

1 **Reference: Schedule B, Page 19: Electric Vehicle Charging Network (\$594,000)**
2

3 **Q. The three charging sites are to be installed in areas where existing charging**
4 **stations are experiencing high customer usage rates.**
5

6 **a) Please provide a summary of the data of the customer usage rates for the**
7 **EV chargers currently installed.**

8 **b) Is there a certain threshold that will need to be met to indicate the**
9 **requirement of additional charging ports?**

10 **c) Since these chargers will be installed where customer usage rates are**
11 **high, did Newfoundland Power consult with the site owners to determine**
12 **whether they would be interested in installing an additional charger? If**
13 **not, why not?**

14 **d) Did Newfoundland Power consider going with the “make ready” models**
15 **for the sites where customer usage is high? If not, why not?**
16

17 **A. a)** Newfoundland Power’s *Electric Vehicle Charging Network* has been active since April
18 2022, with most charging sites coming online in July 2022 and the final site being
19 activated in August 2022.
20

21 Table 1 on the following page shows available usage data for Newfoundland Power’s
22 *Electric Vehicle Charging Network*.¹

¹ As of August 11th, 2022.

Table 1
Newfoundland Power EV Charging Network – Available Usage Data

Location	Month Activated (2022)	Number of Sessions	Sum of Energy (kWh)	Average Charging Session Length (minutes)	Number of Unique Drivers
Bonavista DCFC	July	27	679	32	18
Bonavista Level 2	July	5	27	46	5
Carbonear DCFC	July	25	554	30	16
Carbonear Level 2	July	6	21	31	4
Fermeuse DCFC	June	7	188	49	6
Fermeuse Level 2	June	4	8	26	4
Lewisporte DCFC	July	9	335	45	5
Lewisporte Level 2	July	10	130	138	4
Marystown DCFC	July	25	617	30	10
Marystown Level 2	July	11	125	101	4
Paradise DCFC	April	151	3,496	29	56
Paradise Level 2	April	24	39	26	10
Port Rexton DCFC	June	38	973	32	28
Port Rexton Level 2	June	12	143	104	8
Robinsons DCFC	July	33	897	36	24
Robinsons Level 2	July	14	37	23	4
St. Mary's DCFC	August	-	-	-	-
St. Mary's Level 2	June	9	59	108	6
Trepassey DCFC	June	7	171	30	7
Trepassey Level 2	June	6	54	98	3

- 1 All charging stations installed from April to July 2022 have experienced multiple
2 charging sessions. The first DCFC charging station installed in April 2022 is located
3 in Paradise on the Avalon Peninsula and has experienced a total of 151 charging
4 sessions in approximately four months. Newfoundland Power will continue to
5 monitor usage rates as data becomes available.
6
7 b) No, there is no defined threshold that would need to be met to indicate the
8 requirement for additional charging ports. High customer usage will be a relative
9 determination based on the most popular charging sites to ensure reasonable
10 availability of charging services for customers. Variables that will be used to
11 determine high usage areas include: (i) number of charging sessions; (ii) energy use

1 at the charger; (iii) average charging session length; and (iv) number of unique
2 drivers using the charger. The most popular stations will be selected to avoid future
3 queuing at these sites. Coordination with existing site hosts will also be required.
4

5 c) When selecting sites for EV chargers, one of the criteria considered is the capability
6 to expand the number of chargers available at each site. Current site hosts are
7 therefore aware of the possibility of expansion. When charging sites selected for
8 expansion are determined, Newfoundland Power will confirm with the site hosts that
9 they are amenable to the installation of an additional charger at their location.
10

11 d) The *Electrification, Conservation and Demand Management Plan: 2021-2025* includes
12 two models for increasing the province's access to publicly available EV charging
13 infrastructure. The first is a utility investment model that includes the construction
14 of a utility-owned and operated *Electric Vehicle Charging Network*. The second is a
15 make-ready model that includes the installation of electrical infrastructure at a
16 reduced cost to enable commercial customers to purchase, install, and operate EV
17 charging infrastructure.²
18

19 The locations of charging sites installed under the utility investment model are
20 selected with the objective of establishing the minimum infrastructure necessary to
21 permit travel across the Island of Newfoundland in an EV, including reasonable
22 geographic coverage and adequate access to charging services in high usage areas.
23 The locations of charging sites installed under the make-ready model will ultimately
24 depend on which commercial customers express interest in owning and operating
25 their own EV charging infrastructure.
26

27 It is possible that customers who are currently hosting charger sites in areas of high
28 usage will be interested in owning and operating their own charging infrastructure in
29 the future if there is a business case for them to do so. However, given that private
30 sector investment in EV charging services in the province is currently constrained by
31 a weak business case, this model cannot be relied upon to achieve the necessary
32 geographic coverage in charging services or adequate charging services in the
33 province's highest usage areas.

² See the *2021 Electrification, Conservation and Demand Management Application, Volume 2, Schedule J*, page 2 of 2.