

At a Meeting of the Executive Council in Committee, Present:

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:

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

EC2005-381

EXECUTIVE COUNCIL ACT
MINISTER OF COMMUNITY AND CULTURAL AFFAIRS
AUTHORITY TO ENTER INTO
A MEMORANDUM OF UNDERSTANDING
(RE: SARSCENE 2005 WORKSHOP)
WITH
THE NATIONAL SEARCH AND RESCUE SECRETARIAT

Pursuant to clause 10(a) of the *Executive Council Act* R.S.P.E.I. 1988, Cap. E-12 Council authorized the Minister of Community and Cultural Affairs, as Minister Responsible for the Emergency Measures Organization, to enter into a Memorandum of Understanding with the National Search and Rescue Secretariat to outline respective roles and responsibilities with regard to hosting of SARSCENE 2005 in Prince Edward Island, such as more particularly described in the draft agreement.

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:

NAME	TERM OF APPOINTMENT
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.

EC2005-383

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

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 <i>Highway Traffic Act</i> R.S.P.E.I. 1988, Cap. H-5; | Act |
| (b) “cargo” means a load of articles or material carried by a commercial vehicle; | cargo |
| (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 Standard |
| (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; | cargo securement system |
| (e) “carrier” means a carrier as defined in clause 142(a) of the Act; | carrier |
| (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; | commercial vehicle |
| (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. | Standards |
| (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. | Conflict |
| 2. No carrier shall permit a driver to operate a commercial vehicle on a highway for the carrier unless | Compliance with Cargo Securement Standard by carrier |
| (a) any cargo carried by the commercial vehicle is contained, immobilized or secured in accordance with the requirements of the Cargo Securement Standard; | |
| (b) the commercial vehicle is equipped with a cargo securement system; and | |
| (c) the cargo securement system, and its individual components, meet the requirements of the Cargo Securement Standard. | |
| 3. (1) Every driver of a commercial vehicle shall comply with any duty or requirement imposed on the driver under the Cargo Securement Standard. | Driver’s duties |
| (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. | Operation restrictions |
| 4. These regulations come into force on July 30, 2005. | Commencement |

**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.

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 securing 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 log 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 3rd 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.

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

Width	WLL
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)

Diameter	WLL
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

Diameter	WLL
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

Diameter	WLL
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

Width-thickness inch	WLL
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.)

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.

EC2005-384

PRINCE EDWARD ISLAND
LANDS PROTECTION ACT
PETITION TO ACQUIRE A LAND HOLDING
ROBERT J. BADOUR
(APPROVAL)

Pursuant to section 4 of the *Prince Edward Island Lands Protection Act* R.S.P.E.I. 1988, Cap. L-5 Council granted permission to Robert J. Badour of Cambridge, Ontario to acquire an interest in a land holding of approximately six decimal three (6.3) acres of land in Lot 5, Prince County, Province of Prince Edward Island, being acquired from Colleen Bernard of Rosebank, Prince Edward Island.

EC2005-385

PRINCE EDWARD ISLAND
LANDS PROTECTION ACT
PETITION TO ACQUIRE A LAND HOLDING
VALERIE BLINE
(APPROVAL)

Pursuant to section 4 and section 9 of the *Prince Edward Island Lands Protection Act* R.S.P.E.I. 1988, Cap. L-5 Council granted permission to Valerie Bline of New Hyde Park, New York to acquire a land holding of approximately eighteen (18) acres of land in Lot 60, Queens County, Province of Prince Edward Island, being acquired from Alva Knox and Carol Knox, both of Flat River, Prince Edward Island PROVIDED THAT the said real property is identified for non-development use pursuant to the Land Identification Regulations (EC606/95) made under the said Act.

EC2005-386

PRINCE EDWARD ISLAND
LANDS PROTECTION ACT
PETITION TO ACQUIRE A LAND HOLDING
GARY GUZY
(APPROVAL)

Pursuant to section 4 of the *Prince Edward Island Lands Protection Act* R.S.P.E.I. 1988, Cap. L-5 Council granted permission to Gary Guzy of Contoocook, New Hampshire to acquire a land holding of approximately twenty-eight (28) acres of land in Lot 1, Prince County, Province of Prince Edward Island, being acquired from Daniel Robert Hucker of Ingleside, Texas.

