Q. Hydro is proposing to expand its charging network to include nine additional sites in the province, and each site will include both a Level 3 Direct Current Fast Charger and a Level 2 charger. Newfoundland Power, in its Electrification, Conservation and Demand Management Application filed December 16, 2020, is only proposing to include Level 2 chargers if they receive federal funding of $50,000. Please confirm whether Hydro's Level 2 chargers are contingent on federal funding or will Hydro be installing these chargers regardless of funding. If so, why would Hydro's approach be different from Newfoundland Power's?

A. Newfoundland and Labrador Hydro's ("Hydro's") Level 2 chargers are not contingent on federal funding. The total federal funding available is $55,000 per site; this includes $50,000 towards the installation of a Level 3 direct current fast charger ("DCFC") and $5,000 towards the installation of a Level 2 charger. Hydro's proposed electric vehicle ("EV") charging network expansion is planned to include both a DCFC and a Level 2 charger at each site. This site design is consistent with Hydro's first phase of chargers along the Trans-Canada Highway and is also consistent with industry best practice.

Recent EV charging network construction in Nova Scotia, New Brunswick, and Prince Edward Island all included both DCFC and Level 2 chargers at each site. The inclusion of Level 2 chargers makes the network accessible to all types of EVs as not all EVs are able to utilize DCFC chargers, in particular most plug-in hybrid Evs. Further, in the event that the DCFC charger is in use or undergoing maintenance, having a second charger available increases the reliability of the network. The benefit of co-locating Level 2 chargers exceeds the relatively small incremental cost of installation.

Hydro cannot speak to why Newfoundland Power Inc. has chosen to take a different approach.