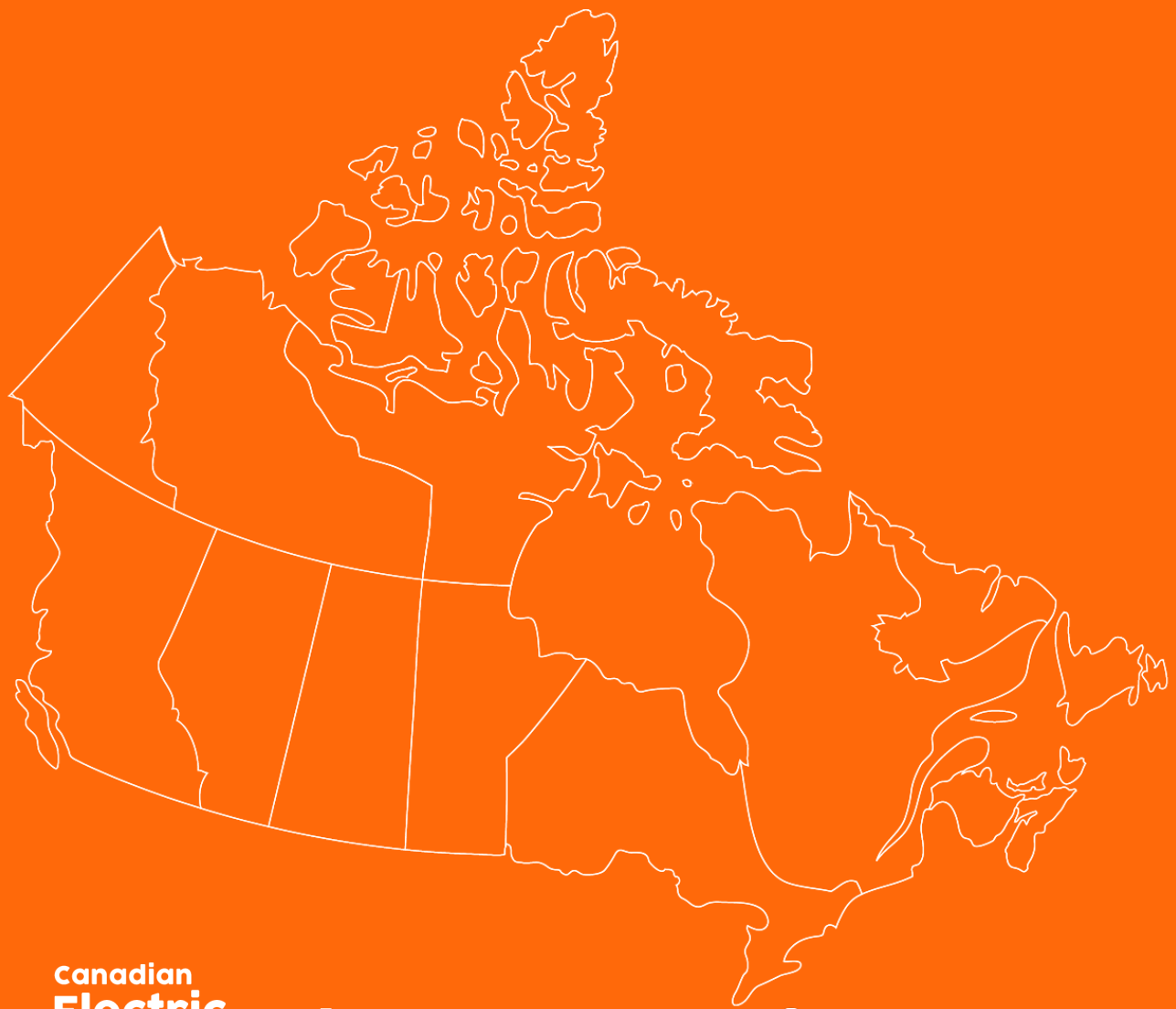
Canada's Electric School Bus Report Card

MARCH 2026



Canadian Electric School Bus Alliance

Équiterre

Green Communities CANADA

Contributions

RESEARCH & WRITING

Henri Chevalier, Advisor – Sustainable Mobility | Équiterre

REVIEW

Valérie Tremblay, Lead - Sustainable Mobility | Green Communities Canada
Cedric Smith, Director - Transportation | Pollution Probe
Marc-André Viau, Director - Government Relations | Équiterre
Abby Lefebvre, Energy Coordinator - | Ecology Action Center
Charlotte Hammond, Association Assistant | Association of School Transportation Services of B.C

GRAPHIC DESIGN

Marianne Legault, Graphic Designer | Équiterre

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About CESBA

Led by Green Communities Canada in partnership with Équiterre, the Canadian Electric School Bus Alliance (CESBA) is an initiative that brings together various provincial and federal school bus actors, including school boards, environmental organizations, and bus manufacturers. Their goal is to advocate for policies that can accelerate the transition from fossil fuel-powered school buses to electric school buses, aligning with Canada's climate targets. With the support of a steering committee, CESBA gathers insights and best practices to formulate recommendations and implement engagement strategies aimed at mobilizing decision-makers and increasing awareness of the issue. This project, running from January 2022, spans across Canada and draws upon best practices from North America and beyond, with a focus on specific regions or provinces, including Atlantic Canada, Québec, Ontario, and British Columbia.

This project aims to:

- → Strengthen the network of actors involved in school bus electrification across Canada;
- → Increase knowledge transfer and sharing of best practices around school bus electrification;
- → Increase awareness of the social and environmental justice issues related to the transition to electric school buses;
- → Increase federal policy support for the electrification of school transport.

About Équiterre

As one of the main environmental organizations in Québec, Équiterre seeks to make the necessary collective transitions towards an equitable and environmentally sound future more tangible, accessible, and inspiring. Since 1993, Équiterre has worked with citizens, organizations, and governments to develop projects in transportation, agriculture, energy, consumption, and climate change.

About Green Communities Canada

Green Communities Canada (GCC) has been leading community-based climate action since 1995. With over 100 member and partner organizations located across Canada, GCC shares resources, co-creates programming, and advances transformative and equitable change. As a national organization, GCC's goal is to support and sustain grassroots action. GCC does this by acting as a network, funder, backbone, and accelerator.

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Executive Summary

This transition to electric school buses is an opportunity to advance significant climate, health, and economic benefits while strengthening domestic industrial resilience. Yet, progress towards electrifying school buses has been slow in Canada.

CESBA is excited to release our first annual Electric School Bus Report Card. This 2026 report is the first comparative assessment of progress toward electrifying school bus fleets across Canadian provinces and territories. The report evaluates how effectively jurisdictions are positioning themselves to transition away from diesel-powered school transportation. The report card assesses each jurisdiction across four equally weighted pillars: fleet electrification progress, policy and regulatory goals, funding and incentives, and charging infrastructure development. Each pillar is measured out of 100 points, for a total maximum of 400 points.

Results show a highly uneven national landscape. Only a few provinces have moved beyond pilot-scale deployment toward structured, measurable transition pathways. Prince Edward Island leads the country with 313 points (78%), driven by centralized fleet ownership, early procurement investments, and clear targets. Quebec follows in second place with 271 points (68%), supported by a strong funding program, a clear school bus electrification target, and the country's largest electric school bus fleet in absolute terms. British Columbia ranks third with 210 points (53%), demonstrating leadership in charging infrastructure readiness and innovation (including Canada's first vehicle-to-grid pilot with an electric school bus), but constrained by the absence of specific mandates or targets for electric school buses. A second tier includes New Brunswick (168 points, 42%), Ontario (101 points, 25%), and Alberta (101 points, 25%), showing early or uneven progress toward electrification. Limited targets, weak provincial funding, and fragmented infrastructure planning have kept these jurisdictions largely at pilot scale despite sizable fleets. The remaining jurisdictions—Manitoba, Saskatchewan, Newfoundland and Labrador, Nova Scotia, Yukon, Northwest Territories, and Nunavut—score 0 points, reflecting the absence of electric school bus deployment or enabling policy frameworks. While Atlantic feasibility studies suggest strong potential, this has yet to translate into measurable action.

Overall, the report card underscores three decisive drivers of successful electric school bus adoption: clear regulatory targets, robust and predictable provincial funding, and proactive charging infrastructure planning. Beyond environmental gains, electrification offers a strategic opportunity to reinforce Canada's industrial autonomy by anchoring domestic manufacturing, scaling homegrown technologies, and embracing an "invest, not spend" logic in public finance. Without stronger coordination between federal, provincial, and territorial governments, regional disparities are likely to widen. Accelerating an equitable and effective transition will therefore require aligned targets, long-term funding certainty, and coordinated implementation strategies tailored to the diverse realities of school transportation systems across Canada.

