

1 **Q. (Reference 2027-2031 Capital Plan)**

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3 **It is stated (page 3) “Newfoundland Power’s EV Load Management Pilot**
4 **Project was completed in 2025. The results showed that while both active and**
5 **passive load management strategies showed evidence of being able to**
6 **successfully move EV load from peak periods to overnight, significant**
7 **technical and operational challenges still exist that may be a barrier to scaling**
8 **the program.” Is this consistent with findings in other jurisdictions?**
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10 **A.** Yes, technical and operational challenges, particularly limited interoperability¹ and
11 inconsistent communication standards, are a barrier to scaling EV load management in
12 other jurisdictions.

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14 Managed charging programs require data exchange between vehicles, chargers, utilities
15 and distributed energy resource management system (“DERMS”) providers. However,
16 manufacturers and service providers often use different protocols and data structures,
17 creating integration challenges that can limit which vehicles or chargers can participate.²
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19 For example, at various points in Newfoundland Power’s EV Load Management Pilot, the
20 DERMS provider became unable to access data and control vehicles made by “Hyundai”,
21 “Ford”, or “Kia”, and could only enroll chargers made by “WallBox” or “ChargePoint”. This
22 currently makes program success conditional on the type of vehicles or chargers that are
23 adopted in a utility’s service territory and this information is often unavailable. For
24 example, the Government of Newfoundland and Labrador periodically releases the
25 number of EVs that have been purchased in the province but does not provide a
26 breakdown of vehicle type.³ A utility seeking broader program reach may need to
27 subscribe to multiple DERMS platforms, increasing software licensing costs and creating
28 different enrollment channels for customers.
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30 Utilities that operate active managed charging programs typically only enroll a small
31 number of vehicle or charger brands, meaning they rely on high adoption rates of those
32 types of vehicles to enable success. For example, Baltimore Gas and Electric’s Smart
33 Charge Management Program which runs on the DERMS platform “WeaveGrid” only
34 allows vehicles made by “Tesla”, “Toyota” and “Lexus”, or chargers made by
35 “ChargePoint”, “WallBox” and “Emporia” to enroll in their program.⁴

¹ Per the Smart Electric Power Alliance *The State of Managed Charging in 2024*, interoperability refers to the ability of devices, systems, or software provided by one vendor or service provider to exchange and make use of information, including payment information, between devices, systems, or software provided by a different vendor or service.

² National Laboratory of the Rockies. <https://www.nlr.gov/news/detail/program/2024/nrel-researchers-survey-the-state-of-smart-charge-management-nationwide>, accessed on July 7, 2026.

³ See <https://www.stats.gov.nl.ca/Statistics/Statistics.aspx?Topic=transportation> for latest available information on EV adoption in Newfoundland and Labrador.

⁴ Baltimore Gas and Electric. <https://bge-support.weavegrid.com/hc/en-us/articles/24166732137751-What-electric-vehicles-EVs-and-home-charging-stations-are-eligible-for-the-Smart-Charge-Management-Program>, accessed on July 7, 2026.