1	Q.	Explain the reason for the difference in the amount of the commercial EV charging
2 3		infrastructure incentive of up to \$3,000 and the residential incentive of up to \$500.
4	A.	This Request for Information relates to the Electrification, Conservation and Demand
5		Management Plan: 2021-2025 (the "2021 Plan") developed in partnership by
6		Newfoundland Power and Newfoundland and Labrador Hydro ("Hydro" or, collectively,
7		the "Utilities"). Accordingly, the response reflects collaboration between the Utilities.
8 9		There is a difference in the encount of the Communical Electric Vehicle ("EV") Changing
9 10		There is a difference in the amount of the Commercial Electric Vehicle ("EV") Charging Infrastructure Program and the residential incentive due to the nature of the costs
11		associated with purchase and installation of each charger type.
12		ussociated with parenase and instantation of each charger type.
13		Installation costs are highly location-specific and typically require some form of
14		electrical extensions, capacity upgrades and trenching. ¹ Commercial Level 2 EV
15		charging infrastructure is generally more expensive than residential Level 2 charging
16		equipment due to the features and structure of the charger. Commercial equipment is
17		available with features not required for residential use, such as multiple charge ports,
18 19		pricing options, interactive systems and customization options. Some commercial chargers have a more durable structure to withstand wear and tear from public use and
20		weather conditions.
20		weather conditions.
22		The Utilities considered a range of incentive levels for EV charging infrastructure, and as
23		part of this process researched the incentives offered in other jurisdictions.
24		
25		The \$500 EV charger incentive under the Residential EV and Charging Infrastructure
26		Program is consistent with the incentive amounts in other jurisdictions. ²
27		
28 29		The \$3,000 EV charger incentive under the Commercial EV and Charging Infrastructure
29		Program is consistent with incentive amounts in other jurisdictions. ³

¹ See the 2021 Electrification, Conservation and Demand Management Application, Volume 2, 2021 Plan, page 17.

² See response to Request for Information PUB-NP-030, page 3.

³ Ibid.