CANADA'S ELECTRIC SCHOOL BUS PROVINCIAL REPORT CARD

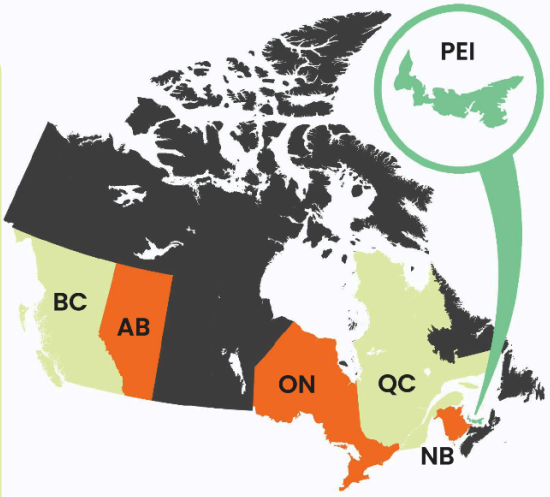
Executive Summary: A comparative snapshot of provincial readiness for electric school bus (ESB) adoption.

PEI
#1
313/400
B+

Fleet Electrified
33%
ESB Target (Year)
✓ 50% by 2027; 100% by 2030
Provincial Funding Program for ESBs
✓ Yes
Chargers per ESB
1.4
V2G Pilots Present
✗ No
Zero-Emission MHDV Target
✓ 40% by 2040
Provincial Funding per ESB Purchase
Full cost covered
Total Annual Provincial Funding (ESB + Charging)
$6.5M / year

BC
#3
210/400
C-

Fleet Electrified
5%
ESB Target (Year)
✗ No target
Provincial Funding Program for ESBs
✓ Yes
Chargers per ESB
1.15
V2G Pilots Present
✓ Yes
Zero-Emission MHDV Target
✗ None
Provincial Funding per ESB Purchase
Full cost covered for public schools; no funding for private schools
Total Annual Provincial Funding (ESB + Charging)
$10M / year



QC
#2
271/400
C

Fleet Electrified
15%
ESB Target (Year)
✓ 65% by 2030
Provincial Funding Program for ESBs
✓ Yes (PETS)
Chargers per ESB
1.0
V2G Pilots Present
✗ No
Zero-Emission MHDV Target
✗ None
Provincial Funding per ESB Purchase
$240,000
Total Annual Provincial Funding (ESB + Charging)
$92M / year

AB
#5
101/400
F

Fleet Electrified
0.02%
ESB Target (Year)
✗ No target
Provincial Funding Program for ESBs
✗ No
Chargers per ESB
1.0
V2G Pilots Present
✗ No
Zero-Emission MHDV Target
✗ None
Provincial Funding per ESB Purchase
N/A
Total Annual Provincial Funding (ESB + Charging)
N/A

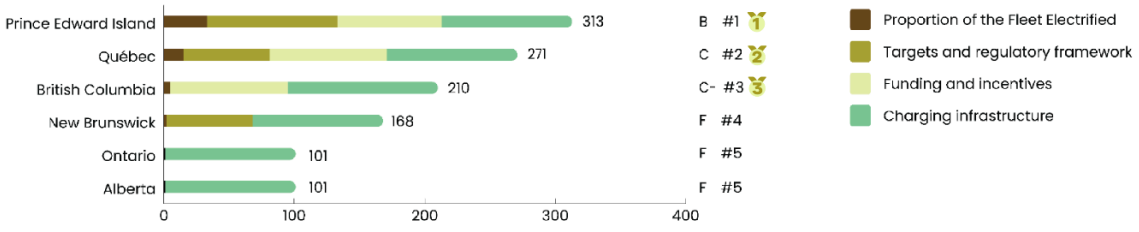
No data / No action

ON
#5
101/400
F

Fleet Electrified
0.5%
ESB Target (Year)
✗ No target
Provincial Funding Program for ESBs
✗ No
Chargers per ESB
1.0
V2G Pilots Present
✗ No
Zero-Emission MHDV Target
✗ None
Provincial Funding per ESB Purchase
N/A
Total Annual Provincial Funding (ESB + Charging)
N/A

NB
#4
168/400
F

Fleet Electrified
1.8%
ESB Target (Year)
✓ All govt fleets by 2035
Provincial Funding Program for ESBs
✗ No
Chargers per ESB
1.0
V2G Pilots Present
✗ No
Zero-Emission MHDV Target
✗ None
Provincial Funding per ESB Purchase
N/A
Total Annual Provincial Funding (ESB + Charging)
N/A



1. Introduction

This report is structured to provide a clear, comparative assessment of electric school bus (ESB) adoption across Canadian provinces and territories, while recognizing the highly uneven pace of transition nationwide. Following this introduction, Section 2 outlines the report card methodology. Section 3 presents Canada's ESB profile and sections 4 through 11 then present jurisdiction-by-jurisdiction analyses, combining quantitative scoring with qualitative context to explain each jurisdiction's results. Section 12 synthesizes these findings into a national ranking. This report card is designed not only to highlight leaders, but also to make disparities visible: while a small number of provinces have begun transitions, most remain at pilot or pre-planning stages. By applying a consistent framework across jurisdictions, the report aims to identify gaps, policy blind spots, and opportunities for targeted action to support a more coherent and equitable national transition to zero-emission school transportation.

In the context of the ongoing global climate crisis, electrifying the Canadian school bus fleet presents a unique opportunity to make significant strides towards decarbonizing the transportation sector (IPCC, 2023; Health Effects Institute, 2020). This would support the necessary energy transition, while generating health and economic benefits for the country. This following section delves into the climate, health and economic benefits of transitioning away from diesel school buses for society.

1.1. CLIMATE BENEFITS

School bus fleets in Canada remain mostly diesel-powered, and along with other medium- and heavy-duty vehicles (MHDVs), school transportation accounts for 30% of transportation-sector greenhouse gas emissions (GHGs), which itself represents 22% of national emissions (ECCC, 2021; Government of Canada, 2023). Electrifying school buses is thus a major opportunity to cut fossil fuel–related emissions and support Canadian jurisdictions' climate targets. Manufacturers estimate that replacing a diesel bus with an ESB reduces 23 tonnes of GHGs annually, the equivalent of removing five cars from the road (Government of PEI, 2024). At a national scale, full fleet electrification could eliminate more than one million tonnes of GHG emissions annually, which is the equivalent of avoiding 1.66 million one-way flights from Halifax to Vancouver every year.[1]

In provinces with clean electricity grids, climate benefits are even greater: in Quebec, ESB use can reduce emissions by up to 92% (Équiterre, 2019), and electrifying 65% of the fleet by 2030 could avoid 800,000 tonnes of GHGs (MTMD, 2023). Across the three Atlantic provinces, full electrification of school bus fleets would generate substantial long-term climate benefits. New Brunswick shows the highest potential impact, with 183,799 tonnes of CO_2 equivalent (CO_2e) avoided over the fleet's lifetime. Nova Scotia follows with 113,125 tonnes of cumulative savings, while Newfoundland and Labrador would still achieve a significant reduction of 29,175 tonnes of CO_2e (Council of Atlantic Ministers of Education and Training, 2025).

[1] See Methodology in Appendix A of our former report (CESBA, 2025)

1.2. HEALTH BENEFITS

Beyond climate benefits, electrifying school buses substantially reduces diesel-related air pollutants such as nitrogen oxides, sulfur oxides, and particulate matter, lowering health risks including respiratory and cardiovascular diseases and certain cancers (CCNB, 2022). Traffic-related air pollution is linked to approximately 1,200 premature deaths annually in Canada and millions of asthma-related symptoms (Health Canada, 2022). ESBs also significantly reduce noise pollution, improving sleep, concentration, and overall well-being, particularly for children with sensory sensitivities, ADHD, or autism (Snider, 2022; Pedde et al., 2023; PHAC, 2022). Beyond physical health, ESBs can support youth mental health by offering visible climate action that helps address eco-anxiety and fosters a sense of hope and agency, while contributing to broader efforts to mitigate climate-related psychological stress among young people (Delphi Group et al., 2022).

1.3. ECONOMIC BENEFITS

Electrifying school buses can significantly improve air quality and reduce healthcare costs. Estimated annual healthcare savings reach $1 million ($M) in Québec and $7.2M in Ontario, and up to $15M in British Columbia over a bus's lifespan (Équiterre, 2019; Delphi Group et al., 2023; Pembina Institute, 2022). Nationwide, these benefits could exceed $600M over 12 years.[2] ESB adoption can also stimulate economic growth: in Québec, full fleet electrification could improve the trade balance by $50–100 million annually (Équiterre, 2019), while in Ontario, electrifying 65% of the fleet by 2030 could generate over 10,800 jobs and $1.5 billion in gross domestic product (GDP), with additional gains from charging infrastructure (Bhardwaj, Jantz & Lloyd, 2023).

