

- 1 **Q. (a) Is the intention of Newfoundland Power to permanently get into the electric**
2 **vehicle charger business?**
3 **(b) What role does Newfoundland Power see for private enterprises in this business?**
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5 A. *This Request for Information relates to the Electrification, Conservation and Demand*
6 *Management Plan: 2021-2025 (the “2021 Plan”) developed in partnership by*
7 *Newfoundland Power Inc. (“Newfoundland Power”) and Newfoundland and Labrador*
8 *Hydro (“Hydro”) (collectively, the “Utilities”) and the related Technical Conference*
9 *presented by the Utilities on February 1, 2022. Accordingly, the response reflects*
10 *collaboration between the Utilities.*

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12 (a) No, it is not the intention of Newfoundland Power to permanently get into the electric
13 vehicle (“EV”) charger business. The utilities do not plan to install EV charging
14 infrastructure beyond 2025.

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16 (b) Newfoundland Power expects that EV charging will primarily be delivered through
17 the private sector once the business case for investment improves.

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19 Improving the business case for private sector investment requires increasing the
20 number of EVs on the province’s roads. This, in turn, requires addressing barriers to
21 customers’ adoption of EVs, including the lack of public charging infrastructure. The
22 EV Charging Network proposed by the utilities seeks to address this barrier by
23 establishing the minimum geographic coverage necessary to permit travel across the
24 island.

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26 As the EV Charging Network seeks only to establish the minimum geographic
27 coverage, there remains substantial opportunity for private sector investment in the
28 future. To illustrate, the Utilities currently plan to have 45 EV charging stations
29 installed by year-end 2022. This compares to over 3,000 fuel pumps in the province.

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31 Additionally, the 2021 Plan encourages private sector investment in EV charging
32 infrastructure through appropriate incentives. Specifically, the 2021 Plan includes a
33 make-ready investment model to encourage private sector investment in EV charging
34 infrastructure. The make-ready model includes the installation of electrical
35 infrastructure to enable private sector entities to purchase and install fast chargers.
36 The costs to get a site ready for charger installation are typically a large percentage of
37 the capital required for an installation, at approximately 30% to 40%. The make-
38 ready model lowers upfront capital costs which, in turn, improves the business case
39 for private sector entities when installing, owning and operating EV charging stations.