

1 Q. The Dunsky report states at page 104 that programs involving EV charging infrastructure  
2 incentives are usually not effective at driving additional EV adoption and mostly benefit existing  
3 EV adopters and increase free ridership. However, the incentives can be used to cover the  
4 incremental cost of smart chargers for EV adopters to enable networking and load management  
5 functionalities. In light of this please explain whether the recipients of the EV charging  
6 infrastructure incentive will be participating in the EV Demand Response Pilot Program or will be  
7 subject to other load management requirements. If there are no load management  
8 requirements why should the recovery of the costs of the proposed utility EV charging  
9 infrastructure incentives be approved at this time.

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12 A. *This Request for Information relates to the Electrification, Conservation and Demand*  
13 *Management Plan: 2021-2025 (the “2021 Plan”) developed in partnership by Newfoundland and*  
14 *Labrador Hydro and Newfoundland Power (“Hydro” or, collectively, the “Utilities”). Accordingly,*  
15 *the response reflects collaboration between the Utilities.*

16 Yes, recipients of electric vehicle (“EV”) charging infrastructure incentives will be invited to  
17 participate in the EV Demand Response Pilot Program. Under both the residential and  
18 commercial incentive programs, only Level 2 chargers that are capable of load management will  
19 qualify for incentives. This will enable customer participation in the EV Demand Response Pilot  
20 Program and participation in future load management initiatives.

21 For more information, please refer to Hydro’s response to PUB-NLH-006.