

BCPDA Advocacy Report August 1 to September 30th 2026

Report overview. Since August 1, BCPDA has responded to several major issues affecting powersports dealers, customers and the wider recreation economy. The Association mobilized dealer evidence, coordinated with industry partners, communicated directly with government and regulators, and raised public awareness through media and industry communications. This report summarizes the work completed, the progress achieved and the files that remain active.

Advocacy at a glance

Advocacy file	Work completed	Status
Wildfire ORV closure	Dealer consultation, government and BCWS outreach, position development, media interviews and member updates.	Restrictions changed
Motorcycle tariffs	Position statement, federal and provincial outreach, Moto Canada coordination, economic briefing and dealer impact survey.	Active
Motorcycle licensing	Updated submission to ICBC and RoadSafetyBC with five recommendations and jurisdictional research.	Submitted
Land access	Rady Creek, Incomappleux and Columbia and Western advocacy elevated to broader concerns with Selkirk District processes.	Active
Consumer rules	Dealer education and review of distance-sales requirements, contracts and tariff-related consumer obligations.	Ongoing

Wildfire related recreational ORV closure

Issue and response. After the Province introduced broad recreational ORV prohibitions on August 10, BCPDA moved quickly to document dealer impacts and advocate for restrictions that were targeted, locally responsive and regularly reassessed. BCPDA supported appropriate wildfire prevention measures while questioning the scope, duration and consistency of restrictions that permitted some commercial and industrial ORV use while prohibiting recreational use of similar equipment.

- Convened an August 19 industry call with approximately 30 dealers and industry representatives to gather direct evidence.
- Documented reduced showroom traffic, delayed and cancelled purchases, rental shutdowns, reduced service activity, floor-plan costs, aged inventory, storage pressure and concerns about fall and hunting-season sales.
- Developed and communicated BCPDA positions calling for transparent reassessment at short intervals, greater local variation and clearer evidence connecting restrictions to actual risk.
- Raised the treatment of fully electric ORVs and asked government to clarify why vehicles without conventional internal-combustion ignition sources were included.

- Contacted BC Wildfire Service and Ministry offices, issued member and OEM communications, conducted media outreach and participated in two CBC Daybreak interviews.

Progress. The Province subsequently changed the restrictions. BCPDA shared the update as an advocacy outcome while continuing to call for a better consultation, communication and reassessment framework before future large-scale closures are imposed.

Motorcycle tariffs and Canada United States trade

Issue and response. BCPDA developed a coordinated response to the 50 percent Canadian counter-tariff applied September 8 to qualifying United States origin motorcycles over 800 cc. The Association aligned with Moto Canada while focusing on the direct consequences for British Columbia dealerships, employees and consumers.

- Hosted and promoted a September 2 webinar with Moto Canada on industry results and the tariff situation, followed by a synopsis and advocacy materials for participants.
- Prepared and updated a formal position statement addressing consumer uncertainty, delayed and cancelled purchases, inventory turnover, floor-plan costs, staffing and investment risk, pressure on the used market and exposure on transactions signed before September 8.
- Sent advocacy letters to British Columbia Members of Parliament and relevant federal ministers, requested follow-up meetings and sought provincial support for the industry.
- Prepared a B.C. economic impact briefing using conservative dealership activity scenarios. Illustrative reductions of 10, 20 and 30 percent correspond to \$7.7 million, \$15.5 million and \$23.2 million in annual economic output at risk.
- Developed a confidential dealer survey to quantify affected inventory, tariff liability, pre-September 8 contracts, cancellations, floor-plan costs and potential employment and investment impacts.
- Called for removal of motorcycles and related powersports products from retaliatory measures, transitional relief for existing orders and commitments, accessible remission where harm is disproportionate, and a return to predictable cross-border trade.

Current status. This remains an active priority. BCPDA is continuing federal and provincial outreach, gathering dealer-level evidence and coordinating with Moto Canada, OEMs and other industry stakeholders.

