



## ATLANTIC CANADA ELECTRIC SCHOOL BUS FEASIBILITY STUDY HIGHLIGHTS: NOVA SCOTIA



Nova Scotia's  
school buses  
emit **23,288**  
tonnes of CO<sub>2</sub>e  
every year.

Switching to electric school buses  
would reduce GHG emissions by **9,427**  
tCO<sub>2</sub>e annually, and completely  
eliminate tailpipe emissions. That's like  
taking **3,152 cars off the road.**



*With overnight  
charging, Nova Scotia  
could electrify*

**36%**

*of its school bus fleet  
within 10 years.*

*With additional  
midday charging,  
this number  
increases to*

**71%.**

*Switching to electric  
school buses in Nova  
Scotia would save over*

**\$53 million**

*in operational costs over  
the next 20 years.*

To learn more, read the report:

[Electric School Bus Feasibility Study](#)

Council of Atlantic Ministers of Education and Training





# ATLANTIC CANADA ELECTRIC SCHOOL BUS FEASIBILITY STUDY HIGHLIGHTS: NEWFOUNDLAND AND LABRADOR



Newfoundland and Labrador's school buses emit **2,626 tonnes of CO<sub>2</sub>e every year.**

Switching to electric school buses would reduce GHG emissions by **2,431 tCO<sub>2</sub>e** annually, and completely eliminate tailpipe emissions. That's like taking **814 cars off the road.**



*With overnight charging, NL could electrify*

**87%**

*of its school bus fleet within 10 years.*

*With additional midday charging, this number increases to*

**99%.**

*Switching to electric school buses in NL would save over*

**\$49 million**

*in operational costs over the next 20 years.*

To learn more, read the report:

[Electric School Bus Feasibility Study](#)

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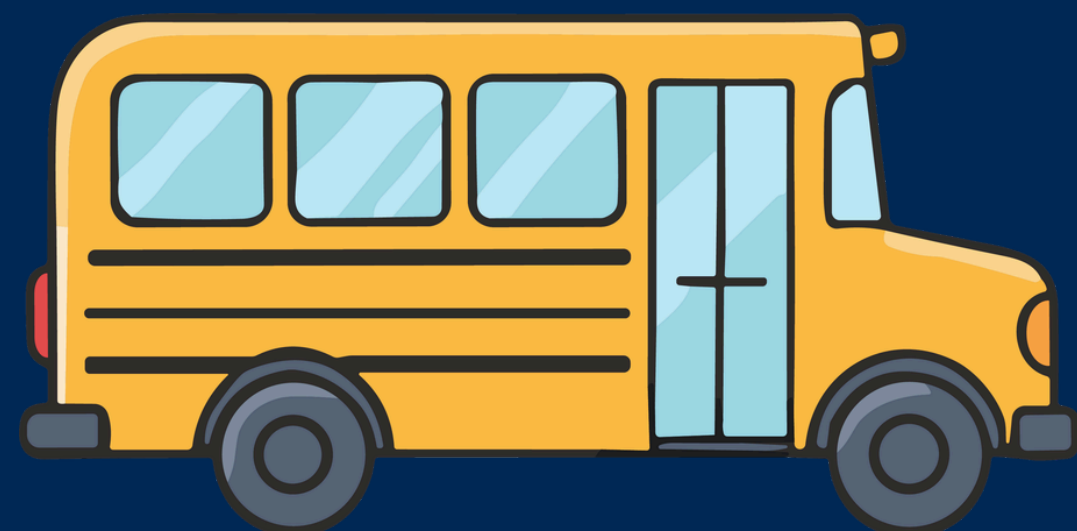


# ATLANTIC CANADA ELECTRIC SCHOOL BUS FEASIBILITY STUDY HIGHLIGHTS: NEW BRUNSWICK



New Brunswick's school buses emit **21,593 tonnes of CO<sub>2</sub>e** every year.

Switching to electric school buses would reduce GHG emissions by **15,317 tCO<sub>2</sub>e** annually, and completely eliminate tailpipe emissions. That's like taking **5,122 cars off the road.**



With overnight charging, New Brunswick could electrify

**43%**

of its school bus fleet within 10 years.

With additional midday charging, this number increases to

**79%.**

Switching to electric school buses in New Brunswick would save over

**\$46 million**

in operational costs over the next 20 years.

To learn more, read the report:

[Electric School Bus Feasibility Study](#)

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## ATLANTIC CANADA ELECTRIC SCHOOL BUS FEASIBILITY STUDY: SUMMARY

In 2025, the Council of Atlantic Ministers of Education and Training led a study to map the road to school bus electrification in three Atlantic Canadian provinces. They explored electrification under three different scenarios:

### With overnight charging only:

- **NB** would need **476** charging ports and could electrify **43%** of its fleet.
- **NS** would need **252** charging ports and could electrify **36%** of its fleet.
- **NL** would need **193** charging ports and could electrify **87%** of its fleet.

### With additional midday charging:

- **NB** would need **858** charging ports and could electrify **79%** of its fleet.
- **NS** would need **496** charging ports and could electrify **71%** of its fleet.
- **NL** would need **235** charging ports and could electrify **99%** of its fleet.

### With complete electrification:

- **27,175 tCO<sub>2</sub>e** in total annual GHG emission reduction, the equivalent of **9,087 passenger cars**.
- Over **\$148 million** in total operational cost savings.



*Electric school buses provide significant operational savings and emissions reductions. They also reduce health risks to children, bus drivers, and broader communities by eliminating tailpipe emissions.*

To learn more, read the report:

[Electric School Bus Feasibility Study](#)

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