

1 Q. Please confirm that placing a timer on household chargers so that they do not charge during the
2 peak period is a relatively simple means for managing EV charger demand.

3 (a) Do most household EV chargers on the market come with a built-in timer?

4 (b) What would be the best way to take advantage of this capability from the perspective of
5 electrification and rate design?
6
7

8 A. *This Request for Information relates to the Electrification, Conservation and Demand
9 Management Plan 2021–2025 (“2021 Plan”) developed in partnership by Newfoundland and
10 Labrador Hydro (“Hydro”) and Newfoundland Power Inc. (“Newfoundland Power”) (collectively,
11 the “Utilities”) and the related Technical Conference presented by the Utilities on February 1,
12 2022. Accordingly, the response reflects collaboration between the Utilities.*

13 This is not confirmed. Depending on the type of electric vehicle (“EV”) charger installed, a
14 customer may be able to use a timer to set dedicated charging times for their EV. This would be
15 a voluntary action on the part of the individual customer. Customers voluntarily using timed
16 charging would be outside the control of the Utilities, and there would be no incentive for these
17 customers to shift their charging to off-peak times. This approach is therefore not an effective
18 means of managing EV charger demand.

19 Actively managing EV charger demand requires the use of smart EV chargers or direct load
20 controllers on the electrical circuit where a charger is installed. These devices require use of
21 cellular connection or Wi-Fi and software to enable demand response events.

22 (a) The Utilities have not surveyed the extent to which EV chargers have built-in timers as this is
23 not an effective means of managing EV charger demand.

1 The Utilities have determined that many EV chargers on the market do not have the smart
2 capabilities necessary to allow demand management.¹ To encourage adoption of smart
3 chargers, the Level 2 charger rebate proposed by the Utilities will only provide incentives for
4 EV chargers that have load management capabilities. The rebate is designed to cover the
5 incremental cost of a smart charger as compared to a charger that does not have this
6 capability.

7 (b) To understand the best way to manage EV charging load, the Utilities have proposed the EV
8 Demand Response Pilot Program which will allow the Utilities to assess a number of
9 approaches to control the demand impacts of EVs.² Peak demand reduction impacts, cost-
10 effectiveness and customer perspectives will be evaluated for each technology, helping to
11 inform the best long-term approach to EV demand management.³ This approach aligns with
12 recommendations from Dunsky Energy Consulting.⁴

¹ For example, the “Choose EV” tool on the takeCHARGE website indicates that of the 35 available Level 2 chargers for customers to choose from, only 12, or 34%, have Wi-Fi capability.
<<https://takechargenl.ca/evs/ev-101/level-2-charger-models/>>.

² The EV Demand Response Pilot Program targets EV owners who will charge their EV at home using a Level 2 smart charger. The utilities have also proposed an incentive program to encourage adoption of Level 2 smart chargers.

³ Please refer to "Application for Approvals Required to Execute Programming Identified in the Electrification, Conservation and Demand Management Plan 2021–2025," Newfoundland and Labrador Hydro, rev. July 8, 2021 (originally filed June 16, 2021), sch. 3, at pp. 22–23.

⁴ Please refer to "Application for Approvals Required to Execute Programming Identified in the Electrification, Conservation and Demand Management Plan 2021–2025," Newfoundland and Labrador Hydro, rev. July 8, 2021 (originally filed June 16, 2021), sch. 3, sch. E, at p. 2 of 25.