

February 04, 2026

To: Nicolas Jimenez, President and CEO BC Ferries

RE: **BC Ferries Electric Vehicle Transport Policy**

Dear Mr Jimenez,

We are writing to request that BC Ferries reconsider its June 2025 policy prohibiting the transport of damaged or inoperable electric vehicles (EVs) on BC Ferry vessels.

While this was framed as a compliance measure set down by Canada's *Transportation of Dangerous Goods (TDG) Act*, the policy relies on a presumption of risk rather than technical diagnostics.

The policy has created a critical infrastructure gap and significant hardship for the approximately 19,000 EV owners and operators in ferry dependent communities on Vancouver Island, the Gulf Islands, the Sunshine Coast and the North Coast where local EV repair and maintenance facilities are scarce.

As a publicly owned corporation providing an essential transportation link for ferry dependent communities, BC Ferries plays a critical role in ensuring equitable access to services for all vehicle owners. The current policy places EV operators at a serious disadvantage compared with drivers of internal combustion vehicles, which can still be transported when inoperable or damaged.

To resolve this, BC Ferries should consider transitioning from a "blanket ban" to a verification-based model as utilized by Washington State Ferries and Scotland's Caledonian MacBrayne (CalMac) Ferries who have implemented protocols including inspections, isolation of vehicles and designated deck placement rather than outright bans. These approaches manage risk without excluding an entire class of vehicles from service. ( See attached report: ***Transporting Electric Vehicles on BC Ferries.***)

BC Ferries prohibition policy, moreover, undermines public confidence in electric vehicle adoption as a key component of BC's climate goals as outlined in the CleanBC program and Zero-Emission Vehicle Act.

We therefore urge BC Ferries to:

- **Implement a "Certified Safe for Transport" Protocol:** That BC Ferries replace the ban on carrying inoperable or damaged EVs with an inspection-based system that could include signed declarations from certified technicians

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confirming a vehicle's battery is stable and de-energized as utilized by Washington State Ferries and CalMac ferries who service a comparable community of often remote ferry dependent communities.

- **Harmonize with Provincial Policy:** Align BC Ferries operational rules with the intent of the CleanBC program and Zero-Emission Vehicle Act to ensure public infrastructure supports, rather than hinders, the transition to green energy.
- **Establish Clear Technical Thresholds:** Define "damage" according to industry standards to ensure minor issues like cracked windshields or flat tires do not trigger a transport refusal.

We thank you for your consideration of this important issue and urge BCFerries to work with ferry dependent communities to create a practical and equitable solution to this important issue.

EV drivers should not be penalized for choosing a cleaner technology, particularly when viable safety frameworks already exist elsewhere.

Sincerely,

*Susan Yates*, Gabriola Island Trustee

*Steven Earle, Ivan Bulic, Tawny Maclachlan Capon*, for the Gabriola Transportation Society

CC: Joy MacPhail, Chair BCFerries Board of Directors  
Hon Mike Farnworth, Minister of Transportation and Transit  
Sheila Malcolmson, MLA Nanaimo-Gabriola Island  
Tamara Kronis, MP Nanaimo-Ladysmith  
Vanessa Craig, RDN Director, Electoral Area B Gabriola Island  
Tobi Elliott, Gabriola island trustee  
Erin Udal, Gabriola Chamber of Commerce  
Eric McNeely, BC Ferry & Marine Workers' Union

*Attached: [Transporting Electric Vehicles on BCFerries, by Gabriola Transportation Society, January 2026.](#)*

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