

1 **Q. The Dunsky report states at page 104 that programs involving EV charging**  
2 **infrastructure incentives are usually not effective at driving additional EV adoption**  
3 **and mostly benefit existing EV adopters and increase free ridership. However, the**  
4 **incentives can be used to cover the incremental cost of smart chargers for EV**  
5 **adopters to enable networking and load management functionalities. In light of this**  
6 **please explain whether the recipients of the EV charging infrastructure incentive**  
7 **will be participating in the EV Demand Response Pilot Program or will be subject to**  
8 **other load management requirements. If there are no load management**  
9 **requirements why should the recovery of the costs of the proposed utility EV**  
10 **charging infrastructure incentives be approved at this time.**

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12 *A. This Request for Information relates to the Electrification, Conservation and Demand*  
13 *Management Plan: 2021-2025 (the “2021 Plan”) developed in partnership by*  
14 *Newfoundland Power and Newfoundland and Labrador Hydro (“Hydro” or, collectively,*  
15 *the “Utilities”). Accordingly, the response reflects collaboration between the Utilities.*

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17 Yes, recipients of EV charging infrastructure incentives will be invited to participate in  
18 the EV Demand Response Pilot Program. Under both the residential and commercial  
19 incentive programs, only Level 2 chargers that are capable of load management will  
20 qualify for incentives. This will enable customer participation in the EV Demand  
21 Response Pilot Program and participation in future load management initiatives.

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23 For more information, see response to Request for Information PUB-NP-037.