

1 Q. (a) Is the intention of Hydro to permanently get into the electric vehicle charger business?

2 (b) What role does Hydro see for private enterprises in this business?

3

4

5 A. *This Request for Information relates to the Electrification, Conservation and Demand*
6 *Management Plan 2021–2025 (“2021 Plan”) developed in partnership by Newfoundland and*
7 *Labrador Hydro (“Hydro”) and Newfoundland Power Inc. (“Newfoundland Power”) (collectively,*
8 *the “Utilities”) and the related Technical Conference presented by the Utilities on February 1,*
9 *2022. Accordingly, the response reflects collaboration between the Utilities.*

10 (a) No, it is not the intention of Hydro to permanently get into the electric vehicle (“EV”)
11 charger business. Please refer to Hydro’s response to TC-CA-NLH-012.

12 (b) Hydro expects that EV charging will primarily be delivered through the private sector once
13 the business case for investment improves.

14 Improving the business case for private sector investment requires increasing the number of
15 EVs on the province’s roads. This, in turn, requires addressing barriers to customers’
16 adoption of EVs, including the lack of public charging infrastructure. The EV Charging
17 Network proposed by the utilities seeks to address this barrier by establishing the minimum
18 geographic coverage necessary to permit travel across the Island.

19 As the EV Charging Network seeks only to establish the minimum geographic coverage,
20 there remains substantial opportunity for private sector investment in the future. To
21 illustrate this, the Utilities currently plan to have 45 EV charging stations installed by year-
22 end 2022. This compares to over 3,000 fuel pumps in the province.

23 Additionally, the 2021 Plan encourages private sector investment in EV charging
24 infrastructure through appropriate incentives. Specifically, the 2021 Plan includes a make-
25 ready investment model to encourage private sector investment in EV charging
26 infrastructure. The make-ready model includes the installation of electrical infrastructure to

1 enable private sector entities to purchase and install fast chargers. The costs to get a site
2 ready for charger installation are typically a large percentage of the capital required for an
3 installation, at approximately 30% to 40%. The make-ready model lowers upfront capital
4 costs which, in turn, improves the business case for private sector entities when installing,
5 owning and operating EV charging stations.