of the Corporation, would be harmful to the operation, integrity or reputation of a game of chance.
- Consideration
- (3) A siteholder shall receive, in consideration of participating in the operation of a Category B Gaming Centre, a percentage, set out in the siteholder agreement, which amount may not exceed twenty percent of the net proceeds, after payment of the goods and services tax and any other payable federal or provincial taxes, from each electronic gaming device located in the approved premises of the siteholder.

## ELECTRONIC GAMING DEVICES

- Requirements
4. (1) The Corporation may not use or operate an electronic gaming device as part of a game of chance unless the electronic gaming device
- (a) subject to subsection (2), offers for play only games of chance that pay out as prizes not less than eighty percent of all amounts wagered on each game of chance played;
  - (b) has an identification plate
    - (i) that contains
      - (A) the name of the manufacturer of the electronic gaming device, and
      - (B) the unique serial number of the electronic gaming device, and
    - (ii) that is securely affixed on the interior or exterior of the electronic gaming device;
  - (c) does not permit a person who makes a wager on the electronic gaming device to claim a prize if the person disrupts the normal operation of the device after making the wager;
  - (d) has a minimum of one electronic coin, token or ticket acceptor or bill validator that is designed
    - (i) to accept designated coins, tokens, tickets or bills, as the case may be, and to reject others, and
    - (ii) to prevent the use of cheating methods such as slugging, stringing or spooning;

- (e) is designed and constructed so that any logic boards, software and firmware installed in or forming part of the device are placed in a locked and sealed area within the electronic gaming device;
- (f) has no hardware switches installed that alter the pay tables or payout percentages in the operation of the electronic gaming device;
- (g) has a drop bucket or bill validation box that is housed in a locked compartment that is separated from, and does not give access to, other compartments of the electronic gaming device;
- (h) permits a person playing the device to withdraw for payment or reimbursement any accumulated or unused credits, money or money equivalents;
- (i) is programmed to display when not in use, a warning, acceptable to the Commission, to the effect that playing electronic gaming devices may lead to compulsive or addictive gaming behaviours;
- (j) is programmed or designed to divide all money it accepts into credit values determined by the Corporation; and
- (k) accepts a wager of one credit.

- (2) Where an electronic gaming device malfunctions for a reason not attributable to the actions of a person playing the device, the Corporation
- (a) shall ensure that player is refunded the amount of the initial wager made by the player on the device before it malfunctioned; and
  - (b) is not liable to refund or pay to the player any winnings accumulated by the player on the device after the initial wager.

Refunds

5. (1) The Corporation may not use or operate any progressive electronic gaming device as part of a game of chance, unless the progressive electronic gaming device

Progressive electronic gaming devices

- (a) has the characteristics required by section 4;
- (b) has a progressive jackpot meter that shows the progressive jackpot amount and that is conspicuously displayed at or near the progressive gaming device to which the jackpot applies;
- (c) is designed or programmed, in the event the electronic gaming device malfunctions or is replaced, to permit a progressive jackpot on the progressive gaming device to be transferred to another progressive electronic gaming device in the same gaming center;
- (d) is designed or programmed, when a maximum progressive jackpot is reached on the device, to retain the maximum progressive jackpot until the jackpot is won or transferred from the device to another device in accordance with clause (c); and
- (e) if linked with one or more other electronic gaming devices to create a linked progressive jackpot, is designed or programmed to offer persons playing any of the devices offering the linked progressive jackpot the same probability of hitting the combination that will award the linked progressive jackpot, adjusted for the number of credits played.