Box 1: Canadian public appeal to ESBs

These climate, health, and economic benefits align closely with public opinion. A 2023 poll found that 78% of Canadians are concerned about children's exposure to school bus emissions, while 83% support accelerating electrification toward 100% electric new buses by 2040. Public backing is also strong for interim targets (82%) and sales mandates requiring a minimum share of electric school buses (77%) (Ecology Action Centre et al., 2024).

[2] See Methodology in Appendix A of our former report (CESBA, 2025).

2. Report Card Methodology

This ESB report card provides a comparative, data-driven assessment of Canadian jurisdictions' progress toward ESB adoption. The methodology is built around a four-pillar scoring framework, each weighted equally at 25% to produce a total possible score of 400 points. These four pillars reflect the core dimensions necessary for a successful and equitable transition to electric school transportation:

1. Fleet electrification progress
2. Policy and regulatory commitments
3. Funding and incentives
4. Charging infrastructure development.

All scoring criteria and rubrics are drawn directly from the standardized assessment framework developed for this project.

2.1. FLEET ELECTRIFICATION PROGRESS (100 POINTS; 25% WEIGHT)

This criterion evaluates the share of electric school buses within a province's total fleet. Provinces are scored according to bands that map the percentage of ESBs directly to points: 0–20% ESBs corresponds to 0–20 points, 21–40% to 21–40 points, and so forth, up to 81–100 points for provinces where 81–100% of the fleet is electric. Scores are capped at 100 points to preserve comparability. This category relies on the most recent available fleet inventories, including both public school districts and private operators where applicable.

2.2. POLICY AND REGULATORY GOALS (100 POINTS; 25% WEIGHT)

This pillar assesses whether provinces have adopted clear mandates or targets supporting ESB deployment. Three equally weighted components are evaluated:

1. The presence of a MHDV electrification target,
2. A defined ESB-specific mandate or target, and
3. A clearly stated target year.

Each component is worth 33 points, for a maximum of 100 possible points; scores are normalized to a 100-point scale. This criterion rewards provinces that provide regulatory certainty and long-term direction for school bus electrification efforts. This criterion is based on the analysis of official public policy documents (legislation, regulations, climate strategies, decarbonization plans, and ministerial announcements) issued by provincial or territorial governments, making them highly authoritative and legally anchored sources that reflect the degree of regulatory certainty provided to school transportation stakeholders

2.3. FUNDING AND INCENTIVES (100 POINTS; 25% WEIGHT)

The third pillar considers the availability, scale, and accessibility of provincial funding mechanisms. There are five components, each worth 20 points:

1. The existence of a clear provincial ESB funding program;
2. The maximum subsidy available per electric school bus;
3. The maximum subsidy available per charging infrastructure site;

4. The ratio of total annual provincial funding to the number of school buses (thermal and electric) in the province, expressed as total funding per bus; and
5. The presence of dedicated support for Indigenous communities, underserved school districts, or small operators.

Funding thresholds determine scores for components (2)–(4); for example, subsidies above $200,000 per bus or $50,000 per charger site receive the maximum 25 points, while lower amounts receive 12.5 points. This category captures both financial ambition and equity-oriented program design. This criterion draws on official budgetary programs, administrative program guides, and government financing documents, and, where applicable, data confirmed by public or parapublic institutions, ensuring a high level of institutional reliability and direct traceability of funding amounts, eligibility thresholds, and the effective scope of financial incentives.

2.4. CHARGING INFRASTRUCTURE DEVELOPMENT (100 POINTS; 25% WEIGHT)

This criterion measures provinces' readiness to support ESBs through charging capacity. The primary metric is the number of chargers per ESB, scored on a banded scale ranging from <1 charger per 10 buses (0–20 points) to >1 charger per bus (81–100 points). Jurisdictions may also receive up to 15 bonus points for active vehicle-to-grid (V2G) or other innovation pilots, recognizing leadership in grid-integrated charging. This criterion relies on operational and technical data from provincial ministries, electric utilities, parapublic agencies, and pilot project reports, supplemented where necessary by clearly documented conservative assumptions when public data are unavailable, thereby ensuring an assessment grounded in technically authoritative, sector-specific sources.

2.5. SCORING AND GRADING PROCESS

As explained above, each criterion is evaluated on a 0 to 100 scale using quantitative thresholds and qualitative assessments. The four criterion scores are combined into a total provincial score out of 400 points, which is then converted into a score out of 100 and subsequently translated into a letter grade.

Table 1: Report's grading system

Score Range	Grade
80-100	A (Exemplary)
70-79	B (Strong)
60-69	C (Average)
50-59	D (Needs Improvement)
<50	F (Failing)

Jurisdictions are ranked nationally in *Conclusion*.

3. Canada

Across Canada, there are **around 52,000 school buses**, with approximately **90% using diesel fuel** (Task Force on School Bus Safety, 2020; Pollution Probe, 2023). School buses are mostly concentrated in Ontario (20,833), Quebec (10,650) and Alberta (8,014) (Dunsky Energy + Climate, 2023).

In contrast to ICE buses, the number of ESBs operating in Canada is small. Recent data indicates a **total of 1,980 ESBs**, **representing 3.8% of the total Canadian fleet**. A similar situation prevails in the United States, where ESBs make up about 2.4% of the school bus fleet, with 12,000 ESBs out of a fleet of more than 500,000 (Clark Estes, 2024).

The electrification of school bus fleets in Canada encounters substantial financial hurdles. Comparatively, the cost of ESBs looms significantly higher than their diesel counterparts. In general, the purchase price of an ESB before subsidies is 2.6 times more expensive than its diesel equivalent (CAMET, 2025).

Although the Zero-Emission Transit Fund (ZETF) fund was intended to support both transit and school bus electrification through 2025-2026, the lack of increased funding and the oversubscription indicate serious limitations on its capacity to meet the needs of fleet operators. Moreover, federal funding may prove insufficient for fleet operators, particularly those residing in provinces lacking their own provincial funding streams to supplement federal support. This disparity can create financial challenges for operators striving to electrify their fleets.

4. Prince Edward Island

Table 2: Prince Edward Island's Report Card Results

Criterion 1: Fleet Electrification Progress	**Value**	**Points**
Total Fleet Size	323	+33 pts
Current ESBs	107	
Proportion of the fleet electrified	33%	
Criterion 2: Policy and Regulatory Goals	**Value**	**Points**

Zero-Emission MHDV Target	Decarbonize at least 40% of registered MHDVs by 2040	+100 pts
ESB Mandate or Target	Electrify 50% of school buses by 2027 and 100% by 2030.	
ESB Target year		
Criterion 3: Funding and Incentives	**Value**	**Points**
Provincial Funding Program for ESBs	Yes	+20 pts
Provincial Funding per ESB Purchase	Full amount covered by PEI government (school buses owned by the government)	+20 pts
Provincial Funding per Charging Infrastructure Site	Full amount covered by PEI government (school buses owned by the government)	+10 pts
Total Annual Provincial Funding for ESB and Charging Infrastructure	$6.5M	+20 pts
Annual provincial ESB funding expressed per school bus	$20,124	
Targeted Funding for Equity-Deserving Groups or Small Operators	No	+0 pts
Criterion 4: Charging Infrastructure Development	**Value**	**Points**
Total number of chargers	145	+100 pts
Number of chargers per ESB	1.4	
Presence of V2G Pilots	No	+0 pts
Points total	313/400	

Grade	78%

Prince Edward Island (PEI) stands out in Canada's transition to electric school buses due to its unique governance structure: the province owns **100% of the school buses, depots, and charging infrastructure**. This centralized model shapes PEI's performance across all ESB report card criteria, revealing both areas of strong alignment with national decarbonization ambitions and notable structural and technical challenges.

Criterion 1: Fleet Electrification Progress

PEI has made substantial progress in electrifying its school bus fleet relative to its size, with **107 ESBs** out of 323 buses—meaning that **33% of its fleet is electric**, the highest share in Canada (Government of PEI, 2024). Currently, there are 16 of these that are out of service and have been since before the current school year started (Collins, 2025). Its centralized procurement structure has enabled PEI to move faster than many provinces in early ESB adoption, and the province has already integrated a large share of ESBs into its school transportation system. However, PEI's overall transition remains closely tied to its infrastructure challenges and constraints related to original equipment manufacturers (OEMs) described below.

Criterion 2: Policy and Regulatory Goals

The province has publicly committed to **electrifying at least 40% of registered MHDVs by 2040**, alongside a specific pledge to **decarbonize the entire school bus fleet by 2030**, including electrifying **half of all school buses by 2027** (PEI, 2022; Lamont & McKellop, 2025). However, recent government decisions — including cancelling tenders for new electric buses and opting to buy diesel buses in the 2026 capital budget — pause on-the-ground action for now because the province faces practical constraints in ESB implementation. Most ESB manufacturers require **Level-3 fast-charging**, but much of PEI's installed infrastructure remains **Level-2**, limiting compatibility with newer electric buses and preventing warranty compliance for certain OEMs (Lamont & McKellop, 2025; DesRoche, 2025). This issue became more acute as Lion Electric declined to honour warranties for buses not paired with adequate charging systems. As a result, the province opted to **purchase nearly $4 million worth of diesel buses in 2026**, a significant setback that signals challenges in meeting its regulatory targets (Lamont & McKellop, 2025). Despite well-defined goals, these technical limitations and procurement obstacles undermine the probability of achieving full fleet electrification by 2030. A re-evaluation of the conversion timeline is underway (Collins, 2025). However, because PEI has not formally rescinded or amended its electrification targets, points associated with the ESB target have been maintained despite the current pause in implementation.

