

1 **Q. Will a participant who receives a new Level 2 smart charger also receive the**
2 **monthly demand response event incentive? If yes, discuss why both**
3 **incentives are provided.**
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5 A. Yes, it is expected participants receiving a new Level 2 smart charger will receive
6 demand response event incentives at times during the pilot project.
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8 Piloting strategies to manage EV load requires a means to exert remote control over a
9 vehicle's charging. This will require participants to have either vehicle telematics or a
10 Level 2 smart charger.¹ While priority will be given to prospective participants who
11 already have vehicle telematics or an eligible Level 2 smart charger, it is expected that a
12 portion of participants will require the installation of a new Level 2 smart charger in
13 order to ensure a reasonable sample size for the pilot project.²
14

15 The installation of Level 2 smart chargers is necessary to enable execution of the pilot
16 project but, on its own, may not result in a meaningful amount of EV load being shifted
17 off peak.³ As a result, Newfoundland Power intends to pilot demand response event
18 incentives to encourage customers to shift their EV charging to off-peak periods. This
19 would include incentives to encourage customers to opt in to demand response events
20 when investigating passive load management strategies, or to discourage customers
21 from opting out when the utility has direct control over a vehicle's charging when
22 piloting active load management strategies.
23

24 Other utilities have used a similar approach during their pilot projects. As examples, the
25 pilot projects of ENMAX Power and London Hydro included both costs for chargers and
26 incentives to participate in demand response events.⁴ It is also common for utilities to
27 offer enrollment incentives to recruit customers. Newfoundland Power will use
28 enrollment incentives to recruit customers that already have vehicle telematics or a
29 Level 2 smart charger installed. Participants who receive a Level 2 smart charger will
30 not be eligible to receive an enrollment incentive.
31

32 The specific incentive amounts and detailed approach to providing incentives will be
33 determined in consultation with the third-party service provider hired to administer the
34 project.

¹ See the Application, *EV Load Management Pilot Project* report, page 10, lines 8 to 12.

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

³ For example, the results of ENMAX Power's pilot project indicated that EV owners who received only educational information demonstrated charging habits similar to the control group with no measurable change in charging behaviour. See part d) of the response to Request for Information CA-NP-007.

⁴ See the Application, *EV Load Management Pilot Project* report, Attachment B.