

1 **Q. (Reference CA-NP-017) It is stated with respect to NP's EV Load Management**
2 **Pilot Project completed in 2025 "manufacturers and service providers often**
3 **use different protocols and data structures, creating integration challenges**
4 **that can limit which vehicles or chargers can participate."**

5 **a) What were the budget and actual costs of the EV Load Management**
6 **Pilot Project and how are the costs being recovered from customers?**

7 **b) Has NP solicited review and comment from Hydro and/or the**
8 **government on the pilot project results? If so, please provide a**
9 **summary and relevant documentation.**

10 **c) What are the next steps in the province with respect to EV load**
11 **management?**

12
13 **A. a)** In Board Order No P.U. 23(2023), a budget of \$1,504,000 for the EV Load
14 Management Pilot Project was approved. In the same Board Order, it was
15 determined that costs would be recovered through the Electrification Cost
16 Deferral Account. The actual cost of the EV Load Management Pilot Project was
17 approximately \$897,000.

18
19 **b)** The *Newfoundland Power TakeCharge EV Load Management Pilot 2025*
20 *Evaluation Report* (the "Report") has been shared with Hydro and the
21 Government of Newfoundland and Labrador. The Report was also included as an
22 appendix to Newfoundland Power's *2025 Electrification, Conservation and*
23 *Demand Management Report* filed with the Board on April 23, 2026, and again
24 with Hydro's Q2 2026 semi-annual update related to the *Reliability and Resource*
25 *Adequacy Study Review* which was filed with the Board on June 30, 2026.
26 Newfoundland Power has not received comments on the report.

27
28 **c)** The impacts of EV load on the Island Interconnected System (the "IIS") and the
29 opportunities to manage that load were evaluated by Posterity Group in the most
30 recent Energy Solutions Potential Study (the "Potential Study").¹

31
32 The Potential Study provided that managing EV load has more impact on the
33 evening peak than the morning peak, which was supported by the findings of the
34 EV Load Management Pilot Project. The Potential Study predicts that the IIS will
35 likely continue to be a morning peaking system into the early 2030s. This
36 coincides with forecast adoption of EVs in the intermediate scenario of the
37 Potential Study, driving more evening load than morning load. Since the absolute
38 peak will likely remain in the morning, it is not forecast that managing EV load
39 will be required during the 2026-2030 period. However, this time frame allows
40 Newfoundland Power and Hydro (the "Utilities") the opportunity to follow the
41 technology to determine whether there is standardization or improvements,
42 follow EV adoption rates, better understand from other utilities the benefits on

¹ As part of the *Reliability and Resource Adequacy Study*, the Potential Study was filed with the Board on November 11, 2025, and again as part of Hydro's Q2 2026 semi-annual update which was filed with the Board on June 30, 2026.

1 the distribution network of managed charging, and continue to understanding
2 trends and best practices.
3

4 While the timing and pace of EV adoption remains uncertain, EV load is expected
5 to eventually have significant impact on the IIS. Newfoundland Power's EV Load
6 Management Pilot Project demonstrated that EV load can be successfully shifted
7 to off-peak periods, and at a larger scale, with more reliable technology
8 solutions, could represent a cost-effective way to manage peak load impacts
9 from EVs.² Should EV adoption show continued growth and EV load shifting
10 technology continue to advance, it may be beneficial for the Utilities to consider
11 another pilot study in the next five years. The Utilities will continue to monitor EV
12 adoption and load management technologies to make this determination.

² This assumes adoption aligns with the Potential Study's EV intermediate adoption scenario and that information obtained from the EV Load Management Pilot Project on costs and load shifting potential per vehicle are also consistent into the future. Lower vehicle adoption rates, increased costs, or reduced impacts from load management will alter cost effectiveness.