Criterion 3: Funding and Incentives

Between 2021 and 2024, PEI made a substantial financial commitment to ESB deployment, supported jointly by the provincial and federal governments. Together, they invested **$40.3M over four years**, split evenly between both levels of government, including an

additional **$6M** dedicated specifically to charging infrastructure. On average, the province contributed **approximately $6.5M per year** for ESB procurement and related infrastructure upgrades, while the federal government provided roughly **$5M annually** (DesRoche, 2025). All funding for ESB purchases and charging systems passes through the provincial government since it owns and operates the full school transportation system. However, PEI does **not** offer any provincial funding streams, incentives, or accommodations specifically for **Indigenous or underserved communities**, which limits equity-oriented impact.

Criterion 4: Charging Infrastructure Development

While PEI has made progress in deploying ESB charging infrastructure, significant barriers remain. The province had planned to implement **V2G** capabilities and purchased two V2G-enabled chargers three years ago with the intention of using school buses to power an emergency warming centre. Although numerous sites were evaluated, the project stalled due to unresolved technical issues, and V2G functionality has yet to be commissioned (Collins, 2025).

Box 2: Prince Edward Island's Areas for Improvement

Overall Result
PEI earns **313 points**, corresponding to a **grade of 78%**, which places the province **first in the national provincial ranking** for electric school bus adoption. Despite several infrastructure and operational challenges, PEI's strong early investments, centralized fleet governance, and ambitious policy commitments position it as the current national leader in ESB transition.

Areas for improvement

- Secure long-term federal and provincial funding to replace remaining diesel buses and avoid backtracking to diesel purchases when federal programs are delayed.
- Upgrade all Level-2 chargers to fast-charging systems compatible with major OEMs.
- Introduce dedicated support for rural and equity-deserving communities (e.g., targeted funding streams and technical assistance) so that benefits are not limited to larger, well-resourced depots.

5. New Brunswick

Table 3: New Brunswick's Report Card Results

Criterion 1: Fleet Electrification Progress	Value	Points
Total Fleet Size	1,235	+2 pts
Current ESBs	22	
Proportion of the fleet electrified	1.8%	
Criterion 2: Policy and Regulatory Goals	**Value**	**Points**
Zero-Emission MHDV Target	No target	+0 pts
ESB Mandate or Target	Electrifying all government fleets, including school buses, by 2035.	+66 pts
ESB Target year		
Criterion 3: Funding and Incentives	**Value**	**Points**
Provincial Funding Program for ESBs	No	+0 pts
Provincial Funding per ESB Purchase	N/A	+0 pts
Provincial Funding per Charging Infrastructure Site	N/A	+0 pts
Total Annual Provincial Funding for ESB and Charging Infrastructure	N/A	+0 pts
Annual provincial ESB funding expressed per school bus	N/A	+0 pts
Targeted Funding for Equity-Deserving Groups or Small Operators	N/A	+0 pts

Criterion 4: Charging Infrastructure Development	Value	Points
Total number of chargers	22	+100 pts
Number of chargers per ESB	1	
Presence of V2G Pilots	No	+0 pts
Points total	168/400	
Grade	42%	

New Brunswick's transition to ESBs is currently at a very early stage, with progress and policy development lagging behind some other Canadian provinces. Unlike jurisdictions with more advanced ESB strategies, New Brunswick has yet to implement dedicated provincial funding programs, formal electrification targets for school buses, or large-scale infrastructure planning. Nonetheless, recent political commitments and regional collaboration efforts indicate early movement toward exploring electrification pathways.

Criterion 1: Fleet Electrification Progress

New Brunswick operates a provincial school bus fleet of **1,235 buses**, of which only **22 are electric**, representing **1.8%** of the total fleet (EAC, n.d.). This places the province among the lowest in Canada in terms of ESB penetration. The modest level of adoption reflects both the absence of a comprehensive provincial strategy and the early stage of technical and financial assessment. As a result, New Brunswick's fleet electrification status remains limited relative to national leaders. However, the feasibility study shows that there is potential to electrify the province's school bus fleet as with more than 809 routes in operation, approximately 385 routes (48%) could be electrified with overnight charging alone, rising to 647 routes (80%) when combining overnight and midday charging (CAMET, 2025).

Criterion 2: Policy and Regulatory Goals

New Brunswick does not currently have a formal electrification target for its school bus fleet. However, Premier Susan Holt has publicly committed to **electrifying all government vehicle fleets—including school buses—by 2035** (Government of NB, 2024). This whole-of-government target indicates an intention to align provincial fleet operations with broader decarbonization objectives, though no ESB-specific targets, timelines, or regulatory measures have yet been established. Without concrete sub-sector goals, mandate structures, or procurement requirements, the 2035 commitment remains largely aspirational. The province has not yet released a roadmap detailing how its school

transportation system will meet this long-term objective, leaving uncertainty around implementation timelines and cost planning.

Criterion 3: Funding and Incentives

New Brunswick currently has **no provincial funding program** dedicated to supporting ESB adoption, nor does it provide subsidies or procurement support for school boards or contractors. The only funding involvement to date relates to a regional feasibility study on electric school buses conducted jointly with Newfoundland and Labrador (NL) and Nova Scotia (NS), supported by **$495,000 in combined federal and provincial contributions** (Jarratt, 2024). No New Brunswick-specific funding envelope exists for bus purchases, charging infrastructure, or fleet transition planning.

However, if New Brunswick intends to meet Premier Susan Holt's commitment to electrify all school buses by 2035, both provincial funding and federal ZETF funding will be essential. While ESBs reduce total operating expenses by 22%—saving approximately $46.5M over their lifecycle—the upfront capital requirements remain substantial: the total cost of an all-electric fleet is estimated at $569.1M, compared to $197.7M for diesel, representing a $371.4M increase and an increase of 188% capital expenditures (CAPEX). Renewing ZETF for another five years would provide New Brunswick with roughly $63M in additional support, easing—but not eliminating—the province's substantial capital gap (CAMET, 2025).

Criterion 4: Charging Infrastructure Development

New Brunswick currently has **22 electric school buses** in operation; however, the province did **not provide data on the number of ESB chargers**, and no public or administrative source was able to supply this information. This lack of available data represents a limitation in our assessment. For the purposes of the report card, we assumed a **1:1 charger-to-ESB ratio**, which is a common configuration in the early stages of fleet electrification, as jurisdictions typically pair each initial ESB with its own dedicated charger to ensure reliability during pilot and transition phases.

According to the feasibility study mentioned above, most school or depot sites can support 5–10 ESB chargers with minimal electrical upgrades, but installing more than 10 typically requires major infrastructure additions such as new panels, transformers, and civil works (CAMET, 2025).

Box 3: New Brunswick's Areas for Improvement

Overall Result
New Brunswick earns **168 points**, corresponding to a **grade of 42%**, placing it **below the national average in ESB readiness**. While political commitment at the premier level signals emerging interest, the province remains in the preliminary stages of ESB adoption, with limited fleet electrification, no policy mandates, no dedicated funding, and minimal infrastructure in place.

Areas for improvement
- Expand future EV strategy to include school buses and other MHDVs, and

translate the 2035 “all government fleets electric” commitment into a concrete ESB roadmap with interim targets, prioritized routes, and milestones.
- Launch a provincial ESB funding program that stacks with federal ZETF/ZEVIP
- Fully fund, within a publicly owned fleet context, the cost gap between diesel buses and ASEs; establish dedicated funding envelopes for depot upgrades (including Level 3 charging where required); and ensure stable, multi-year funding to enable coordinated, province-wide deployment planning.
- Build a “ready-to-deploy” pipeline through technical assistance, standardized training, and data-sharing.
- Fund feasibility-to-implementation support for school boards (route modeling, utility coordination)
- Develop high-voltage mechanic and driver training
- Require pilot projects to publicly disclose and systematically share their operational performance and cost data in order to better inform decision-making and reduce risks associated with scaling up ASE deployment.

6. Newfoundland and Labrador & Nova Scotia

NL and NS received 0 points because they do not meet any of the requirements outlined in the scoring rubric. Both have no formal policies, programs, targets, or measurable progress that correspond to the key elements evaluated (Barbour, 2025; EAC, n.d.). As a result, the jurisdiction does not demonstrate the minimum threshold of action necessary to obtain points under this category.