Consumer Protection Act and dealer compliance

Work completed. BCPDA continued to represent dealer interests while helping members prepare for changing consumer-protection requirements. Work included a dealer webinar, contract and compliance discussions, and review of distance-sales obligations under section 51 in the context of unexpected tariff costs.

- Reviewed how the standardized purchase agreement and distance-sales addendum work together and clarified that the addendum is used with the main agreement.
- Developed a dealer compliance checklist outlining required duties and potential consequences for distance transactions.
- Connected tariff advocacy with consumer-contract risk, particularly where a transaction was signed before September 8 but the unit was delivered after the tariff took effect.

Current status. BCPDA will continue working with sector partners and regulators to support practical compliance, consistent contracts and clear dealer guidance as the new requirements are implemented.

ICBC Motorcycle Licensing Consultation

Confidential consultation. BCPDA participated in a confidential consultation with ICBC and RoadSafetyBC regarding the Motorcycle Licensing Program. Under the confidentiality agreement, BCPDA cannot share the information or potential program changes provided during the consultation before ICBC makes a public announcement.

- Reviewed the confidential information provided by ICBC and RoadSafetyBC through the consultation process.
- Provided feedback reflecting dealer, rider-training and broader industry perspectives.
- Emphasized that motorcycle safety policy should be evidence-based, practical to implement and attentive to potential unintended impacts on riders and industry.
- Encouraged continued industry engagement as the program is developed and before implementation decisions are finalized.

Current status. BCPDA has provided its feedback directly to ICBC and RoadSafetyBC and will continue to respect the confidentiality agreement. Members will be updated when ICBC publicly announces the program and BCPDA is permitted to share further information.

Land access and road deactivation

Issue and response. BCPDA continued work on the Rady Creek, Incomappleux and Columbia and Western access files. During August and September, the Association worked with coalition partners to move beyond the facts of each individual corridor and identify a broader concern: irreversible deactivation can proceed before affected users have a practical opportunity to pursue the very permits or tenure solutions government identifies.

- Continued coalition meetings, briefing development, legal and technical review, stakeholder coordination and government follow-up on Rady Creek and Incomappleux.
- Supported the request to pause irreversible Rady Creek work and convene ministries, agencies, recreation organizations and technical experts to consider a sustainable recreation access corridor.
- Updated the Incomappleux case with wildfire and emergency-access concerns, including the loss of a bridge and the absence of a clear mechanism to transition a road from Forestry to Recreation Sites and Trails BC.
- Elevated common concerns involving the Selkirk Resource District, including refusals to meet and directions to pursue applications only after bridges and infrastructure have been removed.
- Supported a call for provincial review and a working group to address gaps in road deactivation, recreation access, consultation and cross-ministry decision-making.

Current status. All three files remain active. BCPDA continues to support coalition advocacy and seeks a provincial process that considers public access, emergency response, private property, tourism and recreation before infrastructure is made permanently unavailable.

Industry coordination and communications

Across these files, BCPDA strengthened the industry's ability to speak with one provincial voice. Work included direct engagement with dealers, Moto Canada, OEM representatives, rider-training providers, recreation organizations, government offices, regulators and media. Member emails, OEM updates, industry notices, webinars, social media and public-facing materials were used to keep the industry informed and to ensure decision-makers heard current dealer evidence.

Priorities moving forward

- Continue tariff advocacy, collect dealer impact evidence and pursue relief for existing commitments and affected businesses.
- Follow the Motorcycle Licensing Program through the final policy-development process and advocate for competency-based, vehicle-specific solutions.
- Seek a formal consultation and reassessment framework for future wildfire-related recreation restrictions.
- Advance the request for provincial review and a cross-ministry working group on road deactivation and recreation access.
- Continue Consumer Protection Act education and practical compliance support for dealers.
- Use the November Dealer Summit to bring dealers, OEMs, regulators and government representatives together on the issues affecting the sector.