| 1 2 3 4 5 6 7 | Q. | (Reference slide 19) Regarding Electricity Supply Costs: (a) Is the cost figure of \$8,045,129 based on the marginal production cost (i.e., all-in marginal cost including generation, transmission and distribution), on the export price or on some other unit cost? (b) Please provide a tabular calculation of the \$8,045,129 figure showing the annual quantity of electricity and corresponding annual electricity supply cost. |
|---------------------------------|----|--|
| 8 | A. | This Request for Information relates to the Electrification, Conservation and Demand |
| 9 | | Management Plan: 2021-2025 (the "2021 Plan") developed in partnership by |
| 10 | | Newfoundland Power Inc. ("Newfoundland Power") and Newfoundland and Labrador |
| 11 | | Hydro (Hydro) (collectively, the Utilities) and the related Technical Conference |
| 12 12 | | presented by the Olillies on February 1, 2022. Accordingly, the response reflects |
| 15 17 | | conaboration between the Otitities. |
| 15 | | (a) The cost figure of \$8,045,129 referenced in this Request for Information is based on |
| 16 | | the marginal production cost including energy and capacity costs. The marginal cost |
| 17 | | of energy is equivalent to the forecast export energy price. |
| 18 | | |
| 19 | | (b) Attachment A to this response to Request for Information provides the annual |
| 20 | | quantity of electricity and peak demand and annual marginal electricity supply costs. |
| 21 22 | | The calculation of \$8,045,129 is computed on a net present value basis. ¹ |
| 23 | | Attachment B to this response to Request for Information provides the calculation of |
| 24 | | the electricity supply costs for the Residential Electric Vehicle & Charging |
| 25 | | Infrastructure Program. |

¹ The calculation uses a 6% discount rate.

Residential Electric Vehicle & Charging Infrastructure Program Impacts and Marginal Costs

Table 1:

Residential Electric Vehicle & Charging Infrastructure Program Impacts and Marginal Costs

| Year | Winter On-Peak Energy (kWh) | Winter Off-Peak Energy (kWh) | Non-Winter Energy (kWh) | Peak Demand Impact (kW) | Winter On-Peak Energy Marginal Cost (\$/kWh) | Winter Off-Peak Energy Marginal Cost (\$/kWh) | Non-Winter Energy Marginal Cost (\$/kWh) | Capacity Marginal Cost (\$/kW) |
|------|--------------------------------------|---------------------------------------|-------------------------------|----------------------------------|---|--|--|---|
| | А | В | С | D | E | F | G | Н |
| 2021 | 65,167 | 65,167 | 130,334 | 18 | 0.078 | 0.064 | 0.027 | 326.26 |
| 2022 | 366,176 | 366,176 | 732,353 | 97 | 0.079 | 0.064 | 0.029 | 333.46 |
| 2023 | 1,047,049 | 1,047,049 | 2,094,098 | 269 | 0.070 | 0.056 | 0.026 | 340.90 |
| 2024 | 2,287,024 | 2,287,024 | 4,574,048 | 570 | 0.068 | 0.056 | 0.027 | 349.56 |
| 2025 | 4,221,385 | 4,221,385 | 8,442,770 | 1,037 | 0.067 | 0.056 | 0.029 | 357.53 |
| 2026 | 4,221,385 | 4,221,385 | 8,442,770 | 1,037 | 0.074 | 0.063 | 0.029 | 364.18 |
| 2027 | 4,221,385 | 4,221,385 | 8,442,770 | 1,037 | 0.077 | 0.066 | 0.030 | 371.67 |
| 2028 | 4,221,385 | 4,221,385 | 8,442,770 | 1,037 | 0.079 | 0.069 | 0.034 | 380.44 |
| 2029 | 4,221,385 | 4,221,385 | 8,442,770 | 1,037 | 0.083 | 0.072 | 0.039 | 390.08 |
| 2030 | 4,221,385 | 4,221,385 | 8,442,770 | 1,037 | 0.085 | 0.073 | 0.040 | 397.87 |
| 2031 | 4,156,218 | 4,156,218 | 8,312,436 | 1,019 | 0.087 | 0.075 | 0.041 | 405.82 |
| 2032 | 3,855,209 | 3,855,209 | 7,710,417 | 940 | 0.088 | 0.076 | 0.042 | 413.94 |
| 2033 | 3,174,336 | 3,174,336 | 6,348,672 | 768 | 0.090 | 0.078 | 0.043 | 422.21 |
| 2034 | 1,934,361 | 1,934,361 | 3,868,722 | 467 | 0.092 | 0.079 | 0.044 | 430.64 |

Annual Quantity of Electricity, Peak Demand and Supply Costs Residential Electric Vehicle & Charging Infrastructure Program

Table 1:

Annual Quantity of Electricity, Peak Demand and Supply Costs Residential Electric Vehicle & Charging Infrastructure Program

| Year | Total Energy (kWh) ¹ | Peak Demand (kW) ² | Electricity Supply Costs (\$) ³ |
|------|------------------------------------|-------------------------------|---|
| 2021 | 260,667 | 18 | 18,811 |
| 2022 | 1,464,705 | 97 | 105,705 |
| 2023 | 4,188,195 | 269 | 272,214 |
| 2024 | 9,148,095 | 570 | 607,160 |
| 2025 | 16,885,539 | 1,037 | 1,132,853 |
| 2026 | 16,885,539 | 1,037 | 1,206,448 |
| 2027 | 16,885,539 | 1,037 | 1,244,146 |
| 2028 | 16,885,539 | 1,037 | 1,306,853 |
| 2029 | 16,885,539 | 1,037 | 1,392,034 |
| 2030 | 16,885,539 | 1,037 | 1,419,911 |
| 2031 | 16,624,872 | 1,019 | 1,425,015 |
| 2032 | 15,420,834 | 940 | 1,364,116 |
| 2033 | 12,697,344 | 768 | 1,127,953 |
| 2034 | 7,737,444 | 467 | 700,714 |

¹ This column represents the sum of columns A, B and C in Attachment A. Differences in the Total Energy column in Attachment B are due to rounding.

² Column D from Attachment A.

³ This column represents $(A \times E) + (B \times F) + (C \times G) + (D \times H)$ from Attachment A. Differences in the Electricity Supply Costs column in Attachment B are due to rounding.