In NL, out of 262 routes, 229 routes (87%) are suitable for electrification under scenario 1, and 260 routes (99%) could transition under scenario 2. In Nova Scotia, 699 daily routes, an estimated 252 routes (36%) could be completed by electric buses using only overnight charging, increasing to 496 routes (71%) if midday charging is added (CAMET, 2025).

However, if NL intends to electrify its school bus fleet, both provincial funding and federal ZETF funding will be essential, because even though ESBs reduce total operational expenditures by 39%, saving approximately $49.6M over the lifecycle, the total capital cost of transitioning to a full ESB fleet is $269.7M, compared to $93.75M for diesel — an increase of $175.9M, representing 188% higher CAPEX (CAMET, 2025).

However, if NS intends to electrify its school bus fleet, both provincial funding and federal ZETF funding will be essential, because even though ESBs reduce total operational expenditures by 35%, saving approximately $53.1M over the lifecycle, the total capital cost of transitioning to a full ESB fleet is $445.7M, compared to $155.6M for diesel — an increase of $290.1M, representing 186% higher CAPEX (CAMET 2025).

Renewing ZETF for another five years would provide NL with roughly $30M in additional support and NS with roughly $49M, easing—but not eliminating—the substantial capital gaps these provinces face (CAMET, 2025).

Box 4: Newfoundland-and-Labrador's and Nova Scotia's Areas for Improvement

Areas for improvement

- Use the Atlantic feasibility study results to set phased ESB adoption targets and identify priority routes for early deployment, by launching pilots on the high-potential routes identified by the feasibility study
- Establish a provincial ESB funding envelope and align it with federal programs, with specific provisions for rural and Indigenous communities.
- Invest in grid and depot readiness at a few strategic hubs to enable clustered ESB deployment rather than isolated pilots.
- Develop training programs for mechanics, drivers, and school boards.
- Develop an awareness and education campaign on ESB funding in collaboration with the Halifax Regional Centre for Education, Newfoundland and Labrador English School District and Conseil scolaire francophone provincial de Terre-Neuve-et-Labrador.

7. Québec

Table 4: Quebec's Report Card Results

Criterion 1: Fleet Electrification Progress	**Value**	**Points**
Total Fleet Size	10,650	+15 pts
Current ESBs	1,606	
Proportion of the fleet electrified	15%	
Criterion 2: Policy and Regulatory Goals	**Value**	**Points**
Zero-Emission MHDV Target	No target	+0 pts
ESB Mandate or Target	Electrifying 65% of the school bus fleet by 2030	+66 pts
ESB Target year		

Criterion 3: Funding and Incentives	Value	Points
Provincial Funding Program for ESBs	Yes	+20 pts
Provincial Funding per ESB Purchase	$240,000	+20 pts
Provincial Funding per Charging Infrastructure Site	$45,000	+10 pts
Total Annual Provincial Funding for ESB and Charging Infrastructure	$92M (from 2025 to 2030)	+20 pts
Annual provincial ESB funding expressed per school bus	$8,638	
Targeted Funding for Equity-Deserving Groups or Small Operators	Yes	+20 pts
Criterion 4: Charging Infrastructure Development	**Value**	**Points**
Total number of chargers	1,600	+100 pts
Number of chargers per ESB	1	
Presence of V2G Pilots	No	+0 pts
Points total	271/400	
Grade	68%	

Quebec plays a major role in Canada's transition to electric school buses, driven by its ambitious decarbonization commitments and strong policy architecture. While the province has deployed one of the largest ESB fleets in the country, its performance across the ESB report card criteria reveals both significant progress and structural challenges that shape the pace and equity of its transition.

Criterion 1: Fleet Electrification Progress

Quebec operates the second largest school bus fleet in Canada, with **10,650 buses**, of which **1,606 are electric**, representing **15% electrification**—a substantial share for a jurisdiction of its scale. While this proportion is lower than in small provinces like PEI, Quebec remains the national leader in absolute ESB deployment numbers.

The scale of the province makes the transition more complex, particularly as electrification depends heavily on private operators (who own most school buses), unlike provinces such as PEI with centralized public fleets. Nevertheless, Quebec's ambitious targets and long-standing procurement programs have enabled steady growth in ESBs.

Criterion 2: Policy and Regulatory Goals

While Quebec has no specific mandate for MHDVs, its explicit school bus target is one of the clearest in the country. Indeed, Quebec has set one of the country's strongest ESB-regulated regulatory commitments: **electrifying 65% of its school bus fleet by 2030**, a target aligned with the province's broader climate strategy (Gouvernement du Quebec, 2025a).

The government supports this through the **Programme d'électrification du transport scolaire (PETS)**. The program includes several requirements—buses must be assembled in Canada, remain in Quebec for at least eight years, and are capped per manufacturer per year—balancing local economic development with controlled procurement (Gouvernement du Quebec, 2025a).

Criterion 3: Funding and Incentives

Quebec has dedicated some of the strongest financial incentives in Canada.

Under the ESB purchase stream (*Volet 1*) of PETS, ESB procurement support between **2021 and 2024** provided base subsidies of **$150,000–$175,000 per ESB**, rising to **$240,000 from 2025 onward**. Charging infrastructure support complements these purchase subsidies under the charging infrastructure purchase stream (*Volet 2*) of PETS. Indeed, the province currently supports operators with funding covering **75% of eligible costs up to $5,000** for needs assessment and design, and **up to $45,000 per charger** depending on whether Level-2 or DC fast charging is installed (Gouvernement du Quebec, 2025a).

The **PETS program** (Programme d'électrification du transport scolaire) is the major provincial funding envelope. From **2025 to 2030**, PETS will allocate **$459M**, averaging **$92M per year**, representing one of the largest public investments in electric school buses in North America. An additional **$102M** is funded for 2025–2026, with potential increases anticipated. No funding is planned beyond 2028–2029, which may require future adjustments depending on fleet needs (Gouvernement du Québec, 2025b).

However, Quebec provides **no dedicated funding streams or equity accommodations for Indigenous, underserved and equity-deserving communities**. A recent modification was added to support operators with **fewer than 5 buses**, who can now receive subsidies in

two installments—helping address cash-flow constraints for small businesses (Charbonneau, 2025). However, this measure is unlikely to be sufficient in a context where the electrification of school transportation risks exacerbating the financial vulnerability of small operators, accelerating market consolidation, and reducing service diversity and regional embeddedness, due to high capital costs, unequal access to financing, and a limited capacity to absorb operational risks.

Criterion 4: Charging Infrastructure Development

Quebec has made large strides in deploying charging infrastructure, with **approximately 1,600 chargers installed** to support ESB operations—the largest network in Canada. This aligns with the province's broad electrification push and large number of participating operators. Despite this progress, Quebec has **no V2G pilots** in operation with ESBs, limiting exploration of advanced grid-integration benefits (Charbonneau, 2025).

Box 5: Quebec's Areas for Improvement

Overall Result

Quebec earns **281 points**, corresponding to a **70% grade**, placing it among the strongest performers in Canada but behind PEI, which benefits from centralized governance and a lower overall number of school buses. Quebec's ambitious targets, extensive funding programs, and large charging network position it as a national leader in ESB deployment, though equity gaps, operational complexity, and the pace of infrastructure modernization remain ongoing challenges in meeting its 2030 goals.

Areas for improvement

- Broaden eligible OEMs and expand criteria for models eligible under PETS
- Design specific measures for small and rural operators (higher subsidy rates, technical assistance) to help ensure that ESB adoption does not contribute to market concentration and exits.
- Increase investments in mechanic and driver training for ESBs, particularly in regions outside major urban centres.

8. Ontario

Table 5: Ontario's Report Card Results

Criterion 1: Fleet Electrification Progress	Value	Points
Total Fleet Size	20,833	+1 pts
Current ESBs	96	

Proportion of the fleet electrified	0.5%	
Criterion 2: Policy and Regulatory Goals	**Value**	**Points**
Zero-Emission MHDV Target	No target	+0 pts
ESB Mandate or Target	No target or mandate	+0 pts
ESB Target year	No target year	+0 pts
Criterion 3: Funding and Incentives	**Value**	**Points**
Provincial Funding Program for ESBs	No	+0 pts
Provincial Funding per ESB Purchase	N/A	+0 pts
Provincial Funding per Charging Infrastructure Site	N/A	+0 pts
Total Annual Provincial Funding for ESB and Charging Infrastructure	N/A	+0 pts
Annual provincial ESB funding expressed per school bus	N/A	
Targeted Funding for Equity-Deserving Groups or Small Operators	N/A	+0 pts
Criterion 4: Charging Infrastructure Development	**Value**	**Points**
Total number of chargers	96	+100 pts
Number of chargers per ESB	1	
Presence of V2G Pilots	No	+0 pts
Points total	101/400	

Grade	25%

Ontario's transition to electric school buses is at an early and uneven stage, especially when considering the size of its school transportation system. With the largest school bus fleet in Canada and no provincial ESB strategy in place, Ontario's progress to date has been driven mostly by individual operators and local initiatives rather than by a coherent provincial policy or funding framework.