- Turning back  
jackpot indicator
- (2) The Corporation shall ensure that the jackpot indicator of a progressive electronic gaming device is not turned back to a lesser amount unless
- (a) the amount shown on the progressive jackpot meter is paid to a player as a jackpot; or
  - (b) it is necessary to do so to reflect any adjustment to the progressive jackpot meter needed
    - (i) to prevent the jackpot indicator from displaying an amount greater than the prize available to be won, or
    - (ii) to correct the progressive jackpot meter in the event the electronic gaming device malfunctions or is interfered with for apparently fraudulent purposes.
- Record of  
malfunctions and  
adjustments
- (3) Where
- (a) a progressive electronic gaming device
    - (i) malfunctions, or
    - (ii) is interfered with for apparently fraudulent purposes; and
  - (b) the jackpot meter of the progressive electronic gaming device is corrected,
- the Corporation shall ensure that
- (c) the nature of the malfunction or interference, and the date and time it occurred or was discovered; and
  - (d) the amount of the correction made to the jackpot meter,
- is recorded by an electronic gaming device monitoring on-line data system.

#### GAMES OF CHANCE AND RULES OF PLAY

- Establishment of  
rules of play, prizes  
and limits
6. (1) Before the Corporation offers a game of chance for play in a gaming center, the Corporation shall establish
- (a) the rules of play;
  - (b) the payout percentage;
  - (c) the betting limit; and
  - (d) the prize and progressive jackpot limits,
- for the game of chance.
- Corporation 's  
duties
- (2) The Corporation shall ensure that each game of chance offered for play at a gaming center
- (a) is played in accordance with the rules of play established for the game of chance pursuant to subsection (1);
  - (b) pays out prizes in accordance with the payout percentage established for the game of chance pursuant to subsection (1); and
  - (c) does not exceed the limits for betting, prizes and progressive jackpots established for the game of chance pursuant to subsection (1).
- Posting of rules and  
notice of prizes and  
limits
- (3) The Corporation shall ensure that the rules of play and a notice of the betting, prize and progressive jackpot limits established by the Corporation for a game of chance are posted in the gaming center near



the game of chance to which they apply or that the rules and information of the prize and limits are otherwise available for reference by a player or patron.

#### CATEGORY B GAMING CENTERS

7. (1) No siteholder, employee of a siteholder or any other person acting on behalf of a siteholder, shall Restriction – granting credit

- (a) grant credit;
- (b) cash a cheque;
- (c) give cash on a credit card; or
- (d) make a loan,

to enable a person to play an electronic gaming device located in the approved premises of the siteholder.

(2) For greater certainty, subsection (1) does not apply to preclude a siteholder from making the services of an automatic banking machine available to persons on the approved premises of the siteholder. Automatic bank machines

(3) No siteholder shall permit a person under the age of nineteen years to play an electronic gaming device that is operated by the Corporation on the licensed premises or on the ferry boat or vessel of the siteholder. Restriction- play by persons under 19 years of age

(4) No siteholder, employee of a siteholder or other person acting on behalf of a siteholder shall pay a person under the age of nineteen years any of the proceeds of a winning play by that person. Restriction- payment to persons under 19 years of age

(5) No siteholder shall permit any person to play an electronic gaming device that is operated by the Corporation on the licensed premises of the siteholder Restriction - hours of operation

- (a) between the hours of midnight and 11:00 am; or
  - (b) on Christmas Day, Good Friday or any Sunday,
- without the prior written permission of the Commission.

(6) For greater certainty, subsection (5) does not apply to Northumberland Ferries Limited in respect of an electronic gaming device that is operated by the Corporation on a ferry boat or vessel operated by Northumberland Ferries Limited. Exception

#### CATEGORY A GAMING CENTERS

8. (1) The Corporation shall ensure that every Category A Gaming Center has a video surveillance system that monitors and records Video systems

- (a) all electronic gaming devices within the gaming center with sufficient clarity to permit identification of persons playing, and in the immediate vicinity of, each electronic gaming device; and
- (b) all transactions and activities within the area of the gaming center where money and money equivalents are counted, handled, transported, stored and safeguarded, with sufficient clarity to permit identification of all persons handling the money or money

equivalents.