Further, Council noted that the said land holding, being Provincial Property No. 857953, was previously identified for non-development use in accordance with section 2 of the Land Identification Regulations (EC606/95) made under the said Act. Identification continues to apply.

EC2005-387

PRINCE EDWARD ISLAND
LANDS PROTECTION ACT
PETITION TO ACQUIRE A LAND HOLDING
THOMAS MAROLDT
(APPROVAL)

Pursuant to section 4 of the *Prince Edward Island Lands Protection Act* R.S.P.E.I. 1988, Cap. L-5 Council granted permission to Thomas Maroldt of Pickering, Ontario to acquire a land holding of approximately ninety-six (96) acres of land in Lot 56, Kings County, Province of Prince Edward Island, being acquired from Kenneth P. Parkhurst and Gwen L. Hall, both of Eglington, Prince Edward Island.

Further, Council noted that the said land holding, being Provincial Property No. 151902, was previously identified for non-development use in accordance with section 2 of the Land Identification Regulations (EC606/95) made under the said Act. Identification continues to apply.

EC2005-388

PRINCE EDWARD ISLAND
LANDS PROTECTION ACT
PETITION TO ACQUIRE A LAND HOLDING
DAWNA L. RHODENHIZER
(APPROVAL)

Pursuant to section 4 and section 9 of the *Prince Edward Island Lands Protection Act* R.S.P.E.I. 1988, Cap. L-5 Council granted permission to Dawna L. Rhodenhizer of Peterborough, Ontario to acquire a land holding of approximately forty (40) acres of land in Lot 65, Queens County, Province of Prince Edward Island, being acquired from Anthony Pellecchia and Irene Pellecchia, both of Mt. Prospect, Illinois PROVIDED THAT the said real property is identified for non-development use pursuant to the Land Identification Regulations (EC606/95) made under the said Act.

EC2005-389

PRINCE EDWARD ISLAND
LANDS PROTECTION ACT
PETITION TO ACQUIRE A LAND HOLDING
ROSEMARY ULCH AND WAYNE ULCH
(APPROVAL)

Pursuant to section 4 and section 9 of the *Prince Edward Island Lands Protection Act* R.S.P.E.I. 1988, Cap. L-5 Council granted permission to Rosemary Ulch and Wayne Ulch, both of Durham, Ontario to acquire a land holding of approximately eighty-eight decimal four eight (88.48) acres of land in Lot 2, Prince County, Province of Prince Edward Island, being acquired from Debbie Kinch and David Costain, both of Palmer Road, Prince Edward Island and Gary Costain of Albany, Prince Edward Island PROVIDED THAT the said real property is identified for non-development use pursuant to the Land Identification Regulations (EC606/95) made under the said Act.

EC2005-390

PRINCE EDWARD ISLAND
LANDS PROTECTION ACT
PETITION TO ACQUIRE A LAND HOLDING
100106 P.E.I. INC.
(APPROVAL)

Pursuant to section 5 of the *Prince Edward Island Lands Protection Act* R.S.P.E.I. 1988, Cap. L-5 Council granted permission to 100106 P.E.I. Inc. of Charlottetown, Prince Edward Island to acquire a land holding of approximately two hundred and eighty-four (284) acres of land in Lot 41, Kings County, Province of Prince Edward Island, being acquired from Stephen C. Lank of Cornwall, Prince Edward Island.

Further, Council noted that the said land holding, being Provincial Property No. 156539, was previously identified for non-development use in accordance with section 2 of the Land Identification Regulations (EC606/95) made under the said Act. Identification continues to apply.

