

1 Q. **Reference: Application, 2023 Capital Budget Overview, page 22**

2 Regarding the planned supplement request for EV fast chargers:

3 a) If Hydro does not succeed in obtaining federal funding, would Hydro still make a
4 supplemental application to the Board?

5 b) If Hydro did not install those EV chargers but a non-utility entity did so in 2024 or 2025,
6 would that negatively affect ratepayers in any substantial way? If so, how?

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9 A. a) Newfoundland and Labrador Hydro (“Hydro”) is party to an application for funding which, if
10 successful, will partially offset the cost of planned future Direct Current Fast Chargers
11 (“DCFC”) for electric vehicles (“EV”) on the Island Interconnected System. The results of the
12 funding application as well as other factors such as project budget, equipment specification
13 and availability, and the results of the Board of Commissioners of Public Utilities (“Board”)
14 decision on the Electrification, Conservation and Demand Management application will be
15 evaluated to inform Hydro’s decision regarding a supplemental capital application.

16 b) Delaying the installation of the proposed EV charging stations until 2024 or 2025 would
17 delay the associated rate mitigating benefits for customers. The current level of EV adoption
18 in Newfoundland and Labrador severely constrains the business case for private investment
19 in DCFCs. At the same time, a lack of public DCFCs is a barrier to EV adoption for many
20 residents of the province. In Hydro’s view, it is unlikely that private operators will construct
21 public DCFCs in the near future without growth in the local EV market lead by utility
22 programming, including DCFC investment. It is also Hydro’s view that its investment in
23 DCFCs will support EV adoption by customers and improve the business case for private
24 operators to make future investments in DCFCs. As noted by the Board in its Reasons for
25 Decision Order No. P.U. 30(2021):

26 The Board is satisfied that investment by the utilities in EV charging
27 infrastructure is the best currently available tool to contribute to increased EV
28 uptake in the province which will ultimately contribute to increased sales of

- 1 electricity, increased revenues and, with appropriate load management
- 2 measures, reduced costs for customers.¹

- 3 Hydro will continue to monitor the local market for public DCFC infrastructure.

¹ *Public Utilities Act*, RSNL 1990, c P-47, Reasons for Decision, Board Order No. P.U. 30(2021), October 18, 2021, p. 13/13–17.