

- 1 Q. Page 31 of the Dunsky report, Figures 0-15 and 0-16 which show the adoption projections and  
2 electricity sales impacts of a diversified \$20M investment over 10 years to promote EV adoption  
3 in the province.
- 4 (a) Does the diversified \$20M diversified investment include incentives as well? If  
5 investments other than DCFC are included, please provide details of all investments that  
6 are included.
- 7 (b) If investments other than DCFC are not included in the \$20M investment, please update  
8 Figure 0-15 and 0-16 for other elements of the program such as incentives.
- 9 (c) If investments other than DCFC are not included in the modelled \$20M investment, has  
10 Newfoundland Power analyzed whether including incentives would impact the adopted  
11 projections and electricity sales impacts and therefore, Hydro’s calculation of rate  
12 mitigation savings?
- 13
- 14
- 15 A. *This Request for Information relates to the Electrification, Conservation and Demand*  
16 *Management Plan 2021–2025 (“2021 Plan”) developed in partnership by Newfoundland and*  
17 *Labrador Hydro (“Hydro”) and Newfoundland Power Inc. (“Newfoundland Power”) (collectively,*  
18 *the “Utilities”) and the related Technical Conference presented by the Utilities on February 1,*  
19 *2022. Accordingly, the response reflects collaboration between the Utilities.*
- 20 (a) The \$20 million sample investment scenario provided in the market potential study  
21 (“Study”) completed by Dunsky Energy Consulting (“Dunsky”) includes investments in  
22 incentive programs for charging infrastructure and other initiatives beyond direct  
23 current fast chargers (“DCFC”) investment. This was provided by Dunsky as a high-level,

1 illustrative investment strategy based on their professional judgment. It was not  
2 intended to be a prescriptive recommendation for a portfolio budget.<sup>1</sup>

3 Table 1 provides a breakdown of the \$20 million sample investment scenario provided in  
4 the Study.<sup>2</sup>

**Table 1: \$20 Million Sample Investment Scenario (\$millions)**

Description	Amount
DCFC Deployment and Programs	10–15
Level 2 Deployment and Programs	2–4
Ancillary Investments	1–5

5 “DCFC Deployment and Programs” includes utility DCFC investment, a make-ready model,  
6 and incentives to support third-party DCFC investments.<sup>3</sup>

7 Similar to DCFC, “Level 2 Deployment and Programs” includes utility investment in Level 2  
8 chargers, a make-ready model, and incentives to support third-party Level 2 charging  
9 investments.

10 “Ancillary Investments” includes (i) utility programs focused on achieving effective load  
11 management, such as encouraging off-peak charging through the use of network capable EV  
12 chargers, (ii) utility commercial fleet programs, such as completing feasibility studies and  
13 offering financial support, and, (iii) utility education and awareness initiatives.

14 Vehicle incentive programs are not included in the \$20 million investment scenario.

---

<sup>1</sup> “Application for Approvals Required to Execute Programming Identified in the Electrification, Conservation and Demand Management Plan 2021–2025,” Newfoundland and Labrador Hydro, rev. July 8, 2021 (originally filed June 16, 2021), sch. 3, sch. C, p. 16 of 325 states: “The potential study is not intended to give granular information about measures in specific segments, but rather give a macro view of efficiency potential. Moreover, it is not a program design document that accurately forecast savings achieved through Utility programs in a given future year, but rather quantify the total potential opportunities that exist under specific parameters.”

<sup>2</sup> “Application for Approvals Required to Execute Programming Identified in the Electrification, Conservation and Demand Management Plan 2021–2025,” Newfoundland and Labrador Hydro, rev. July 8, 2021 (originally filed June 16, 2021), sch. 3, sch. C, fig. 6-15, p. 146 of 325.

<sup>3</sup> For information on the Utilities’ make-ready program, please refer to “Application for Approvals Required to Execute Programming Identified in the Electrification, Conservation and Demand Management Plan 2021–2025,” Newfoundland and Labrador Hydro, rev. July 8, 2021 (originally filed June 16, 2021), sch. 3, p. 15.

1 (b) Figures 0-15 and 0-16 of the Study were developed using Dunsky’s models, including their  
2 Electric Vehicle Adoption model. The modelled increase in EVs, and corresponding energy  
3 and peak load impacts, were based on an assumption of 200 DCFC ports and 500 Level 2  
4 charging ports. These ports could be installed through a combination of utility investment, a  
5 make-ready model, and charger incentive programs.

6 Figures 0-15 and 0-16 do not include vehicle incentive programs or ancillary investments  
7 such as load management initiatives.<sup>4</sup> The Utilities do not have access to the models  
8 used in the Study to reproduce Figures 0-15 and 0-16 to include these investments.  
9 However, the Study determined that, depending on the level of investment, vehicle  
10 incentive programs can impact EV load by 16% to 32% over the short term and 8% to 9%  
11 over the long term. The Study also determined that 85% of EV load can be shifted off-  
12 peak through load management initiatives.<sup>5</sup>

13 (c) The electrification initiatives included in the 2021 Plan largely reflect the investment  
14 options included in the \$20 million sample investment scenario in the Study. As  
15 examples, the 2021 Plan includes DCFC deployment, Level 2 charger deployment, a  
16 make-ready model, and ancillary investments.<sup>6</sup> While vehicle incentive programs are not  
17 included in the sample investment scenario, the Study analyzed the potential impact of  
18 such programs, as described in part (b).

19 It is important to note that the Study’s sample investment scenario is an illustrative  
20 example designed to indicate, at a high level, what a diversified portfolio of  
21 electrification initiatives could include. Several other factors are also considered in  
22 designing a portfolio of programs, including customer research, stakeholder  
23 consultations, and the Utilities’ long-term experience in delivering customer programs.

---

<sup>4</sup> The criticality of utility investments such as load management programs is addressed by Dunsky in the “Financial Impacts” section following Figure 0-16. "Application for Approvals Required to Execute Programming Identified in the Electrification, Conservation and Demand Management Plan 2021–2025," Newfoundland and Labrador Hydro, rev. July 8, 2021 (originally filed June 16, 2021), sch. 3, sch. C, p. 32 of 325.

<sup>5</sup> "Application for Approvals Required to Execute Programming Identified in the Electrification, Conservation and Demand Management Plan 2021–2025," Newfoundland and Labrador Hydro, rev. July 8, 2021 (originally filed June 16, 2021), sch. 3, sch. C, p. 143 of 325.

<sup>6</sup> Without these incentives to encourage customers to purchase network capable EV chargers, the effectiveness of future load management initiatives may be limited.

- 1 For information on how removing incentive programs could impact the rate mitigating
- 2 benefit of the 2021 Plan, please refer to Hydro's response to TC-PUB-NLH-001.