- (2) The Corporation shall ensure that Access and lighting
- (a) access to all equipment used to monitor and record activities within a Category A Gaming Center is limited to surveillance personnel and personnel authorized by the Corporation to have access in the presence of surveillance personnel; and
  - (b) adequate lighting is present in all areas of a Category A Gaming Center to enable clear video recordings with images of sufficient clarity to permit identification of the persons and electronic gaming devices present in the gaming center and the activities carried out in the immediate vicinity of each electronic gaming device.
- (3) The Corporation shall maintain a written record in the surveillance Record  
area of
- (a) all persons entering and exiting the surveillance area; and
  - (b) a summary of any monitored activities that are unusual, illegal or suspected of being illegal, including the date and time of the surveillance.
- (4) The Corporation shall Retention of tapes  
and maintenance of  
log
- (a) retain the master tapes of all surveillance recordings for a minimum of seven days; and
  - (b) maintain a written log of all surveillance equipment malfunctions and keep that log for a period of six months after the last date of entry.
- (5) The Corporation shall not dispose of surveillance videotape recordings of illegal or suspected illegal activities until all issues with respect to those activities are resolved. Disposal of tapes -  
restriction
9. (1) No person under nineteen years of age shall Persons under 19  
years of age
- (a) enter the gaming floor of a Category A Gaming Center; or
  - (b) purchase or play any lottery products offered at a Category A Gaming Center.
- (2) The Corporation shall take all reasonable precautions to ensure that persons under nineteen years of age Duty of Corporation
- (a) are prevented from entering the gaming floor of a Category A Gaming Center; and
  - (b) are not sold lottery products in a Category A Gaming Centre.
- (3) The Corporation may refuse a person access to a Category A Refusal of access  
Gaming Center or have a person removed from such a gaming center if the person
- (a) submits a written request to the Corporation that he or she be refused access to the gaming center;
  - (b) has acted in a way that the Corporation believes would adversely affect public confidence that gaming center operations are free from criminal or corrupting elements; or

	(c) appears to be intoxicated.
Removal of a person	(4) The Corporation may remove from a Category A Gaming Center a person who conducts himself or herself in a disruptive manner.
Idem	(5) If a person is removed from a Category A Gaming Center for conducting himself or herself in a disruptive manner, the Corporation shall <ul style="list-style-type: none"> <li>(a) refuse that person access to that Category A Gaming Center for           <ul style="list-style-type: none"> <li>(i) a period of not less than the remainder of the business day, or</li> <li>(ii) any longer period that the Corporation may determine; and</li> </ul> </li> <li>(b) advise the person as to the length of the period he or she will be refused access.</li> </ul>
Entry -restriction	(6) No person who has been refused access to a Category A Gaming Center shall enter or attempt to enter the gaming center during the period for which he or she is refused access.
Information on problem gaming behaviour	<b>10.</b> The Corporation shall implement policies and procedures concerning clearly posting and making available for reference by players or patrons at a Category A Gaming Center information respecting <ul style="list-style-type: none"> <li>(a) problem gaming and the characteristics of problem gaming behaviour; and</li> <li>(b) appropriate intervention and treatment programs for those persons who may be concerned they are experiencing, or may in the future experience, a problem with gaming.</li> </ul>
Granting credit - restriction	<b>11.</b> (1) The Corporation shall not, directly or indirectly, grant credit to or make loans to, individuals playing games of chance in a Category A Gaming Center.
Automatic banking machines	(2) For greater certainty, subsection (1) does not apply to preclude the Corporation from making the services of an automatic banking machine available to persons in a Category A Gaming Center.
Advertising	<b>12.</b> (1) The Corporation shall ensure that any advertising or publicity for a Category A Gaming Center: <ul style="list-style-type: none"> <li>(a) does not depict minors; and</li> <li>(b) is not addressed to minors unless the advertising or publicity is intended to           <ul style="list-style-type: none"> <li>(i) promote abstinence or moderation in playing games of chance, or</li> <li>(ii) advise of the detrimental effects or consequences of excessive gaming.</li> </ul> </li> </ul>
Promotion-restriction	(2) The Corporation shall not promote Category A Gaming Centers through any means of advertising or publicity that gives a person an unrealistic perception of a player's chance of winning.

