

- 1 **Q. (Reference EV Load Management Pilot Project, page 14) Footnote 32 states**
2 **that “up to 75% of participants may require the installation of a new Level 2**
3 **smart charger.”**
- 4 **a) Does this mean that all or most of these participants currently have Level**
5 **1 chargers?**
- 6 **b) Please confirm that the Board is being asked to approve installation of up**
7 **to 150 Level 2 smart chargers in homes that currently use Level 1 charging**
8 **as part of the pilot program.**
- 9 **c) Are charging stations available in apartment buildings and condominium**
10 **buildings in this province?**
- 11
- 12 a) Yes, all or most participants would have Level 1 chargers. EVs typically come with a
13 Level 1 charger. Level 1 chargers plug into a standard 120-volt household outlet.¹
14
- 15 b) Newfoundland Power confirms the Application is seeking Board approval to recover
16 the costs of conducting the EV Load Management Pilot Project, which includes the
17 installation of up to 150 Level 2 smart chargers to investigate load management
18 strategies.
- 19
- 20 The budget for the pilot project is based on a target sample size of 200 participants
21 and an assumption that up to 75% of participants may require the installation of a
22 Level 2 smart charger. This reflects the high end of the number of Level 2 smart
23 chargers the Company anticipates may be required. During recruitment for the pilot
24 project, priority will be given to prospective participants with vehicle telematics or
25 who already have an eligible Level 2 smart charger installed. The total number of
26 Level 2 chargers installed as part of the pilot project may therefore be less than 150.
27 However, given the unavailability of data in relation to the province’s EV population,
28 an estimate of 150 was used for budgetary purposes.²
29
- 30 Newfoundland Power notes that, while prospective participants may have Level 1
31 chargers, Level 1 chargers cannot be used to investigate load management
32 strategies as they are not equipped with wireless or cellular communication.
33
- 34 c) Data is not currently available with respect to the availability of charging stations
35 installed in the province for personal rather than public use, including charging
36 stations in apartment and condominium buildings. The availability of charging
37 stations in apartment and condominium buildings in this province is at the discretion
38 of a building owner/manager.

¹ For more information on Level 1 chargers, see the response to Request for Information CA-NP-005.

² See the Application, *EV Load Management Pilot Project* report, page 14, lines 4 to 10.