Q. (Reference 2026-2030 Capital Plan) It is stated (page 14) "*Newfoundland Power is currently evaluating potential impacts of EV adoption through its EV Load Management Pilot Project and the Potential Study undertaken by Posterity Group*."
a) Please file a copy of the Posterity Group report.
b) Please provide an update of the EV Load Management Pilot Project.

A. a) The Potential Study (the "Study") is being evaluated by Newfoundland Power as one of several inputs into Newfoundland Power's and Newfoundland and Labrador Hydro's next five-year conservation, demand management and electrification ("CDME") plan for the years 2026 to 2030, which is anticipated to be completed by the end of 2025.[1]

Beyond the potential impact electric vehicle ("EV") adoption forecasts may have on system peak, the Study has no relevance to the Company's *2026 Capital Budget Application* and therefore has not been provided. The following provides information from the Study related to EV adoption forecasts and potential impacts on system peak.

The Study identified three scenarios for EV adoption on the Island Interconnected System ("IIS"): a natural adoption scenario, an intermediate scenario and a scenario in-line with government mandates at the time of the Study.[2]

Figure 1 on the following page provides forecast potential EV adoption by scenario.

Figure 2 on the following page provides forecast potential EV peak load impacts by scenario. The impacts assume EV load impacts are unmanaged.

[1] Potential studies provide a framework within which utilities can assess program and education potential. The findings enable utilities to focus on cost-effective technologies and begin assessment of market characteristics to guide program development. They also allow utilities to understand baseline trends of electricity usage in the absence of any utility programs. In addition to potential studies, utilities rely on historical results from ongoing programs, market research, and consultation with local trade allies and stakeholders to finalize program and education offerings to customers. As a result, the Study alone does not offer a full understanding of future CDME impacts.

[2] The natural adoption scenario estimates EV adoption based on current incentives and market conditions. The intermediate scenario includes EV uptake beyond the natural adoption scenario. This is consistent with additional market interventions such as vehicle rebates and accelerated build-out of charging infrastructure for light-duty vehicles, and/or more favourable EV capital cost declines for medium and heavy-duty vehicles. The government targets scenario uses the Government of Canada targets as of the completion of the Study for sales of light-duty vehicles and medium-duty vehicles by 2030, 2035 and 2040.