- 13.** No person, without permission of the Corporation, shall use a camera, photographic equipment or video camera within a Category A Gaming Center. Cameras
- 14.** The Commission shall determine the number of days in each week and the number of hours during each day that a Category A Gaming Center may be open for business. Hours of operation

#### GENERAL

- 15.** No person shall use any electrical, mechanical, telecommunications or other device in association with playing a game of chance offered at a gaming center if the device could assist in predicting or influencing the outcome of the game of chance. Devices that assist in predicting or influencing outcomes
- 16.** Every person who contravenes sections 7, 13, or 15 or subsections 9(1) or (6) is guilty of an offence and is liable, on summary conviction, to a fine of not less than \$5,000. Offence and penalty
- 17.** The Video Lottery Scheme Regulation (EC361/91) is revoked. Repeal
- 18.** These regulations come into force on August 8, 2005. Commencement

#### EXPLANATORY NOTES

**SECTION 1** is the definition section.

**SECTIONS 2 and 3** authorize the Atlantic Lottery Corporation Inc. to establish and operate Category A Gaming Centers, and to enter into siteholder agreements with the holders of liquor licenses to operate Category B Gaming Centers on licensed premises.

**SECTIONS 4 and 5** set out technical requirements for electronic gaming devices that are used by the Corporation.

**SECTION 6** sets out requirements respecting the rules of play for games of chance offered by the Corporation.

**SECTION 7** sets out restrictions applicable to the operation of Category B Gaming Centers.

**SECTIONS 8 to 14** regulate the operation of Category A Gaming Centers.

**SECTION 15** restricts the use in a gaming center of certain devices that might predict or influence the outcome of a game of chance.

**SECTION 16** is the offence and penalty section.

**SECTION 17** provides for the revocation of the Video Lottery Scheme Regulation.

**SECTION 18** provides for the commencement of these regulations.

Certified a true copy,

W. Alexander (Sandy) Stewart  
Clerk of the Executive Council

**EC2005-410**

**QUEEN'S PRINTER ACT  
REGULATIONS  
AMENDMENT**

(Approved by His Honour the Lieutenant Governor in Council dated 19 July 2005.)

Pursuant to subsection 8(2) of the *Queen's Printer Act* R.S.P.E.I. 1988, Cap. Q-1, Council made the following regulations:

**1. Section 1 of the *Queen's Printer Act Regulations* (EC740/89) is revoked and the following substituted:**

**1. The following charges are prescribed:**

- |   |          |
|---|----------|
| 1. Annual Statutes (bound) per volume.....                                  | \$ 50.00 |
| 2. Revised Statutes of P.E.I. 1988 case bound, with index,<br>per set ..... | 450.00   |
| 3. Journals of the Legislative Assembly, per volume.....                    | 40.00    |
| 4. Royal Gazette  |          |
| (a) annual mailed subscription, per year.....                               | 55.00    |
| (b) single copy, per issue  |          |
| (i) mailed.....   | 2.00     |
| (ii) over the counter .....   | 1.00     |
| 4.1 Royal Gazette, bound volume, per year                                   |          |
| (a) Part I bound volume, per year .....                                     | 45.00    |
| (b) Part II, bound volume, per year.....                                    | 45.00    |

5. Pamphlet (individual) Statutes and Regulations, each to be treated as a separate publication, over the counter price:

4 pp .....	.75
5 - 12 pp .....	1.05
13 - 20 pp .....	1.50
21 - 36 pp .....	2.25
37 - 64 pp .....	3.75
65 - 90 pp .....	5.00
91 - 132 pp .....	6.45
133 - 172 pp .....	9.00
173 - 200 pp .....	9.75

Mail outs are the above price, plus postage.