Criterion 1: Fleet Electrification Progress

Ontario operates a school bus fleet of **20,833 buses**, of which only **96 are electric**, representing roughly **0.5%** of the total fleet. This makes Ontario one of the lowest performers in Canada in terms of the *share* of the fleet that is electrified, despite being home to a substantial number of individual ESBs in absolute terms. The very small penetration rate reflects the absence of a provincial deployment plan, as well as the complexity of a highly decentralized system relying on many private operators under contract with school boards.

Additionally, Ontario's electric school buses are highly **concentrated within a single operator**—Langs Bus Lines—which alone accounts for 78 ESBs (81%) deployed across multiple transportation consortia (Langs, 2025).

Criterion 2: Policy and Regulatory Goals

Ontario currently has **no provincial target or mandate** specific to ESBs. There is **no official target year** for school bus electrification, nor any regulatory requirement for a minimum share of ESB purchases in new procurements. Without clear timelines, percentage targets, or binding obligations for school boards and operators, ESB deployment is left to local discretion and to the financial capacity or willingness of individual companies. This lack of a guiding framework contrasts sharply with provinces that have formal ESB targets and creates uncertainty for long-term planning and investment.

Criterion 3: Funding and Incentives

Ontario has **no provincial funding program** dedicated to ESB adoption. There are no provincial subsidies for the purchase of electric school buses, no dedicated grants for depot or charging infrastructure, and no tailored supports for school boards or private operators. Indeed, Ontario's Transportation Services Allocation, a funding framework introduced by the Ministry of Education that restructures how school transportation costs are calculated and reimbursed, still implicitly anchors funding on diesel technology and does little to de-risk ESB adoption (Ontario Ministry of Education, 2025). The vehicle component's benchmark capital rate reflects conventional buses and does not account for ESBs' much higher upfront costs or depot-level charging infrastructure, which is not funded as a distinct asset class. The fuel component continues to reimburse liquid fuel, while the driver component offers only a modest generic training envelope and bonus,

without recognizing the extra skills and time required for ESB operation and safety. Together, this structure risks discouraging boards from choosing electric over diesel.

As a result, provincial columns related to ESB capital support are effectively **"not applicable"** in Ontario's case. Moreover, no provincial mechanism provides additional funding or accommodations for Indigenous, underserved and equity-deserving communities. Any ESB purchases that do occur must therefore rely on non-provincial sources of support, including federal funding, or be fully financed by operators themselves.

Criterion 4: Charging Infrastructure Development

Ontario currently has **96 ESBs** in operation; however, the province did **not provide data on the number of ESB chargers**, and no public or administrative source was able to supply this information. This lack of available data represents a limitation in our assessment. For the purposes of the report card, we assumed a **1:1 charger-to-ESB ratio**, which is a common configuration in the early stages of fleet electrification, as jurisdictions typically pair each initial ESB with its own dedicated charger to ensure reliability during pilot and transition phases.

The province has **no active V2G pilots** using ESBs, and there is no publicly articulated provincial roadmap for scaling up charging infrastructure to support a larger ESB deployment.

Box 6: Ontario's Areas for Improvement

Overall Result

Ontario earns **101 points,** corresponding to a grade of **25%**, placing the province well below the national average in ESB readiness. Despite having the country's largest school bus fleet, Ontario's lack of targets, funding programs, and infrastructure planning keeps its electrification progress modest and fragmented.

Areas for improvement

- Modify Ontario's Transportation Services Allocation to enhance funding for ESBs by adjusting capital costs, increasing training support, and introducing incentives for drivers; and end the school bus diesel subsidy at 98¢ over time
- Waive provincial sales tax for ESBs and introduce a scrappage program that provides financial incentives for replacing ICE buses by ESBs or repowering ICE buses into ESBs.
- Broaden the Ontario government's existing $91M commitment towards chargers to encompass the installation of charging stations for ESBs (Government of Ontario, 2025).
- Expand the Ontario's Skills Development Fund to include training for ESB manufacturing, maintenance,and repair, and create an ESB/EV module for secondary automotive programs

9. Alberta

Table 6: Alberta's Report Card Results

Criterion 1: Fleet Electrification Progress	Value	Points
Total Fleet Size	8,014	+1 pts
Current ESBs	2	
Proportion of the fleet electrified	0.02%	
Criterion 2: Policy and Regulatory Goals	**Value**	**Points**
Zero-Emission MHDV Target	No target	+0 pts
ESB Mandate or Target	No target or mandate	+0 pts
ESB Target year	No target year	+0 pts
Criterion 3: Funding and Incentives	**Value**	**Points**
Provincial Funding Program for ESBs	No	+0 pts
Provincial Funding per ESB Purchase	N/A	+0 pts
Provincial Funding per Charging Infrastructure Site	N/A	+0 pts
Total Annual Provincial Funding for ESB and Charging Infrastructure	N/A	+0 pts
Annual provincial ESB funding expressed per school bus	N/A	
Targeted Funding for Equity-Deserving Groups or Small Operators	N/A	+0 pts
Criterion 4: Charging Infrastructure Development	**Value**	**Points**

Total number of chargers	2	+100 pts
Number of chargers per ESB	1	
Presence of V2G Pilots	No	+0 pts
Points total	101/400	
Grade	25%	

Alberta's transition to electric school buses is at a very early and experimental stage. Despite the size of its school transportation system, the province has not yet established a clear strategy, regulatory framework, or funding program for ESB deployment. Progress so far is confined to a very small number of vehicles and an initial pilot, leaving Alberta well behind leading Canadian jurisdictions in terms of readiness for large-scale school bus electrification.

Criterion 1: Fleet Electrification Progress

Alberta operates a school bus fleet of **8,014 buses**, of which only **2 are electric**, representing just **0.02%** of the total fleet (Saleh, 2025). This makes Alberta one of the weakest performers in the country in terms of ESB penetration. Of the two ESBs currently in the province, one is operating in Edmonton, while the other is circulating as a rental unit, underscoring the pilot-level nature of Alberta's deployment. Although several **federal funding applications** were submitted and **three to four school boards** expressed early interest in electrification, none progressed to implementation (Doucette, 2025). As a result, ESBs remain marginal in Alberta's school transportation system and have not yet begun to influence fleet-wide operations or procurement practices.

Criterion 2: Policy and Regulatory Goals

Alberta has **no provincial target or mandate** for ESBs and **no target year** for fleet electrification. There are no ESB-specific requirements for school divisions or private operators, and no broader ZEV policy for school transportation that would drive predictable demand for ESBs. In the absence of concrete goals or regulatory signals, electrification decisions are left entirely to local actors, which significantly limits planning certainty and weakens the business case for long-term investment in ESBs or charging infrastructure.

Criterion 3: Funding and Incentives

The province currently offers **no dedicated funding program** to support ESB adoption. There are no provincial capital subsidies for electric buses, no grants for depot or charging infrastructure, and no operating supports to offset higher upfront costs. All ESB-related

funding columns are effectively **not applicable**. Alberta therefore provides **no specific funding stream or accommodation** for **Indigenous or underserved communities**, which further constrains the ability of smaller or equity-seeking operators to participate in early electrification initiatives.

Criterion 4: Charging Infrastructure Development

Alberta currently has **2 ESB chargers** installed to support its **2 ESBs**, implying a one-to-one charger-to-bus ratio typical of early pilots (Saleh, 2025). The province has not yet articulated a broader charging strategy for school transportation, nor a plan for scaling infrastructure beyond pilot scale. There is **no V2G-related initiative** associated with this deployment Overall, charging readiness remains extremely limited relative to the size of the fleet.

Box 7: Alberta's Areas for Improvement

Overall Result
Alberta earns **101** points, corresponding to a grade of **25%**, placing it well below the national average in ESB readiness. Despite a small pilot that includes a V2G element, the province's lack of targets, funding programs, and infrastructure planning means that school bus electrification remains at a nascent stage with no clear path yet toward large-scale deployment.

Areas for improvement

- Develop a provincial ESB roadmap and pilot strategy, building on existing isolated deployments, with clear targets for the first 5–10 years.
- Create a provincial co-funding program for ESB and charging infrastructure purchase with a higher cost-share for early pilots in cold-climate rural areas to test performance and charging solutions.

10. Manitoba and Saskatchewan

Both jurisdictions received 0 points because they do not meet any of the requirements outlined in the scoring rubric. It has no formal policies, programs, targets, or measurable progress that correspond to the key elements evaluated (Bruce, 2025; Penner, 2025; Lewis, 2025). As a result, the jurisdiction does not demonstrate the minimum threshold of action necessary to obtain points under this category.

