

1 Q. **Reference: CA-NLH-014**

2 What is the expected capital cost of a charging station and what is the expected contribution
3 from government? Has the cost estimate for charging stations been revised to reflect
4 experience gained to date?

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7 A. Newfoundland and Labrador Hydro (“Hydro”) notes that the “2023 Capital Budget Application”¹
8 does not include costs for the proposed electrification program.

9 Hydro’s cost to install public electric vehicle (“EV”) charging sites (i.e., one Direct Current Fast
10 Charger (“DCFC”) and one Level 2 charger) has increased due to inflationary price increases for
11 materials. For example, the cost for the procurement and installation of a charging site has
12 increased by approximately 10% between Hydro’s first and second round of installations. Based
13 on this experience, Hydro would estimate that a new installation at the existing specification
14 (i.e., a 62.5 kW DCFC) would cost approximately \$175,000 per site. Natural Resources Canada
15 (“NRCan”) would contribute \$55,000 towards the cost of this installation, subject to application
16 approval.

17 NRCan recently added new funding levels available to proponents who install higher power
18 DCFCs. Hydro and Newfoundland Power Inc. are working together to determine if a change in
19 DCFC specification is warranted, particularly given the capability of new EV models that can
20 accept higher charging rates. For example, the installation of a 100 kW DCFC combined with a
21 Level 2 charger would qualify for \$80,000 in funding from NRCan, an increase of \$25,000 when
22 compared to the 50 kW–99 kW funding level.

23 Hydro’s “2023 Capital Budget Application” does not contain any proposals for EV charging
24 infrastructure. A decision regarding equipment specification and detailed budgeting will be
25 completed to support any future application for approval of such capital expenditures.

¹ “2023 Capital Budget Application,” Newfoundland and Labrador Hydro, July 13, 2022.