

1 **Q. Please confirm that placing a timer on household chargers so that they do not charge**
2 **during the peak period is a relatively simple means for managing EV charger**
3 **demand.**

4 **(a) Do most household EV chargers on the market come with a built-in timer?**

5 **(b) What would be the best way to take advantage of this capability from the**
6 **perspective of electrification and rate design?**

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8 A. *This Request for Information relates to the Electrification, Conservation and Demand*
9 *Management Plan: 2021-2025 (the “2021 Plan”) developed in partnership by*
10 *Newfoundland Power Inc. (“Newfoundland Power”) and Newfoundland and Labrador*
11 *Hydro (“Hydro”) (collectively, the “Utilities”) and the related Technical Conference*
12 *presented by the Utilities on February 1, 2022. Accordingly, the response reflects*
13 *collaboration between the Utilities.*

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15 This is not confirmed. Depending on the type of EV charger installed, a customer may be
16 able to use a timer to set dedicated charging times for their EV. This would be a
17 voluntary action on the part of the individual customer. Customers voluntarily using
18 timed charging would be outside the control of the Utilities, and there would be no
19 incentive for these customers to shift their charging to off-peak times. This approach is
20 therefore not an effective means of managing EV charger demand.

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22 Actively managing EV charger demand requires the use of smart EV chargers or direct
23 load controllers on the electrical circuit where a charger is installed. These devices
24 require use of cellular connection or Wi-Fi, and software to enable demand response
25 events.

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27 (a) The Utilities have not surveyed the extent to which EV chargers have built-in timers
28 as this is not an effective means of managing EV charger demand.

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30 The Utilities have determined that many EV chargers on the market do not have the
31 smart capabilities necessary to allow demand management.¹ To encourage adoption
32 of smart chargers, the Level 2 charger rebate proposed by the Utilities will only
33 provide incentives for EV chargers that have load management capabilities. The
34 rebate is designed to cover the incremental cost of a smart charger as compared to a
35 charger that does not have this capability.

¹ For example, the “Choose EV” tool on the takeCHARGE website indicates that of the 35 available Level 2 chargers for customers to choose from, only 12, or 34% have Wi-Fi capability. See <https://takechargenl.ca/evs/ev-101/level-2-charger-models/>.

1 (b) To understand the best way to manage EV charging load, the Utilities have proposed
2 the EV Demand Response Pilot Program which will allow the Utilities to assess a
3 number of approaches to control the demand impacts of EVs.² Peak demand
4 reduction impacts, cost-effectiveness and customer perspectives will be evaluated for
5 each technology, helping to inform the best long-term approach to EV demand
6 management.³ This approach aligns with recommendations from Dunsky Energy
7 Consulting.⁴

² The EV Demand Response Pilot Program targets EV owners who will charge their EV at home using a Level 2 smart charger. The Utilities have also planned an incentive program to encourage adoption of Level 2 smart chargers.

³ See Newfoundland Power’s Application, Volume 2, 2021 Plan, pages 22-23.

⁴ See Newfoundland Power’s Application, Volume 2, Schedule E, page 2 of 25.