

1 Q. Is Hydro planning any load management initiatives to limit the amount of electric vehicle
2 charging load at the customer's facility during periods of system constraints? Please explain.

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5 A. Other than in specific cases where Newfoundland and Labrador Hydro ("Hydro") has specific
6 contractual agreements with customers for curtailment, Hydro does not curtail its customers.
7 Any agreement of service which would allow for curtailment, for example in industrial customer
8 power service agreements, or in other specific agreements such as previously utilized
9 interruptible service agreements, approval is required by the Board of Commissioners of Public
10 Utilities. As Hydro noted in its application, Hydro does not believe that approving this
11 customer's request poses concerns with respect to the continued delivery of reliable service in
12 the region.

13 Further, Hydro does not have a curtailment program in place for Direct Current ("DC") Fast
14 Chargers. It is unlikely that such a program would be cost-effective due to the small number of
15 non-utility-owned DC Fast Chargers in the province. Hydro has the ability to curtail its own
16 public DC Fast Chargers in the case of a system event.

17 While not curtailment, Hydro worked with Newfoundland Power Inc. on their Electric Vehicle
18 Load Management Pilot, which sought to shift customers' electric vehicle ("EV") charging into
19 non-peak hours (i.e., overnight). While this program was successful at shifting EV charging load
20 to the overnight period, it is important to note that this program targeted Level 2 home chargers
21 only. Level 2 chargers are common for home use, and users can relatively easily shift their EV
22 charging behavior in response to a utility incentive.