EC2005-391

PRINCE EDWARD ISLAND
LANDS PROTECTION ACT
PETITION TO ACQUIRE A LAND HOLDING
100578 P.E.I. INC.
(APPROVAL)

Pursuant to section 5 of the *Prince Edward Island Lands Protection Act* R.S.P.E.I. 1988, Cap. L-5 Council granted permission to 100578 P.E.I. Inc. of Charlottetown, Prince Edward Island to acquire a land holding of approximately seven decimal nine (7.9) acres of land at Charlottetown, Queens County, Province of Prince Edward Island, being acquired from Island Livestock Sales (1978) Ltd. of Breadalbane, Prince Edward Island.

EC2005-392

PRINCE EDWARD ISLAND
LANDS PROTECTION ACT
PETITION TO ACQUIRE A LAND HOLDING
100580 P.E.I. INC.
(APPROVAL)

Pursuant to section 5 of the *Prince Edward Island Lands Protection Act* R.S.P.E.I. 1988, Cap. L-5 Council granted permission to 100580 P.E.I. Inc. of Charlottetown, Prince Edward Island to acquire a land holding of approximately nine decimal nine seven (9.97) acres of land in Lot 34, Queens County, Province of Prince Edward Island, being acquired from Alfy Tadros and Constance W. McAdams, both of Stanhope, Prince Edward Island.

EC2005-393

PRINCE EDWARD ISLAND
LANDS PROTECTION ACT
PETITION TO ACQUIRE A LAND HOLDING
3283291 CANADA LTD.
(APPROVAL)

Pursuant to section 5 and section 9 of the *Prince Edward Island Lands Protection Act* R.S.P.E.I. 1988, Cap. L-5 Council granted permission to 3283291 Canada Ltd. of Cambridge, Ontario to acquire a land holding of approximately six decimal three (6.3) acres of land in Lot 5, Prince County, Province of Prince Edward Island, being acquired from Colleen Bernard of Rosebank, Prince Edward Island SUBJECT TO the condition that the said real property not be subdivided. The condition preventing subdivision shall be binding on the said 3283291 Canada Ltd. and on all successors in title.

EC2005-394

PRINCE EDWARD ISLAND
LANDS PROTECTION ACT
PETITION TO ACQUIRE A LAND HOLDING
ANCO LTD.
(APPROVAL)

Pursuant to section 5 of the *Prince Edward Island Lands Protection Act* R.S.P.E.I. 1988, Cap. L-5 Council granted permission to ANCO Ltd. of Bridgetown, Prince Edward Island to acquire a land holding of approximately forty-four decimal five six (44.56) acres of land in Lot 56, Kings County, Province of Prince Edward Island, being acquired from Paul MacDonald and Arthur MacDonald, both of Little Pond, Prince Edward Island.

EC2005-395

PRINCE EDWARD ISLAND
LANDS PROTECTION ACT
PETITION TO ACQUIRE A LAND HOLDING
ANCO LTD.
(APPROVAL)

Pursuant to section 5 of the *Prince Edward Island Lands Protection Act* R.S.P.E.I. 1988, Cap. L-5 Council granted permission to ANCO Ltd. of Bridgetown, Prince Edward Island to acquire a land holding of approximately twenty-five (25) acres of land in Lot 56, Kings County, Province of Prince Edward Island, being acquired from Arthur MacDonald of Little Pond, Prince Edward Island.

EC2005-396

PRINCE EDWARD ISLAND
LANDS PROTECTION ACT
PETITION TO ACQUIRE A LAND HOLDING
CLIFTON FARMS INC.
(APPROVAL)

Pursuant to section 5 of the *Prince Edward Island Lands Protection Act* R.S.P.E.I. 1988, Cap. L-5 Council granted permission to Clifton Farms Inc. of Stratford, Prince Edward Island to acquire a land holding of approximately ninety-nine decimal two nine (99.29) acres of land in Lot 48, Queens County, Province of Prince Edward Island, being acquired from Donald Herbert Mason of Stratford, Prince Edward Island.

EC2005-397

PRINCE EDWARD ISLAND
LANDS PROTECTION ACT
PETITION TO ACQUIRE A LAND HOLDING
ISLAND COASTAL SERVICES LTD.
(APPROVAL)

Pursuant to section 5 of the *Prince Edward Island Lands Protection Act* R.S.P.E.I. 1988, Cap. L-5 Council granted permission to Island Coastal Services Ltd. of Charlottetown, Prince Edward Island to acquire a land holding of approximately two (2) acres of land in Lot 48, Queens County, Province of Prince Edward Island, being acquired from Zakem's Limited of Charlottetown, Prince Edward Island.