6. Session Bills
- |   |       |
|---|-------|
| (a) 1st Reading only, per session.....    | 20.00 |
| (b) 3rd Reading only, per session.....    | 20.00 |
| (c) 1st and 3rd Reading, per session..... | 40.00 |
7. For the publication of notices, advertisements and documents in the Gazette:
- |   |       |
|---|-------|
| (a) Companies Act notices (1 insertion).....              | 15.00 |
| (b) Estate notices (3 months).....                        | 22.50 |
| (c) Declaration of Partnership .....                      | 15.00 |
| (d) Dissolution of Partnership .....                      | 15.00 |
| (e) Liquor Control Act notices .....                      | 15.00 |
| (f) Change of Name .....                                  | 15.00 |
| (g) General advertising                                   |       |
| (i) minimum notice (2 inches) .....                       | 15.00 |
| (ii) first insertion, per column inch beyond minimum..... | 5.00  |

**2. These regulations come into force on September 1, 2005.**

**EXPLANATORY NOTES**

These amendments adjust the fees authorized under the *Queen's Printer Act* Regulations to reflect the increases in the costs of publication.

Certified a true copy,

W. Alexander (Sandy) Stewart  
Clerk of the Executive Council

## EC2005-411

**SECURITIES ACT  
REGULATIONS  
AMENDMENT**

(Approved by His Honour the Lieutenant Governor in Council dated 19 July 2005.)

Pursuant to section 27 of the *Securities Act* R.S.P.E.I. 1988, Cap. S-3, Council made the following regulations:

**1. Clause 1(b.1) of the *Securities Act Regulations* (EC165/89) is amended by the deletion of the words “Canadian Securities Institute” and the substitution of the words “Association for Investment Management and Research”.**

**2. The regulations are amended by the addition of the following after section 1:**

Designated  
securities

**1.1.** Any document included in the definition of “security” in clause 1(h) is designated as a “security” for the purposes of subclause 1(x)(v) of the Act.

**3. Section 2 of the regulations is amended**

**(a) by the revocation of subsections (2) and (3); and**

**(b) by the revocation of subsections (5) to (7).**

**4. Clause 34(1)(b) of the regulations is amended by the deletion of the words “7 per cent” and the substitution of the words “8 per cent of the next \$2,500,000 of adjusted liabilities, 7 per cent”.**

**5. These regulations come into force on July 30, 2005.**

**EXPLANATORY NOTES**

**SECTION 1** corrects a typographical error.

**SECTION 2** clarifies that documents included in the definition of “security” in the Regulations are included in the definition of “security” in the Act.

**SECTION 3** revokes certain sections of the Regulations which have been replaced with Rules adopted by the Minister under section 35 of the Act.



**SECTION 4** corrects a typographical error.

**SECTION 5** provides for the commencement of these regulations.

Certified a true copy,  
 W. Alexander (Sandy) Stewart  
 Clerk of the Executive Council

**EC2005-412**

**SUMMARY PROCEEDINGS ACT  
 TICKET REGULATIONS  
 AMENDMENT**

(Approved by His Honour the Lieutenant Governor in Council dated 19 July 2005.)

Pursuant to section 10 of the *Summary Proceedings Act* R.S.P.E.I. 1988, Cap. S-9, Council made the following regulations:

**1. Schedule II of the *Summary Proceedings Act* Ticket Regulations (EC321/01) is amended by the revocation of the table entitled the “Trails Act R.S.P.E.I. 1988, Cap. T-4.1” and the substitution of the following:**

