

1 **Q. (Reference PUB-NP-008) It is stated "No, the proposed 2023 capital**
 2 **expenditures for the Electric Vehicle Charging Network are not contingent on**
 3 **the approval of Newfoundland Power's 2021 Electrification, Conservation and**
 4 **Demand Management Application (the "2021 ECDM Application")."**

5 **a) Are 2023 capital expenditures for the electric vehicle charging network**
 6 **contingent only on approval of the 2023 Capital Budget Application?**

7 **b) If the ECDM program is not approved by the Board, how will this impact**
 8 **the programs and costs included in the 2023 Capital Budget Application?**
 9

10 A. a) Yes, the proposed 2023 capital expenditures for the *Electric Vehicle ("EV")*
 11 *Charging Network* are only contingent on the Board's approval of Newfoundland
 12 *Power's 2023 Capital Budget Application*.

13
 14 Newfoundland Power's *2023 Capital Budget Application* proposes expenditures of
 15 \$594,000 for the *EV Charging Network*.¹ There are no other proposals related to
 16 planned electrification initiatives included in the application.
 17

18 Newfoundland Power has two other applications that are currently under review
 19 by the Board relating to electrification initiatives:
 20

21 (i) The 2021 ECDM Application, as referenced in this Request for Information.
 22 This application proposed: (i) the construction of 10 charging sites as part
 23 of the *EV Charging Network*; (ii) a modified Total Resource Cost ("mTRC")
 24 test for evaluating the cost-effectiveness of incentive programs; and (iii)
 25 an Electrification Cost Deferral Account to permit the recovery of costs
 26 associated with electrification initiatives.
 27

28 (ii) An application proposing 2022 capital expenditures to construct 10
 29 charging sites as part of the *EV Charging Network*. These expenditures
 30 were proposed as part of Newfoundland Power's *2022 Capital Budget*
 31 *Application*. These proposals are expected to be reviewed by the Board
 32 in 2022 following conclusion of the 2021 ECDM Application.²
 33

34 The proposed 2023 capital expenditures for the *EV Charging Network* are not
 35 contingent upon approval of these applications.
 36

37 With respect to the 2021 ECDM Application, the Board approved the 2021 capital
 38 expenditures for the *EV Charging Network* in Order No. P.U. 30 (2021). The
 39 Board approved the Electrification Cost Deferral Account in Order No.
 40 P.U. 3 (2022). The remaining proposals relate to use of the mTRC test and
 41 establishing an amortization period for the Electrification Cost Deferral Account.
 42 Use of the mTRC test is specific to customer incentive programs. The
 43 amortization period for costs included in the Electrification Cost Deferral Account
 44 is a regulatory accounting matter. These issues do not impact the justification or
 45 scope of the capital expenditures proposed for 2023.

¹ See the *2023 Capital Budget Application, Schedule B*, page 19.

² See correspondence from the Board dated July 7, 2021, regarding *Newfoundland Power Inc. – 2022 Capital Budget Application – Electric Vehicle Charging Network Project*.

1 With respect to the 2022 capital expenditures for the *EV Charging Network*,
2 these expenditures are designed to work in conjunction with the capital
3 expenditures approved in 2021 to establish minimum geographic coverage in EV
4 charging services across the Island of Newfoundland. The capital expenditures
5 proposed for 2023 involve installing three additional charging stations in the
6 highest usage areas. Newfoundland Power is monitoring usage rates at its
7 existing charging stations to facilitate site selection for the charging stations
8 proposed for 2023.³ Data on usage rates at charging stations installed in 2022, if
9 approved by the Board, would also be considered if available, but is not required
10 as part of site selection for the 2023 charging stations.

11
12 b) See part a).

³ See the response to Request for Information PUB-NP-010.