Figure 1
Forecast EV Adoption by Scenario
2025-2040

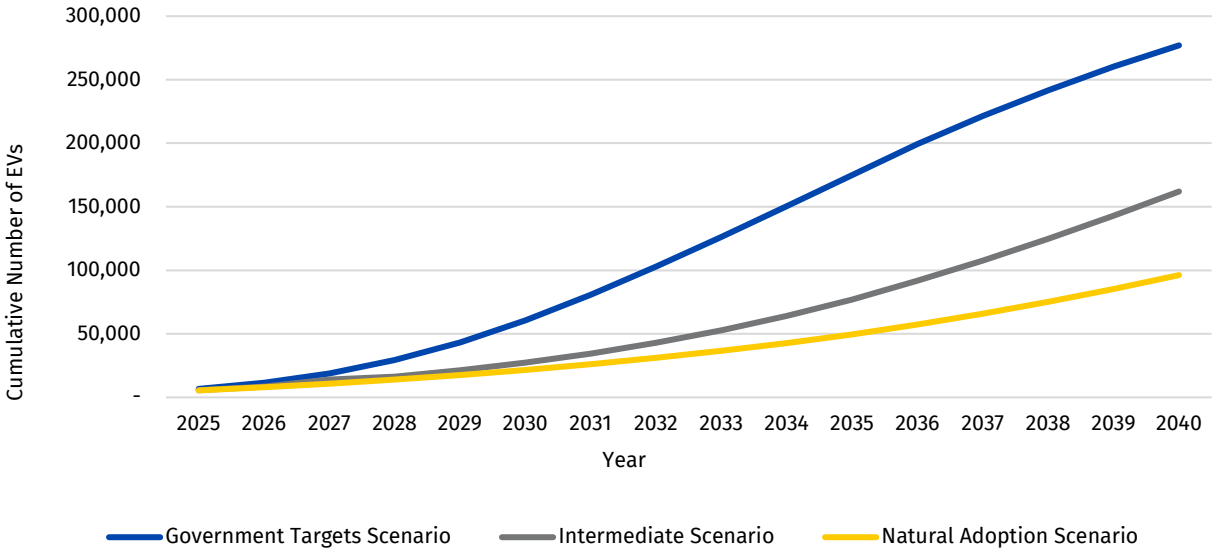
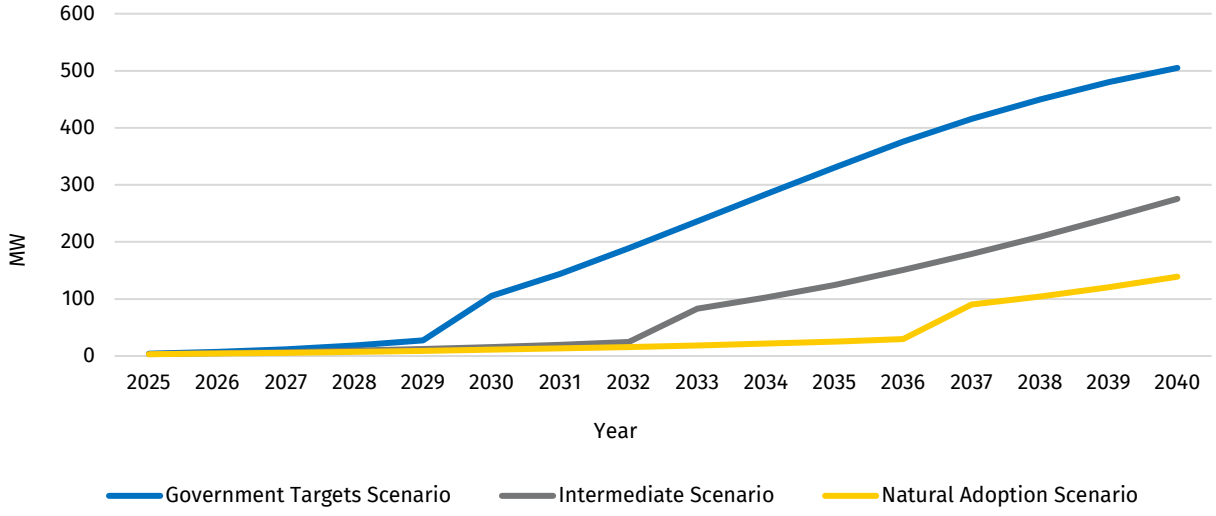


Figure 2
Forecast Unmanaged EV Peak Load Impacts by Scenario
2025-2040



Under the natural adoption scenario, EV load is not expected to materially impact the IIS system load until 2037. This is largely due to EV adoption remaining low until this point, keeping the system as a morning peaking system.[3] When EV adoption grows in the 2030s, the load shifts the system peak timing to a consistent evening peak. When this occurs, managing EV load will have benefits for the system.

Under the intermediate scenario, the expected impact on peak is estimated to occur in 2033. Under the government target scenario, the expected impact on peak is estimated to occur in 2030. For context, while EV adoption in Newfoundland and Labrador is showing year-over-year growth, actual EV adoption is currently below the natural adoption scenario.[4]

b) Newfoundland Power's *EV Load Management Pilot Project* concluded in March 2025, and the results were independently evaluated by Guidehouse in May 2025.[5] The results of the *EV Load Management Pilot Project* are being assessed as part of the CDME plan process and will be included as part of the utilities' next CDME plan.

[3] EV load has little effect on the morning peak because most vehicles finish charging before morning.

[4] As of April 9, 2025, there were 1,690 EVs registered in the province compared to 2,369 under the natural adoption scenario by the end of 2024.

[5] Guidehouse is a global advisory, technology, and managed services firm delivering value to commercial businesses and federal, state, and local governments.