**TRAILS ACT  
 R.S.P.E.I. 1988, Cap. T-4.1**

1	Obstructing, impeding or assaulting a trails officer or person assisting a trails officer or aiding or assisting any person obstructing, impeding or assaulting a trails officer during the lawful execution of trails officer’s duties.....	5.1(8)	\$50
2	Failing to observe order prohibiting entry to or presence on trail.....	12(2)	50
3	Being impaired by alcohol or drugs while on trail.....	13(1)(a)	50
4	Acting in noisy or disorderly manner while on trail.....	13(1)(b)	50
5	Creating disturbance while on trail.....	13(1)(c)	50
6	Pursuing course of conduct detrimental to safety of others or affecting the enjoyment of trail by others.....	13(1)(d)	50
7	Wilfully destroying trail property or natural resources on or adjacent to trail.....	13(1)(e)	50
8	Dumping or depositing garbage or other material on or from trail.....	13(1)(f)	50
9	Engaging in activity prohibited by notice or by regulation.....	13(1)(g)	50
10	Travelling on closed trail or portion of closed trail.....	13(2)	50
11	Removing or defacing sign posted under the Act.....	13(3)	50

**2. Schedule II of the *Summary Proceedings Act Ticket Regulations (EC321/01)* is amended by the revocation of the table entitled the “Trails Act General Regulations (EC760/03)” and the substitution of the following:**

**TRAILS ACT  
General Regulations  
(EC760/03)**

1	Cutting, destroying or removing trees, hedgerows, shrubs or other vegetation within right-of-way of trail.....	2(1)(a)	\$50
2	Planting or introducing plants on trail.....	2(1)(b)	50
3	Adding or removing topsoil, sand, gravel or any other organic or inorganic material within right-of-way of trail.....	2(1)(c)	50
4	Constructing or erecting buildings, signs, fences, walls, dams, drainage systems or other structures within right-of-way of trail.....	2(1)(d)	50
5	Removing, damaging or defacing gates, benches, shelters or other structures along trail or at entrances or exits to trail....	2(1)(e)	50
6	Removing or damaging trail surface, trail bed, bridges or other surface or sub-surface features or structures of trail.....	2(1)(f)	50
7	Displaying advertisement, carrying on business or offering for sale any article or service within right-of-way of trail.....	2(1)(g)	50
8	Hunting or placing traps or snares within right-of-way of trail..	2(1)(h)	50
9	Transporting unencased firearm loaded or unloaded not otherwise authorized by law within right-of-way of trail.....	2(1)(i)	50
10	Polluting or obstructing any stream or body of water within right-of-way of trail.....	2(1)(j)	50
11	Starting, maintaining or renewing fire other than in grills or containers provided or contrary to provincial fire laws within right-of-way of trail.....	2(1)(k)	50
12	Allowing dog or other animal to run at large within right-of-way of trail.....	2(1)(l)	50
13	Operating conveyance drawn by animal without permit within right-of-way of trail.....	2(1)(m)	50
14	Failing to wear bicycle safety helmet while riding bicycle on trail.....	2(2)(a)	50
15	Failing to have bicycle safety helmet chin strap securely fastened while riding bicycle on trail.....	2(2)(b)	50
16	Parent or guardian permitting person under 16 years of age to ride or operate bicycle on trail without wearing bicycle safety helmet .....	2(3)(a)	50
17	Parent or guardian permitting person under 16 years of age to ride or operate bicycle on trail without having bicycle safety helmet chin strap securely fastened.....	2(3)(b)	50
18	Operating motorized vehicle on trail in contravention of regulations .....	3	50

**3. These regulations come into force on July 30, 2005.**

**EXPLANATORY NOTES**

The amendment updates the offence provisions in the *Summary Proceedings Act Ticket Regulations* to include the offence provisions and appropriate fine amount contained in the *Trails Act R.S.P.E.I. 1988*, Cap. T-4.1.

The amendment also updates offence provisions in the Ticket Regulations to include the offence provisions and appropriate fine amount contained in the *Trails Act* General Regulations.