EC2005-398

PRINCE EDWARD ISLAND
LANDS PROTECTION ACT
PETITION TO ACQUIRE A LAND HOLDING
ISLAND COASTAL SERVICES LTD.
(APPROVAL)

Pursuant to section 5 of the *Prince Edward Island Lands Protection Act* R.S.P.E.I. 1988, Cap. L-5 Council granted permission to Island Coastal Services Ltd. of Charlottetown, Prince Edward Island to acquire a land holding of approximately four decimal three acres (4.3) acres of land in Lot 48, Queens County, Province of Prince Edward Island, being acquired from Rosebank Inc. of Charlottetown, Prince Edward Island.

EC2005-399

PRINCE EDWARD ISLAND
LANDS PROTECTION ACT
PETITION TO ACQUIRE A LAND HOLDING
ISLAND PETROLEUM PRODUCTS LTD.
(APPROVAL)

Pursuant to section 5 of the *Prince Edward Island Lands Protection Act* R.S.P.E.I. 1988, Cap. L-5 Council granted permission to Island Petroleum Products Ltd. of Charlottetown, Prince Edward Island to acquire a land holding of approximately one decimal nine one (1.91) acres of land at Charlottetown, Queens County, Province of Prince Edward Island, being acquired from H.W. MacLauchlan Ltd. of Stanhope, Prince Edward Island.

EC2005-400

PRINCE EDWARD ISLAND
 LANDS PROTECTION ACT
 PETITION TO ACQUIRE A LAND HOLDING
 ISLAND PETROLEUM PRODUCTS LTD.
 (APPROVAL)

Pursuant to section 5 of the *Prince Edward Island Lands Protection Act* R.S.P.E.I. 1988, Cap. L-5 Council granted permission to Island Petroleum Products Ltd. of Charlottetown, Prince Edward Island to acquire a land holding of approximately zero decimal zero two (0.02) acres of land in Lot 43, Kings County, Province of Prince Edward Island, being acquired from E. Richard Dixon and Mary Dixon, both of Fortune, Prince Edward Island.

EC2005-401

PRINCE EDWARD ISLAND
 LANDS PROTECTION ACT
 PETITION TO ACQUIRE A LAND HOLDING
 NEWGREEN FARMS LTD.
 (APPROVAL)

Pursuant to section 5 and section 9 of the *Prince Edward Island Lands Protection Act* R.S.P.E.I. 1988, Cap. L-5 Council granted permission to Newgreen Farms Ltd. of Springfield, Prince Edward Island to acquire a land holding of approximately seventy-five (75) acres of land in Lot 67, Queens County, Province of Prince Edward Island, being acquired from Dana Robert Jorgensen and Elizabeth Sandra Jorgensen, both of Springfield, Prince Edward Island PROVIDED THAT the said real property is identified for non-development use pursuant to the Land Identification Regulations (EC606/95) made under the said Act.

EC2005-402

PRINCE EDWARD ISLAND
 LANDS PROTECTION ACT
 PETITION TO ACQUIRE A LAND HOLDING
 NOBRA HOLSTEINS INC.
 (APPROVAL)

Pursuant to section 5 of the *Prince Edward Island Lands Protection Act* R.S.P.E.I. 1988, Cap. L-5 Council granted permission to Nobra Holsteins Inc. of Irishtown, Prince Edward Island to acquire a land holding of approximately four hundred and forty decimal six (440.6) acres of land in Lot 20, Queens County, Province of Prince Edward Island, being acquired from Petrus Johannes Lauwerijssen and Johannes Petrus Lauwerijssen, both of Irishtown, Prince Edward Island.

Further, Council noted that part of the said land holding, being Provincial Property Nos. 93013, 93120 and 93070, was previously identified for non-development use in accordance with section 2 of the Land Identification Regulations (EC606/95) made under the said Act. Identification continues to apply.