11. British Columbia

Table 7: British Columbia's Report Card Results

Criterion 1: Fleet Electrification Progress	Value	Points
Total Fleet Size	3,166	+5 pts
Current ESBs	147	
Proportion of the fleet electrified	5%	
Criterion 2: Policy and Regulatory Goals	**Value**	**Points**
Zero-Emission MHDV Target	No target	+0 pts
ESB Mandate or Target	No target or mandate	+0 pts
ESB Target year	No target year	+0 pts
Criterion 3: Funding and Incentives	**Value**	**Points**
Provincial Funding Program for ESBs	Yes	+20 pts
Provincial Funding per ESB Purchase	Up to 100% covered by B.C. government for public schools. No funding for private schools and First Nations schools since summer 2025.	+20 pts
Provincial Funding per Charging Infrastructure Site	$2,000-$300,000	+20 pts
Total Annual Provincial Funding for ESB and Charging Infrastructure	$10M	+10 pts
Annual provincial ESB funding expressed per school bus	$3,177	

Targeted Funding for Equity-Deserving Groups or Small Operators	Yes	+20 pts
Criterion 4: Charging Infrastructure Development	**Value**	**Points**
Total number of chargers	170	+100 pts
Number of chargers per ESB	1.15	
Presence of V2G Pilots	Yes. BC Hydro launched Canada's first ESB V2G pilot with $1.1M support.	+15 pts
Points total	210/400	
Grade	50%	

British Columbia's (BC) transition to ESBs reflects a mixed picture: while the province has developed a comparatively rich ecosystem of electrification incentives and utility supports—especially for charging readiness—its ESB deployment remains modest relative to fleet size, and it lacks a clear ESB-specific target or mandate. BC's strengths are most visible in infrastructure support and innovation, but the absence of a defined provincial ESB policy pathway constrains the pace and predictability of adoption.

Criterion 1: Fleet Electrification Progress

With 5% of its school bus fleet electrified—147 ESBs out of a fleet of 3,166[3]—BC ranks third in Canada for fleet electrification, earning 5 points for this criterion. While this indicates early adoption, the overall penetration rate remains low compared with provincial leaders.

Criterion 2: Policy and Regulatory Goals

The province currently has no formal target for zero-emission MHDVs, despite consultations in 2023 that hinted at potential alignment with California's 100% zero-emission sales by 2040 (Government of B.C, 2025). Similarly, there is no mandate or target for ESBs, even though provincial incentives are available.

Criterion 3: Funding and Incentives

BC offers one of the most comprehensive provincial funding frameworks for ESB adoption and charging infrastructure.

[3] The data for BC's total school bus fleet comes from a 2019 federal government report, whereas the number of electric school buses is from 2025.

- ➔ Ministry of Infrastructure funding is available exclusively to public school districts and can be stacked with other programs to cover up to 100% of the cost of an ESB (Hammond, 2025).
- ➔ The *CleanBC Go Electric Fleet Charging Program* (2025) covers up to 75% of costs for chargers, infrastructure upgrades, and assessments, while private schools generally receive lower cost shares and tighter caps (see table below)
- ➔ The BC Hydro EV Fleet Ready Program complements these efforts for BC Hydro customers by covering 50% of consultant costs for fleet and facility assessments up to $10,000 and up to 50% of electrical infrastructure costs (excluding chargers) (BC Hydro, n.d.b).
- ➔ CleanBC Commercial Vehicle Pilots Program funds up to 33% of total project costs for buses, chargers, and infrastructure, with minimum deployment requirements based on vehicle weight class (CleanBC, n.d.).
- ➔ Indigenous businesses, communities, not-for-profits, and government organizations can receive up to 100% of eligible electrical infrastructure costs covered under BC Hydro's EV Fleet incentive program (BC Hydro., n.d.a).

Table 8: British Columbia's ESB Incentives

Category	Public School Districts	Private Schools	First Nations Schools / Indigenous Organizations
Level 2 Chargers	75% of total costs per charger, up to $4,000 per station, capped at $50,000 per applicant per year	50% of total costs per charger, with up to $2,000 per station, capped at $25,000 per applicant per year	75% of total costs per charger, up to $4,000 per station, capped at $50,000 per site
Direct Current Fast Chargers (DCFC)	50% of project costs with per-charger caps depending on size: • 20–49 kW: $20,000 • 50–99 kW: $50,000 • 100–199 kW: $75,000 • ≥200 kW: $100,000 Project caps: $60k–$300k depending on charger tier	Same as Public School Districts (standard rebate tiers apply; no enhanced rates)	75% of project costs with higher per-charger caps: • 20–49 kW: $35,000 • 50–99 kW: $65,000 • 100–199 kW: $90,000 • ≥200 kW: $115,000 Project caps identical to Public School Districts
Electrical Infrastructure Upgrades	50% of project costs, up to $80,000, for a maximum of four sites	33% of project costs, up to $20,000, for a maximum of four sites	75% of project costs, up to $25,000

Fleet / Facility Assessments	75% of costs, up to $50,000 (with or without telematics), for up to four sites	50% of costs, up to $3,000 (without telematics) or $50,000 (with telematics)	75% of costs, up to $50,000

Source: Clean BC (2025).

All Go Electric programs in BC offer increased rebates and support for Indigenous communities, businesses, and individuals as described above in the table (Government of British Columbia, n.d.).

From 2020–2021 to 2024–2025, more than $50M in provincial funding was confirmed through the Ministry of Infrastructure as well as the CleanBC Go Electric and CleanBC Go Electric School Bus programs. Of this $50M, CleanBC allocated $12.3M across its programs: $1.9M through the CleanBC Go Electric Rebates Program to offset vehicle purchase costs, and $10.4M through the CleanBC Go Electric School Bus Program for buses and limited infrastructure needs. Of the same $50M, the provincial government also contributed $33.3M toward the purchase of ASEs in public school districts.

At the federal level, the First Nations Education Steering Committee (FNESC) provided $600,000 for the purchase of ASEs in First Nations schools, while the FTCZE contributed approximately $10.8M toward ASE purchases, charging infrastructure, and site upgrades. This federal funding is not included in the provincial scoring used in this report. Notably, British Columbia is the only province where school transportation authorities are able to stack both provincial and federal funding.

Table 9: British Columbia's ESB Funding Breakdown

Funding Source	Buses	Facility Assessments	Infrastructure	Chargers
Provincial funding				
Ministry of Infrastructure	$33,278,520		$ 4,401,943	
Clean BC Go Electric Rebates Program	$1,887,955			
Clean BC Go Electric School Bus Program (administered by ASTSBC)	$10,103,831	$78,734		$257,904
Total	$50,008,887			
Federal funding				
Zero Emission Transit Fund	$10,040,761		$424,259	$283,144
First Nations Education Steering Committee	$601,076.65			

Total	$11,349,240

Source: information provided by ASTSBC (Hammond, 2025)

Over five years (2020–21 to 2024–25), more than $50M in provincial funding has been confirmed through the Ministry of Education and the Ministry of Infrastructure, the CleanBC Go Electric Rebates Program, and the CleanBC Go Electric School Bus Program. CleanBC allocated $12.3Macross programs: $1.9M through the CleanBC Go Electric Rebates Program to offset purchase costs and $10.4M through the CleanBC Go Electric School Bus Program for buses and limited infrastructure needs. The Ministry of Infrastructure (formerly Education) contributed approximately $33.3M for ESB purchases across public school districts, while the First Nations Education Steering Committee (FNESC) added $601,000 for ESB purchases in First Nations Schools.

Furthermore, BC is the only province where school transportation authorities can access both provincial and federal funding, with the ZETF adding approximately $10.8M for vehicle procurement, charging infrastructure, and site upgrades. For the purpose of this report, federal funding was not included in the provincial grading.

Provincial funding for ESBs is now only available for school districts through the Ministry of Infrastructure. Private schools, contractors, First Nations schools do not have access to Clean BC Go Electric Rebates Program funding since summer 2025. However, First Nations schools can receive federal funding through FNESC.

Criterion 4: Charging Infrastructure Development

BC reports 170 chargers supporting ESB deployment, equivalent to roughly 1.15 chargers per ESB, indicating strong charging availability relative to the size of the current ESB fleet (Marasco, 2025). While this ratio is favorable for reliability and operational confidence, BC's infrastructure performance is particularly notable for innovation: in September 2025, BC Hydro launched Canada's first real-world V2G pilot using ESBs, supported by over $1.1M in combined contributions and resources (including funding from BC Hydro and NorthX Climate Tech, and additional support through PacifiCan/Foresight, RIDE Canada, and Fuse Power Management) (BC Hydro, 2025). This positions BC as a national leader in exploring grid-resilience benefits from ESBs, even while overall ESB deployment remains limited.

Box 8: British Columbia's Areas for Improvement

Overall Result
BC earns 210 points, corresponding to a grade of 53%. The province performs comparatively well on charging readiness and supportive incentive ecosystems—especially for Indigenous participation and innovation pilots—but its lack of a clear ESB mandate or target year, combined with modest fleet electrification levels, constrains its overall ranking and limits the pace of large-scale transition.

