



**NEW BRUNSWICK**  
ENERGY & UTILITIES BOARD

COMMISSION DE L'ÉNERGIE ET DES SERVICES PUBLICS  
**NOUVEAU-BRUNSWICK**

**ORDER**

**MATTER: 561**

**IN THE MATTER OF** an application by Coach Atlantic Transportation Group Inc. for approval of Routes, Schedules and Fares for its inter-city scheduled services within the Province of New Brunswick.

December 12, 2025

**NEW BRUNSWICK ENERGY AND UTILITIES BOARD**

**IN THE MATTER OF** an application by Coach Atlantic Transportation Group Inc. for approval of Routes, Schedules and Fares for its inter-city scheduled services within the Province of New Brunswick.

**O R D E R**

**WHEREAS:**

1. Pursuant to its decision in this Matter dated October 27, 2023 and Order dated November 16, 2023, the Board varied its previous Order dated April 8, 2013, in Matter 192 to modify the fuel surcharge mechanism (the “FSM”) used to determine the quarterly fuel surcharge to be added to passenger fares for Coach Atlantic’s inter-city motor coach service to include the cost of carbon adjustor.
2. Effective December 1, 2025, *An Act Respecting Petroleum Products Pricing*, SNB 2025, c.1 repealed the provisions relating to the cost of carbon adjustor from the *Petroleum Products Pricing Act* and the *General Regulation - Petroleum Products Pricing Act*.
3. Pursuant to its Interim Order in Matter PT-005-2025 dated November 28, 2025, effective 12:01 a.m. December 1, 2025, in lieu of the cost of carbon adjustor, the Board increased the wholesale margin calculated under the *Petroleum Products Pricing Act* by the amount of 8.81 cents per litre to account for the cost to comply with the federal *Clean Fuel Regulations* under the *Canadian Environmental Protection Act, 1999*.
4. On its own motion, the Board is of the view that the FSM should be modified further to delete reference the cost of carbon adjustor and add a reference to the amount included in the wholesale margin to account for the cost to comply with the federal *Clean Fuel Regulations*.

**IT IS THEREFORE ORDERED THAT:**

1. The updated methodology for the application of the FSM, attached hereto and marked as Appendix A, shall take effect immediately.

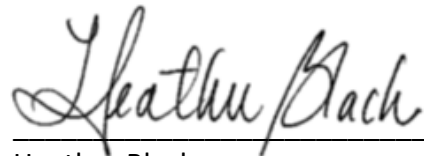
Dated at the City of Saint John, New Brunswick, this 12<sup>th</sup> day of December 2025.

**New Brunswick Energy and Utilities Board**



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Christopher J. Stewart  
Chairperson



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Heather Black  
Member



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Kenneth B. McCulloch, K.C.  
Member

## APPENDIX A

### Methodology for Fuel Surcharge Mechanism

1. The FSM will be applied to the fare schedule approved for the Coach Atlantic/Maritime Bus line run service in the Board's decision of November 9, 2012, and Nova Scotia Utility and Review Board decision of October 25, 2012, now the Nova Scotia Regulatory and Appeals Board (NSRAB) . The FSM will consist of a surcharge of 0.5% for each 2.5 cent incremental increase in the price of ultra-low sulphur diesel fuel (ULSD) over an established "base price".
2. The FSM shall be calculated on a quarterly basis, reflecting the average daily spot price of ULSD for the preceding three calendar months. The price of ULSD, for the purpose of calculating the fuel surcharge, will be the average New York Harbour spot price for ULSD, less the "base price", plus the federal fuel charge for ULSD, plus an amount equal to that that portion of the wholesale margin to account for the cost to comply with the federal *Clean Fuel Regulations*.
3. The average New York Harbour spot price will be calculated independently by the Board and NSRAB according to the petroleum pricing methodology in each province. Where the Board's and NSRAB's respective methodologies produce a different average price for ULSD, the lower of the two amounts will be used in the fuel surcharge calculation.
4. The federal fuel charge for ULSD will be the amount that is in effect at the time the fuel surcharge is calculated.
5. The cost to comply with the federal *Clean Fuel Regulations* will be the average of the cost of carbon adjustments made prior to December 1, 2025, and that portion of the wholesale margin to account for the cost to comply with the federal *Clean Fuel Regulations* from December 1, 2025, to the end of the final quarter of 2025. Thereafter, it will be the average that portion of the wholesale margin to account for the cost to comply with the federal *Clean Fuel Regulations* as determined by the Board from time-to-time. Should the Board's and NSRAB's respective adjustments for the quarter in question differ, the lower amount will be used in the fuel surcharge calculation.
6. The fuel surcharge may increase or decrease as a consequence of the quarterly calculation but cannot result in a negative adjustment to the currently approved passenger fares.
7. Adjustments to the fuel surcharge will come into effect on the fifteenth day of the month following the period for which the quarterly adjustment has been calculated.
8. All adjustments to the fuel surcharge will require an Order from the Board.
9. Coach Atlantic/Maritime Bus will post notice of any adjustment to the fuel surcharge on its website and in its terminals at least five business days prior to the adjustment coming into effect.

10. The “base price” will be the average New York Harbour spot price for ULSD for the period January 1, 2010, through June 30, 2010.
11. The fuel surcharge will be clearly identified as a separate charge on all passenger tickets.
12. The fuel surcharge will be calculated at the time of sale after approved discounts have been subtracted from the ticket price.
13. The FSM will be limited to price adjustments ranging between 0% and 35%. Should Coach Atlantic/Maritime Bus require an adjustment in excess of 35%, it will be required to apply to the Board for changes to its fares, rates and tolls. A new “base price” for the FSM will be set at that time.