

1 **Q. The Dunsky report suggests on page 113 that generally medium and heavy-duty**
2 **vehicles and buses were found to be more sensitive to economics and will require**
3 **substantial support in the form of incentives or changes in key economic factors to**
4 **trigger any significant shift in adoption beyond natural market uptake. In light of**
5 **this has there been any analysis of whether the proposed incentives will be effective**
6 **and why the recovery of the costs of the proposed commercial utility EV incentives**
7 **should be approved for this province at this time?**
8

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

14 The Commercial EV and Charging Infrastructure Program is part of a diversified
15 portfolio of complementary programs. At this time, only light-duty vehicles will be
16 eligible for an incentive under this program.
17

18 A significant portion of forecast electricity demand associated with EVs in the province
19 is expected to come from commercial vehicles. However, in the early years, the adoption
20 of medium and heavy-duty vehicles is expected to be minimal due to low model
21 availability and higher upfront capital costs.¹
22

23 The Utilities’ portfolio of customer electrification programs includes a Custom Fleet Pilot
24 Program for medium and heavy-duty vehicles.² The pilot program will allow the Utilities
25 to understand the unique barriers associated with adopting electric medium and heavy-
26 duty vehicles. The pilot program will also allow the Utilities to pilot initiatives that will
27 encourage off-peak charging. Opportunities for vehicle-to-grid technologies will also be
28 explored.³ The results of this pilot will inform future program development, including
29 load management programs.
30

31 See response to Request for Information PUB-NP-035 on why the Utilities’ diversified
32 portfolio of programs is appropriate.
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34 See response to Request for Information PUB-NP-037 on the Utilities’ approach to
35 achieving load management.

¹ See Newfoundland Power’s *2021 Electrification, Conservation and Demand Management Application*,
Volume 2, Schedule K, page 1 of 3.

² Ibid.

³ Vehicle-to-grid technologies enable energy to be pushed back to the electricity grid from the battery of an EV.