

1 **Q. (Reference Application)**
2

3 **a) If Newfoundland Power was granted approval to construct and operate a public**
4 **charging network, in addition to the network currently operated by Hydro,**
5 **would this result in duplication of operating and maintenance costs borne by**
6 **ratepayers?**
7

8 **b) How does Newfoundland Power propose to ensure that customers pay no**
9 **duplication costs?**
10

11 A. a) No, the operation of Newfoundland Power’s electric vehicle (“EV”) charging
12 network will not result in duplication of operating and maintenance costs borne by
13 ratepayers.
14

15 Each charging station will be required to be maintained regardless of which utility
16 owns the site. Therefore, there will be no duplication of costs.
17

18 Joint delivery of the *Electrification, Conservation and Demand Management Plan:*
19 *2021-2025* will ensure a coordinated approach in promoting the adoption of EVs in
20 the province. This includes coordination in the installation and operation of charging
21 infrastructure.¹
22

23 Coordination of the installation of charging infrastructure will optimize public access
24 to EV chargers and avoid the development of redundant infrastructure by the utilities.
25 Coordination in the operation of the charging structure will ensure a consistent
26 customer experience at utility-owned charging stations.²
27

28 b) See part (a).

¹ For example, Newfoundland Power’s site selection criteria for EV charging sites includes consideration of the location of current and planned charging sites, including sites constructed by Newfoundland and Labrador Hydro (“Hydro”). See the *2021 Electrification, Conservation and Demand Management Application*, Volume 1, Exhibit 2, page 7.

² For example, the utilities are coordinating in the rates to be charged for use of EV charging infrastructure. Newfoundland Power plans to charge a rate of \$15.00/hour for fast charging services. This is consistent with the rate charged by Hydro.