

1 **Q. Please confirm that General Service customers such as Tim Horton’s, Canadian Tire,**
2 **Irving and Costco were not surveyed about any concerns they might have with**
3 **Newfoundland Power owning charging stations with costs paid by the Province’s**
4 **electricity consumers.**

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

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13 Newfoundland Power confirms that General Service customers were not surveyed about
14 the proposed Electric Vehicle (“EV”) Charging Network.

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16 Newfoundland Power’s Application provides evidence that access to fast charging
17 infrastructure is a barrier to EV adoption in Newfoundland and Labrador. Access to fast
18 charging infrastructure in Newfoundland and Labrador lags behind that of other Canadian
19 provinces and private sector investment is currently constrained by a weak business
20 case.¹ This was recognized by the Board in issuing Order No. P.U. 30 (2021), which
21 approved the Utilities’ proposed 2021 capital expenditures relating to the EV Charging
22 Network.²

23
24 While the Utilities are not partnering with private sector businesses with respect to the
25 installation and ownership of the EV Charging Network, the charging stations will be
26 hosted at private sector businesses. The Utilities issued a public request for applications
27 on November 23, 2020, to seek submissions from parties interested in hosting an EV
28 charging station. All customers, including the types of General Service customers
29 referenced above, were eligible to apply.³

30
31 In addition to utility investment, the 2021 Plan will also encourage private sector
32 investment in EV charging infrastructure through a make-ready model. The make-ready
33 model includes the installation of electrical infrastructure to enable other private sector
34 entities to purchase and install fast chargers.⁴

¹ See Newfoundland Power’s Application, Volume 1, Exhibit 2, page 4.

² See the Reasons for Decision for Order No. P.U. 30 (2021), page 12, line 8, to page 13, line 22.

³ Information about the application process was available on the takeCHARGE website and was promoted through print advertising, online advertising, and direct email communications. The application process closed on December 11, 2020. A range of General Service customers submitted applications indicating their interest in hosting an EV charging station, including coffee shops, restaurants and gas stations.

⁴ See Newfoundland Power’s Application, Volume 2, 2021 Plan, page 15.