

1 Q. Further to IIC-NLH-18, please explain if the noted EV sales assumptions require additional
2 charging stations or other infrastructure. If yes, please detail the cost and timeframe for the
3 additional charging stations or infrastructure and confirm who will be responsible for the costs?
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6 A. Under the baseline scenario, no additional investment in electric vehicle charging infrastructure
7 is required to achieve the forecasted energy sales. This scenario reflects Newfoundland and
8 Labrador Hydro’s (“Hydro”) current network of 14 charging stations generally along the Trans-
9 Canada Highway.

10 The low and high scenarios require \$5 and \$20 million investment in direct current fast charger
11 (“DCFC”) infrastructure, respectively.¹ The Electrification, Conservation and Demand
12 Management Plan 2021–2025 seeks to achieve investment in DCFC infrastructure through a
13 combined approach of utility investment (Hydro and Newfoundland Power Inc.) and the make-
14 ready model to promote private sector investment.

15 Please refer to Hydro’s response to PUB-NLH-038 for Hydro’s forecast investment in DCFC
16 infrastructure over the plan period. Please refer to Hydro’s response to CA-NLH-013 for more
17 details surrounding the make-ready model.

¹ “Application for Approvals Required to Execute Programming Identified in the Electrification, Conservation and Demand Management Plan 2021–2025,” Newfoundland and Labrador Hydro, rev. 1, July 8, 2021 (originally filed June 16, 2021), sch. 1, sch. C, p. 139 of 325, Table 6-1 details the incentives assumed under each electric vehicle adoption scenario.