EC2005-403

PRINCE EDWARD ISLAND
LANDS PROTECTION ACT
PETITION TO ACQUIRE A LAND HOLDING
NOBRA HOLSTEINS INC.
(APPROVAL)

Pursuant to section 5 and section 9 of the *Prince Edward Island Lands Protection Act* R.S.P.E.I. 1988, Cap. L-5 Council granted permission to Nobra Holsteins Inc. of Irishtown, Prince Edward Island to acquire a land holding of approximately two hundred and forty decimal two (240.2) acres of land in Lot 18, Prince County, and Lot 20, Queens County, Province of Prince Edward Island, being acquired from Petrus Johannes Lauwerijssen and Johannes Petrus Lauwerijssen, both of Irishtown, Prince Edward Island PROVIDED THAT the said real property is identified for non-development use pursuant to the Land Identification Regulations (EC606/95) made under the said Act.

EC2005-404

PRINCE EDWARD ISLAND
LANDS PROTECTION ACT
PETITION TO ACQUIRE A LAND HOLDING
SELKIRK ENTERPRISES LTD.
(APPROVAL)

Pursuant to section 5 of the *Prince Edward Island Lands Protection Act* R.S.P.E.I. 1988, Cap. L-5 Council granted permission to Selkirk Enterprises Ltd. of Eldon, Prince Edward Island to acquire a land holding of approximately one (1) acre of land in Lot 57, Queens County, Province of Prince Edward Island, being acquired from Dugald Stuart MacWilliams and Florence Joan MacWilliams, both of Montague, Prince Edward Island.

EC2005-405

PRINCE EDWARD ISLAND
LANDS PROTECTION ACT
PETITION TO ACQUIRE A LAND HOLDING
ST. LAWRENCE MOTEL INC.
(APPROVAL)

Pursuant to section 5 of the *Prince Edward Island Lands Protection Act* R.S.P.E.I. 1988, Cap. L-5 Council granted permission to St. Lawrence Motel Inc. of North Rustico, Prince Edward Island to acquire a land holding of approximately twenty-three (23) acres of land in Lot 24, Queens County, Province of Prince Edward Island, being acquired from Joan Gallant of North Rustico, Prince Edward Island.

EC2005-406

PRINCE EDWARD ISLAND
 LANDS PROTECTION ACT
 PROPERTY NO. 402891, LOT 30, QUEENS COUNTY
 IDENTIFICATION FOR NON-DEVELOPMENT USE
 AMENDMENT

Pursuant to subsection 9(2) of the *Prince Edward Island Lands Protection Act* R.S.P.E.I. 1988, Cap. L-5, Council amended the condition of non-development use made pursuant to section 2 of the Land Identification Regulations (EC606/95) in respect of approximately five (5) acres of land, being Provincial Property No. 402891 located in Lot 30, Queens County, Prince Edward Island and currently owned by Paul MacDonald of East Wiltshire, Prince Edward Island.

Council noted that this amendment will enable subdivision of a parcel of land of approximately zero decimal six nine (0.69) acres PROVIDED THAT the said real property is consolidated with the adjacent Provincial Property No. 878579 and the resulting property is identified for non-development use. Further, Council determined that following subdivision, identification for non-development use shall continue to apply to the remaining land.

This Order-in-Council comes into force on July 19, 2005.

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

EC2005-409

LOTTERIES COMMISSION ACT
GAMING CENTERS CONTROL REGULATIONS

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
- (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; bill validator
- (e) "Category A Gaming Center" means a facility or premises that is operated by the Corporation for the purpose of offering games of Category A Gaming Center

chance, including games of chance that utilize electronic gaming devices;

(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;

Category B Gaming Center

(g) “Commission” means the Prince Edward Island Lotteries Commission;

Commission

(h) “Corporation” means the Atlantic Lottery Corporation Inc.;

Corporation

(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;

designated

(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;

drop bucket

(k) “electronic bingo” means a bingo type game of chance that is played

electronic bingo

- (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;

(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;

electronic gaming device

(m) “gaming center” means any Category A Gaming Center and any Category B Gaming Center;

gaming center

(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;

gaming floor

(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

2. The Corporation may, with the written approval of the Commission, establish and operate Category A Gaming Centers. Operation of Category A Gaming Centers
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. Siteholder Agreements
- (2) The Corporation may not enter into a siteholder agreement with Restriction
- (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.
- (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. Consideration

ELECTRONIC GAMING DEVICES

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 Requirements
- (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

Refunds

- (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.

