

1 **Q. (Reference EV Load Management Pilot Project) What evidence is available to**
2 **demonstrate that the proposed pilot project would generate benefits to all**
3 **ratepayers in excess of its cost?**
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5 A. The evidence filed with the Application includes an independent forecast by Dunsky
6 Energy + Climate Advisors ("Dunsky") showing that light-duty EV adoption is expected
7 to increase in Newfoundland and Labrador. According to Dunsky, the unmanaged
8 charging of EVs is forecast to contribute 170 MW to 340 MW of peak demand on the
9 Island Interconnected System by 2040. Increased peak demand would require
10 investments to add capacity on the electricity system, resulting in higher costs being
11 borne by Newfoundland Power's customers. For example, the evidence shows that,
12 based on current estimates of marginal capacity costs, an increase in peak demand of
13 approximately 170 MW by 2040 would result in higher system capacity costs of
14 approximately \$200 million over this period.¹
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16 The evidence filed with the Application also shows there are various strategies available
17 to manage EV load by shifting vehicle charging to off-peak periods when spare capacity
18 is available on the electrical system. These strategies have the potential to mitigate the
19 peak demand impacts of EVs, thereby yielding substantial benefits to electricity
20 customers by avoiding increased system costs.
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22 The EV Load Management Pilot Project is designed to assess the cost-effectiveness of
23 strategies to manage EV load in Newfoundland and Labrador. The cost to conduct this
24 pilot project is relatively modest in comparison to the benefits that could be generated
25 for electricity customers if EV load is cost-effectively managed and increased system
26 costs are avoided.

¹ See the Application, *EV Load Management Pilot Project* report, page 8, lines 6 to 11.