Q. **Reference: PUB-NLH-016 (d)**

The response states

> However, as EVs [electric vehicles] become more prevalent in the province, they may eventually contribute to a new evening peak. As this trend takes hold, the Utilities should pilot EV load management strategies (i.e. dynamic rates for customers with EV chargers or direct EV load management).

a) Please provide details of the proposed pilot programs relating to managing EV charger demand. Specifically, identify the start and end dates, the costs, and details of the pilots including an explanation of how the results will be measured and quantified.

b) Please confirm that the costs of the pilot programs have been included in the economic assessment of the electrification program and provide an indication of its impact on the economic merits of the electrification program.

c) Please provide a copy of Hydro's Application to the federal government seeking federal funding for EV infrastructure and the like, and all accompanying relevant correspondence.

d) Please provide a copy of correspondence/agreements between Hydro and Newfoundland Power pertaining to EV programs / infrastructure / outlets as the case may be and any federal funding applications pertaining to the same.

e) Please confirm that the pilot programs will focus on EV charger demand management and will not provide useful information for addressing other changes facing the electricity services industry such as distributed energy resources and non-wires alternatives.

A. a) Please refer to Schedule K, "2021 Plant Pilot Descriptions," within Newfoundland and Labrador Hydro's ("Hydro") "Application for Approvals Required to Execute Programming Identified in the Electrification, Conservation and Demand Management Plan 2021–2025."[1]

b) It is confirmed.

c) Applications to Natural Resources Canada for Electric Vehicle ("EV") infrastructure funding are confidential once completed.

Further, Hydro's construction of public EV charging infrastructure is contemplated as a part of its proposed electrification programming and is not part of Hydro's 2022 Capital Budget Application ("CBA"). As such, the information requested is not necessary for a satisfactory understanding of the matters to be considered in the 2022 CBA as required by Section 14 of the Board of *Commissioners of Public Utilities Regulations, 1996*.[2]

d) Hydro's construction of public EV charging infrastructure is contemplated as a part of its proposed electrification programming and is not part of Hydro's 2022 CBA. As such, the information requested is not necessary for a satisfactory understanding of the matters to be considered in the 2022 CBA as required by Section 14 of the *Board of Commissioners of Public Utilities Regulations, 1996.*[3]

e) Please refer to part a) for a reference to the electrification program pilot program descriptions.

Please refer to Hydro's response to CA-NLH-036 of this proceeding for further details on Hydro's implementation and approach considering non-wire alternatives in both its interconnected and isolated systems.

[1] "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. K.
[2] Nfld Reg 39/96, s 14.
[3] Ibid.