

1 Q. **Reference: Schedule 2, page 1**

2 It is stated “Hydro is proposing to expand its existing charging network to these areas to allow  
3 for greater regional transportation and adoption of EVs in additional areas of the province.”

4 a. Is there a greater risk of stranded assets under this next phase of the proposed program  
5 given that EV travel in these areas is “much more challenging” (page 1)?

6 b. How does Hydro propose to mitigate this risk for customers?  
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9 A. a. Newfoundland and Labrador Hydro (“Hydro”) does not believe there is greater risk  
10 associated with stranded charging assets on the Great Northern Peninsula.

11 Hydro serves approximately 23,000 customers on the Island Interconnected System, the  
12 majority of which reside on the Great Northern Peninsula; to support customers in this  
13 region and other members of the public transitioning to electric vehicle (“EV”) ownership,  
14 the continued expansion of the public fast charging infrastructure is necessary.  
15 Establishment of direct current fast charger (“DCFC”) network in Hydro’s service territory  
16 will also allow for a more rapid conversion of Hydro’s fleet to EVs, as travel along the Great  
17 Northern Peninsula using EVs will be possible at a much lower cost to ratepayers versus  
18 gasoline. Finally, the Government of Newfoundland and Labrador’s 2016 Non-resident  
19 Visitor Exit Survey identified that nearly 40% of non-resident tourist parties visited the Gros  
20 Morne Area, Viking Trail North to and including Plum Point via vehicle.<sup>1</sup> As such, EV  
21 infrastructure in this area will also serve to provide rate mitigation benefits through sales to  
22 non-resident EV tourists.

23 b. Please refer to Hydro’s response to CA-NLH-026 for a discussion regarding risk mitigation  
24 surrounding DCFC infrastructure.

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<sup>1</sup> Government of Newfoundland and Labrador, Department of Tourism, Culture Industry and Innovation, “2016 EXIT SRUYEY – Result Highlights,” June 2018, <[https://www.gov.nl.ca/tcar/files/2016\\_Exit\\_Survey\\_Highlights\\_Report\\_FINAL\\_REVISSED\\_June\\_2018.pdf](https://www.gov.nl.ca/tcar/files/2016_Exit_Survey_Highlights_Report_FINAL_REVISSED_June_2018.pdf)>, p. 10, table 10.