Certified a true copy,  
W. Alexander (Sandy) Stewart  
Clerk of the Executive Council

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**EC2005-414**

**TOBACCO SALES AND ACCESS ACT  
REGULATIONS**

(Approved by His Honour the Lieutenant Governor in Council dated 19 July 2005.)

Pursuant to section 9 of the *Tobacco Sales and Access Act* R.S.P.E.I. 1988, Cap. T-3.1, Council made the following regulations:

- 1.** (1) A person who sells tobacco by retail shall display the following kinds of sign: Signs to be displayed by retail vendor
- (a) Type A - a sign indicating that
    - (i) it is an offence to sell tobacco to, or purchase tobacco on behalf of or for resale to, a person under the age of nineteen, and
    - (ii) proof of age may be required;
  - (b) Type B - a reminder to salespersons not to sell tobacco to anyone under the age of nineteen, and to demand proof by photographic identification if there is doubt as to the age of a purchaser;
  - (c) Type C - in the case of a person whose license to sell tobacco by retail has been suspended or cancelled or whose registration certificate under the *Revenue Tax Act* R.S.P.E.I. 1988, Cap. R-10 is endorsed with a temporary or permanent prohibition against selling tobacco, a sign giving notice of the suspension, cancellation or prohibition;
  - (d) Type D - a sign indicating some of the effects of tobacco on health.
- (2) Signs referred to in section 1 shall be of such size and disclose the relevant information in such form as the Minister may require. Form of sign
- (3) A person who sells tobacco by retail shall prominently display the signs required by subsection (1) as follows: Location of sign
- (a) Type A -
    - (i) at the front entry to the retail premises,
    - (ii) in the particular place where tobacco is held or stored, and

- (iii) affixed to the cash register or sales counter at the place where purchases of tobacco are actually transacted;
- (b) Type B - as in subclause (a)(iii), in such a way as to be easily seen by the salesperson;
- (c) Type C or D - as directed by an inspector.
- Other locations (4) Notwithstanding subsection (3), an inspector may, in special circumstances, authorize or direct the display of signs at some other location in the vendor's premises.
- Identification **2.** The following forms of identification are prescribed for the purposes of subsection 4(4) of the Act:
- (a) a P.E.I. driver's license;
  - (b) a provincial photographic identification card;
  - (c) a passport, Certificate of Canadian Citizenship or permanent resident certificate issued by the federal government;
  - (d) any other document issued by the federal government or the government of a province or territory, that contains the person's photograph, date of birth and signature.
- Revocation **3.** The *Tobacco Sales to Minors Act* Regulations (EC22/92) are revoked.
- Commencement **4.** These regulations come into force on August 1, 2005.

#### EXPLANATORY NOTES

**SECTION 1** deals with the kind, form and placement of signs respecting tobacco products.

**SECTION 2** prescribes the acceptable forms of identification for the purchase of tobacco products.

**SECTION 3** revokes the *Tobacco Sales to Minors Act* Regulations.

**SECTION 4** provides for the commencement of these regulations.

Certified a true copy,

W. Alexander (Sandy) Stewart  
Clerk of the Executive Council

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## EC2005-415

**WILDLIFE CONSERVATION ACT  
HUNTING AND TRAPPING SEASONS REGULATIONS  
AMENDMENT**

(Approved by His Honour the Lieutenant Governor in Council dated 19 July 2005.)

Pursuant to section 28 of the *Wildlife Conservation Act* R.S.P.E.I. 1988, Cap. W-4.1, Council made the following regulations:

**1. Schedules I and II of the *Wildlife Conservation Act*, *Hunting and Trapping Seasons Regulations* (EC330/99) are revoked and the following substituted:**

**SCHEDULE I**

**HUNTING SEASONS AND LIMITS**

<b>Game</b>	<b>Open Season</b>	<b>Daily</b>	<b>Possession</b>
Pheasant	No open season	-	-
Ruffed Grouse	September 26 - December 31	3	6
Hungarian (Grey) Partridge	October 17 – November 5*	3	6
Snowshoe Hare (Rabbit)	October 1 - February 28	5	-
Fox	November 1 - January 31	-	-
Raccoon	October 15 - January 31	-	-
Coyote	October 1 - March 31**	-	-

NOTES:

\* There will be no open season for Hungarian (Grey) Partridge in Lots 1-10 inclusive, and in Lots 43-47 inclusive, in 2005/2006.

