

1 **Q. (Reference Application)**
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3 **a) With respect to construction, ownership and operation of charging station**
4 **infrastructure, what benefit does Newfoundland Power’s ECDM partner Hydro**
5 **bring to the program that are over and above those that Newfoundland Power**
6 **can provide?**
7

8 **b) What benefits does Newfoundland Power bring to the partnership with respect**
9 **to construction, ownership and operation of charging station infrastructure that**
10 **are over and above those that Hydro can provide?**
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12 **c) In effect, how do customers benefit from this partnership with respect to**
13 **construction, ownership and operation of charging station infrastructure?**
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15 **A.** *This Request for Information relates to the Electrification, Conservation and Demand*
16 *Management Plan: 2021-2025 (the “2021 Plan”) developed in partnership by*
17 *Newfoundland Power and Newfoundland and Labrador Hydro (“Hydro” or, collectively,*
18 *the “Utilities”). Accordingly, the response reflects collaboration between the Utilities.*
19

20 a) The 2021 Plan will be delivered jointly by the Utilities under the longstanding
21 takeCHARGE partnership.¹ Joint delivery of the 2021 Plan is consistent with the
22 Board’s recommendations as part of the *Reference on Rate Mitigation Options and*
23 *Impacts*, as well the Utilities’ long-term approach of delivering customer
24 conservation and demand management (“CDM”) programs.²
25

26 Joint delivery of the 2021 Plan will ensure a coordinated approach in promoting the
27 adoption of electric vehicles (“EV”) in the province. This includes coordination in
28 the installation and operation of charging infrastructure. Coordination in the
29 installation of charging infrastructure will optimize public access to EV chargers and
30 avoid the development of redundant infrastructure by the Utilities.³ Coordinating the
31 operation of charging stations will ensure a consistent customer experience at utility-
32 owned charging stations.⁴
33

34 The partnership between the Utilities will provide further benefits, such as the ability
35 to jointly promote the charging networks to all customers in the province, sharing

¹ The Provincial Government has provided a letter of support for the 2021 Plan. See the *2021 Electrification, Conservation and Demand Management Application*, Volume 2, Schedule M, pages 1 and 2 of 7.

² In February 2020, the Board recommended a comprehensive and coordinated approach to developing the most appropriate programs for the province. See *Reference to the Board: Rate Mitigation Options and Impacts, Muskrat Falls Project – Final Report*, February 7, 2020, page ii. See part (b) to response to Request for Information CA-NP-046 for customer benefits achieved from joint delivery of CDM programs by the Utilities.

³ For example, Newfoundland Power’s site selection criteria for EV charging sites includes consideration of the location of current and planned charging sites, including sites constructed by Hydro. See the *2021 Electrification, Conservation and Demand Management Application*, Volume 1, Exhibit 2, page 7.

⁴ For example, the Utilities are coordinating in the rates to be charged for the use of EV charging infrastructure. Newfoundland Power plans to charge a rate of \$15.00/hour for fast charging services. This is consistent with the rate charged by Hydro.

1 usage data and project management findings to inform future decisions, and, in some
2 instances, the ability to complete joint procurement.⁵

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4 Ultimately, a coordinated effort in delivering electrification programs will enable the
5 Utilities to strategically remove barriers to transportation electrification in
6 Newfoundland and Labrador.⁶ By addressing these barriers, the Utilities will support
7 market transformation that will provide a rate mitigating benefit to the Utilities'
8 customers over the longer term.⁷ This rate mitigating benefit is consistent with the
9 least cost delivery of reliable service to customers.

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11 b) See part a).

12
13 c) See part a).

⁵ For example, the Utilities intend to jointly procure the power supply cabinets required to operate the charging infrastructure. This could lead to reduced per unit costs due to the volume of the order.

⁶ In a 2019 survey completed by MQO, Newfoundland and Labrador residents ranked access to charging and concerns about reliability of range among the highest barriers to EV ownership. Access to fast charging infrastructure is limited in Newfoundland and Labrador and lags behind that of other Canadian provinces.

⁷ For example, increased net revenue through electrification is forecast to provide a rate mitigating benefit for customers of 0.5¢/kWh by 2034. This equates to \$100 in reduced electricity charges that year for an average residential customer with electric heating. See the *2021 Electrification, Conservation and Demand Management Application*, Volume 1, Exhibit 2, page 3.