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.

(2) The Corporation shall ensure that the jackpot indicator of a progressive electronic gaming device is not turned back to a lesser amount unless

Turning back jackpot indicator

- (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.

(3) Where

Record of malfunctions and adjustments

- (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

6. (1) Before the Corporation offers a game of chance for play in a gaming center, the Corporation shall establish

Establishment of rules of play, prizes and limits

- (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.

(2) The Corporation shall ensure that each game of chance offered for play at a gaming center

Corporation 's duties

- (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).

(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.

Posting of rules and notice of prizes and limits

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 area of Record
- (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 Gaming Center or have a person removed from such a gaming center if the person Refusal of access
- (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.
- (4) The Corporation may remove from a Category A Gaming Center a person who conducts himself or herself in a disruptive manner. Removal of a person
- (5) If a person is removed from a Category A Gaming Center for conducting himself or herself in a disruptive manner, the Corporation shall Idem
- (a) refuse that person access to that Category A Gaming Center for
- (i) a period of not less than the remainder of the business day, or
- (ii) any longer period that the Corporation may determine; and
- (b) advise the person as to the length of the period he or she will be refused access.

- (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. Entry -restriction
- 10.** 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
 (a) problem gaming and the characteristics of problem gaming behaviour; and
 (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. Information on problem gaming behaviour
- 11.** (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. Granting credit - restriction
- (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. Automatic banking machines
- 12.** (1) The Corporation shall ensure that any advertising or publicity for a Category A Gaming Center:
 (a) does not depict minors; and
 (b) is not addressed to minors unless the advertising or publicity is intended to
 (i) promote abstinence or moderation in playing games of chance, or
 (ii) advise of the detrimental effects or consequences of excessive gaming. Advertising
- (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. Promotion-restriction
- 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.

EC2005-410

QUEEN'S PRINTER ACT REGULATIONS AMENDMENT

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, 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 pp75
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.

EC2005-411

**SECURITIES ACT
REGULATIONS
AMENDMENT**

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:

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. Designated securities

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.

EC2005-412

**SUMMARY PROCEEDINGS ACT
TICKET REGULATIONS
AMENDMENT**

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.

EC2005-413

**AN ACT TO AMEND THE TOBACCO SALES TO MINORS ACT
DECLARATION RE**

Under authority of section 13 of *An Act to Amend the Tobacco Sales to Minors Act* Stats. P.E.I. 2004, 2nd Session, c. 20 Council ordered that a Proclamation do issue proclaiming all sections except section 11 of the said "An Act to Amend the Tobacco Sales to Minors Act" to come into force effective August 1, 2005.

EC2005-414

**TOBACCO SALES AND ACCESS ACT
REGULATIONS**

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:
 - (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.

- (3) A person who sells tobacco by retail shall prominently display the signs required by subsection (1) as follows:
 - (a) Type A -
 - (i) at the front entry to the retail premises,
 - (ii) in the particular place where tobacco is held or stored, and

Signs to be displayed by retail vendor

Form of sign

Location of sign

- (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.
- (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. Other locations
2. The following forms of identification are prescribed for the purposes of subsection 4(4) of the Act: Identification
- (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.
3. The *Tobacco Sales to Minors Act* Regulations (EC22/92) are revoked. Revocation
4. These regulations come into force on August 1, 2005. Commencement

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.

EC2005-415

WILDLIFE CONSERVATION ACT HUNTING AND TRAPPING SEASONS REGULATIONS AMENDMENT

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

Game	Open Season	Daily	Possession
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

Furbearing Animals	Open Season
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.

CANADA

PROVINCE OF PRINCE EDWARD ISLAND

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.

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,

Clerk of the Executive Council