Areas for improvement

- Adopt an ESB-specific target with interim milestones and procurement

requirements (e.g., minimum ESB shares in annual school bus purchases).
- Scale up and streamline capital support for fleet purchases and depot electrification by creating a single, coordinated intake across CleanBC, BC Hydro, and federal funding programs (ZETF, ZEVIP) (one application, stacked funding rules, clear timelines), with dedicated technical assistance for small operators and school districts.
- Expand workforce and operational readiness supports by funding standardized ESB driver and high-voltage technician training province-wide (including rural delivery options)
- Tie incentives to data reporting on uptime, charging performance, and maintenance to continuously improve program design.

12. Territories

Yukon, Northwest Territories and Nunavut all received 0 points because they did not meet any of the requirements outlined in the scoring rubric. They have no formal policies, programs, targets, or measurable progress that correspond to the key elements evaluated. As a result, the jurisdictions do not demonstrate the minimum threshold of action necessary to obtain points under this category.

Conclusion

The transition to ESBs in Canada is advancing in a highly uneven manner. While a small number of provinces have begun to implement structured and measurable transition pathways, most jurisdictions remain at an early or exploratory stage.

The 2026 report card reveals stark disparities in ESB readiness and adoption across Canada. While every jurisdiction faces similar long-term decarbonization imperatives, their progress diverges sharply due to differences in policy ambition, funding availability, infrastructure capacity, and governance structures.

PEI ranks first nationally with 313 points (78%), reflecting the country's most advanced ESB deployment. PEI's centralized ownership model, early procurement investments, and clear fleet-level commitments position it far ahead of other jurisdictions. Quebec follows in second place with 271 points (68%), driven by robust funding programs, strong regulatory signals, and a structured, long-term transition plan. BC places third (210 points, 53%), supported by ambitious zero-emission MHDV mandates and growing provincial and federal investments, despite slower early adoption of ESBs compared to its climate policy landscape.

A second tier of provinces—including NB (168 points, 42%), Ontario (101 points, 25%), and Alberta (101 points, 25%)—demonstrates early or uneven movement toward electrification. These jurisdictions share common gaps: absence of ESB-specific targets, limited or nonexistent funding programs, and fragmented or preliminary infrastructure planning. NB performs comparatively better within this tier, buoyed by regional feasibility studies and emerging provincial commitments. Ontario and Alberta, despite large fleets, remain at pilot-scale deployment with minimal policy scaffolding to support growth.

The remaining seven jurisdictions—Manitoba, Saskatchewan, NL, NS, Yukon, Northwest Territories, and Nunavut—each score 0 points, reflecting the absence of ESB adoption, incentives, regulatory frameworks, or infrastructure planning to date. Although some, such as NS and NL, are engaged in feasibility assessments indicating promising future electrification potential, none yet meet the criteria for demonstrated policy or deployment progress.

The results clearly highlight the key drivers of successful ESB adoption: clear regulatory targets, robust and predictable provincial funding programs, and proactive planning for charging infrastructure deployment. Provinces that combine these elements consistently outperform those that rely on ad hoc pilots, short-term funding, or voluntary uptake. Conversely, the absence of policy certainty, dedicated funding streams, and coordinated implementation strategies continues to slow adoption—even in provinces with clean electricity grids or large school bus fleets. This fragmented progress significantly limits

Canada's ability to fully realize the climate, health, and economic benefits associated with electrifying school transportation.

Beyond these environmental and public health gains, large-scale electrification of school transportation is essential as it is a strategic opportunity to strengthen Canada's industrial autonomy. By anchoring domestic manufacturing, scaling local supply chains, and accelerating the deployment of homegrown technologies, ESB adoption can contribute to building a more resilient and self-reliant clean mobility ecosystem. In this sense, electrification should be understood not only as a climate policy, but also as a long-term industrial strategy aligned with an "invest, not spend" approach to public finance.

Ultimately, this report underscores a critical takeaway: without stronger coordination between federal, provincial, and territorial governments, regional disparities in ESB adoption are likely to widen. Accelerating a fair and effective transition will require aligned targets, significant federal, provincial and territorial coordination, long-term funding certainty, clear regulatory pathways and technical support mechanisms that reflect the diverse operational realities of school transportation systems across Canada.

Table 10: Provincial Ranking of ESB Adoption

Rank	Jurisdiction	Score (/400)	Grade (%)	Letter Grade
1	Prince Edward Island	313	78%	B+
2	Québec	271	68%	C
3	British Columbia	210	53%	C–
4	New Brunswick	168	42%	F
5	Ontario	101	25%	F
6	Alberta	101	25%	F
7	Manitoba	0	0%	F
	Saskatchewan	0	0%	F
	Newfoundland & Labrador	0	0%	F
	Nova Scotia	0	0%	F
	Yukon	0	0%	F
	Northwest Territories	0	0%	F
	Nunavut	0	0%	F

Appendices

Appendix 1. Provincial ESB Readiness Matrix

	PRINCE EDWARD ISLAND		NEW BRUNSWICK		QUÉBEC		ONTARIO		ALBERTA		BRITISH COLUMBIA	
Criterion 1: Fleet Electrification Progress	**Value**	**Pts**	**Value**	**Pts**	**Value**	**Pts**	**Value**	**Pts**	**Value**	**Pts**	**Value**	**Pts**
Total Fleet Size	323	+33 pts	1235	+2 pts	10,650	+15 pts	20,833	+1 pts	8,014	+1 pts	3,166	+5 pts
Current ESBs	107		22		1,606		96		2		147	
Proportion of the fleet electrified	33%		1.8%		15%		0,5%		0.02%		5%	
Criterion 2: Policy and Regulatory Goals	**Value**	**Pts**	**Value**	**Pts**	**Value**	**Pts**	**Value**	**Pts**	**Value**	**Pts**	**Value**	**Pts**
Zero-Emission MHDV Target	Decarbonize at least 40% of registered MHDVs by 2040	+100 pts	No target	+0 pts	No target	+0 pts	No target	+0 pts	No target	+0 pts	No target.	+0 pts
ESB Mandate or Target	Electrify 50% of school buses by 2027 and 100% by 2030.		Electrifying all government fleets, including school buses, by 2035.	+66 pts	Electrifying 65% of the school bus fleet by 2030	+66 pts	No target or mandate	+0 pts	No target or mandate	+0 pts	No target or mandate	+0 pts

ESB Target year							No target year	+0 pts	No target year	+0 pts	No target year	+0 pts
Criterion 3: Funding and Incentives	**Value**	**Pts**	**Value**	**Pts**	**Value**	**Pts**	**Value**	**Pts**	**Value**	**Pts**	**Value**	**Pts**
Provincial Funding Program for ESBs	Yes	+20 pts	No	+0 pts	Yes	+20 pts	No	+0 pts	No	+0 pts	Yes	+20 pts
Provincial Funding per ESB Purchase	Full amount covered by PEI government (school buses owned by government)	+20 pts	N/A	+0 pts	$240,000	+20 pts	N/A	+0 pts	N/A	+0 pts	Public schools: up to 100% provincially funded; private and First Nations schools: no funding.	+20pts
Provincial Funding per Charging Infrastructure Site	Full amount covered by PEI government (school buses owned by government)	+20 pts	N/A	+0 pts	$45,000	+10 pts	N/A	+0 pts	N/A	+0 pts	$2,000-$300,000	+20 pts
Total Annual Provincial Funding for ESB and Charging Infrastructure	$6.5M	+20 pts	N/A	+0 pts	$92M (from 2025 to 2030)	+20 pts	N/A	+0 pts	N/A	+0 pts	$10M	+10 pts
Annual provincial ESB funding expressed per school bus	$20,124		N/A	+0 pts	$8,638		N/A		N/A		$3,177	
Targeted Funding for Equity-Deserving Groups or Small Operators	No	+0 pts	N/A	+0 pts	The updated PETS now lets small operators	+20 pts	N/A	+0 pts	N/A	+0 pts	Yes. B.C. offers significantly enhanced EV	+20 pts

					(fewer than five buses) receive the subsidy in two installments.						funding and full infrastructure support for Indigenous communities.	
Criterion 4: Charging Infrastructure Development	**Value**	**Pts**	**Value**	**Pts**	**Value**	**Pts**	**Value**	**Pts**	**Value**	**Pts**	**Value**	**Pts**
Total number of chargers	145	+100 pts	22	+100 pts	1600	+100 pts	96	+100 pts	2	+100 pts	170	+100 pts
Number of chargers per ESB	1.4		1		1		1		1		1.15	
Presence of V2G Pilots	No	+0 pts	No	+0 pts	No	+0 pts	No	+0 pts	No	+0 pts	Yes. BC Hydro launched Canada's first ESB V2G pilot with $1.1M support.	+15 pts
Points total	313/400		168/400		271/400		101/400		101/400		210/400	
Grade	78%		42%		68%		25%		25%		53%	

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