

1 Q. Explain the reason for the difference in the amount of the commercial EV charging  
2 infrastructure incentive of up to \$3,000 and the residential incentive of up to \$500.

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5 A. *This Request for Information relates to the Electrification, Conservation and Demand*  
6 *Management Plan: 2021-2025 (the “2021 Plan”) developed in partnership by Newfoundland and*  
7 *Labrador Hydro and Newfoundland Power (“Hydro” or, collectively, the “Utilities”). Accordingly,*  
8 *the response reflects collaboration between the Utilities.*

9 There is a difference in the amount of the Commercial Electric Vehicle (“EV”) Charging  
10 Infrastructure Program and the residential incentive due to the nature of the costs associated  
11 with purchase and installation of each charger type.

12 Installation costs are highly location-specific and typically require some form of electrical  
13 extensions, capacity upgrades and trenching.<sup>1</sup> Commercial Level 2 EV charging infrastructure is  
14 generally more expensive than residential Level 2 charging equipment due to the features and  
15 structure of the charger.<sup>2</sup> Commercial equipment is available with features not required for  
16 residential use, such as multiple charge ports, pricing options, interactive systems and  
17 customization options. Some commercial chargers have a more durable structure to withstand  
18 wear and tear from public use and weather conditions.

19 The Utilities considered a range of incentive levels for EV charging infrastructure, and as part of  
20 this process researched the incentives offered in other jurisdictions.

21 The \$500 EV charger incentive under the Residential EV and Charging Infrastructure Program is  
22 consistent with the incentive amounts in other jurisdictions.<sup>3</sup>

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<sup>1</sup> “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. 3, p. 17.

<sup>2</sup> For example, Hydro’s estimated cost to install Level 2 chargers as contained in its 2021 Capital Budget Application was approximately \$16,500 per plug.

<sup>3</sup> Please refer to Hydro’s response to PUB-NLH-008.

- 1 The \$3,000 EV charger incentive under the Commercial EV and Charging Infrastructure Program
- 2 is consistent with incentive amounts in other jurisdictions.<sup>4</sup>

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<sup>4</sup> Please refer to Hydro's response to PUB-NLH-008.