

- 1 **Q. Page 31 of the Dunsky report, Figures 0-15 and 0-16 which show the adoption**  
2 **projections and electricity sales impacts of a diversified \$20M investment over 10**  
3 **years to promote EV adoption in the province.**  
4
- 5 **(a) Does the diversified \$20M diversified investment include incentives as well? If**  
6 **investments other than DCFC are included, please provide details of all**  
7 **investments that are included.**  
8
- 9 **(b) If investments other than DCFC are not included in the \$20M investment,**  
10 **please update Figure 0-15 and 0-16 for other elements of the program such as**  
11 **incentives.**  
12
- 13 **(c) If investments other than DCFC are not included in the modelled \$20M**  
14 **investment, has Newfoundland Power analyzed whether including incentives**  
15 **would impact the adopted projections and electricity sales impacts and**  
16 **therefore, Newfoundland Power’s calculation of rate mitigation savings?**  
17
- 18 **A. *This Request for Information relates to the Electrification, Conservation and Demand***  
19 ***Management Plan: 2021-2025 (the “2021 Plan”) developed in partnership by***  
20 ***Newfoundland Power Inc. (“Newfoundland Power”) and Newfoundland and Labrador***  
21 ***Hydro (“Hydro”) (collectively, the “Utilities”) and the related Technical Conference***  
22 ***presented by the Utilities on February 1, 2022. Accordingly, the response reflects***  
23 ***collaboration between the Utilities.***  
24
- 25 **(a) The \$20 million sample investment scenario provided in the market potential**  
26 **study completed by Dunsky Energy Consulting (the “Study”) includes**  
27 **investments in incentive programs for charging infrastructure and other initiatives**  
28 **beyond DCFC investment. This was provided by Dunsky as a high-level,**  
29 **illustrative investment strategy based on their professional judgment. It was not**  
30 **intended to be a prescriptive recommendation for a portfolio budget.<sup>1</sup>**

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<sup>1</sup> The Study 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.*” See Newfoundland Power’s Application, Volume 2, Schedule C, page 16 of 325.

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

**Table 1:  
\$20 Million Sample Investment Scenario**

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

3 “DCFC Deployment and Programs” include utility DCFC investment, a  
4 make-ready model and incentives to support 3<sup>rd</sup> party DCFC investments.<sup>3</sup>

5  
6 Similar to DCFC, “Level 2 Deployment and Programs” include utility investment  
7 in Level 2 chargers, a make-ready model and incentives to support 3<sup>rd</sup> party  
8 Level 2 charging investments.

9  
10 “Ancillary Investments” include: (i) utility programs focused on achieving  
11 effective load management, such as encouraging off-peak charging through the  
12 use of network capable EV chargers; (ii) utility commercial fleet programs, such  
13 as completing feasibility studies and offering financial support; and, (iii) utility  
14 education and awareness initiatives.

15  
16 Vehicle incentive programs are not included in the \$20 million investment  
17 scenario.

18  
19 (b) Figures 0-15 and 0-16 of the Study were developed using Dunsky’s models,  
20 including their Electric Vehicle Adoption model. The modeled increase in EVs,  
21 and corresponding energy and peak load impacts, were based on an assumption of  
22 200 DCFC ports and 500 Level 2 charging ports. These ports could be installed  
23 through a combination of utility investment, a make-ready model and charger  
24 incentive programs.

25  
26 Figures 0-15 and 0-16 do not include vehicle incentive programs, or ancillary  
27 investments such as load management initiatives.<sup>4</sup> The Utilities do not have  
28 access to the models used in the Study to reproduce Figures 0-15 and

<sup>2</sup> See Newfoundland Power’s Application, Volume 2, Schedule C, Figure 6-15: Sample Investment Strategy, page 146 of 325.

<sup>3</sup> For information on the Utilities’ make-ready program, see Newfoundland Power’s Application, Volume 2, 2021 Plan, page 15.

<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. See Newfoundland Power’s Application, Volume 2, Schedule C, page 32 of 325.

1 0-16 to include these investments. However, the Study determined that,  
2 depending on the level of investment, vehicle incentive programs can impact EV  
3 load by 16% to 32% over the short term, and 8% to 9% over the long term. The  
4 Study also determined that 85% of EV load can be shifted off peak through load  
5 management initiatives.<sup>5</sup>  
6

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

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

21 For more information on how the Study and other factors were considered in  
22 developing the 2021 Plan, see response to Request for Information  
23 TC-PUB-NP-003.  
24

25 For information on how removing incentive programs could impact the rate  
26 mitigating benefit of the 2021 Plan, see response to Request for Information  
27 TC-PUB-NP-001.

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<sup>5</sup> See Newfoundland Power's Application, Volume 2, Schedule C, page 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.