\*\* Hunting with hounds is permitted from October 1 - February 28. The running of hounds for training or any other purpose will not be permitted during March 1 through March 31, except by permit.

**SCHEDULE II**  
**TRAPPING SEASONS**

<b>Furbearing Animals</b>	<b>Open Season</b>
Beaver (Prince and Queens Counties)	8:00 a.m., October 31 - January 31
Beaver (Kings County)	November 15 - January 31
Mink	8:00 a.m., October 31 - January 31
Muskrat	8:00 a.m., October 31 - January 31
Weasel	8:00 a.m., October 31 - January 15
Fox (snaring & trapping)	November 15 - January 15
Fox (modified foothold trap only)*	November 1 - November 14
Raccoon	October 15 - January 15
Coyote (snaring & trapping)	November 15 - January 15
Coyote (modified foothold trap only)*	November 1 - November 14
Red Squirrel	No closed season
Skunk	No closed season

**NOTES:**

\* A "modified foothold trap" is a foothold trap that has been altered to improve the humaneness of the trap by laminating the jaws, off-setting the jaws or padding the jaws.

**2. These regulations come into force on July 30, 2005.**

**EXPLANATORY NOTES**

These regulations establish season dates and bag limits for the hunting and trapping of wildlife during fall and winter 2005/2006.

Certified a true copy,  
W. Alexander (Sandy) Stewart  
Clerk of the Executive Council

**PART II**  
**REGULATIONS INDEX**

Chapter Number	Title	Original Order Reference	Amendment	Authorizing Order and Date	Page
E-9	<b>Environmental Protection Act</b> Water Quality Certification Regulations Revocation	EC583/95	[rev] [eff] Aug. 31/05	EC2005-326 (21.06.05)	123
H-5	<b>Highway Traffic Act</b> Commercial Vehicle (Cargo Securement) Regulations		[new] [eff] July 30/05	EC2005-383 (19.07.05)	123-163
L-17	<b>Lotteries Commission Act</b> Gaming Centers Control Regulations		[new] [eff] Aug. 8/05	EC2005-409 (19.07.05)	163-173
	Video Lottery Scheme Regulations	EC361/91	[rev] [eff] Aug. 8/05	EC2005-409 (19.07.05)	172
Q-1	<b>Queens Printer Act</b> Regulations	EC740/89	s.1 [R&S] [eff] Sept. 1/05	EC2005-410 (19.07.05)	173-174
S-3	<b>Securities Act</b> Regulations	EC165/89	s.1(b.1) s.1.1 [added] s.2(2) [rev] s.2(3) [rev] s.2(5) - 2(7) [rev] s.34(1)(b) [eff] July 30/05	EC2005-411 (19.07.05)	175-176
S-9	<b>Summary Proceedings Act</b> Ticket Regulations	EC321/01	Sched. II [eff] July 30/05	EC2005-412 (19.07.05)	176-178
T-3.1	<b>Tobacco Sales and Access Act</b> Regulations		[new] [eff] Aug. 1/05	EC2005-414 (19.07.05)	178-179
	<b>Tobacco Sales to Minors Act</b> Regulations	EC22/92	[rev] [eff] Aug. 1/05	EC2005-414 (19.07.05)	179
W-4.1	<b>Wildlife Conservation Act</b> Hunting and Trapping Seasons Regulations	EC330/99	Sched. I [R&S] Sched. II [R&S] [eff] July 30/05	EC2005-415 (19.07.05)	180-181