Q. (Reference Application Clause 2) It is stated "*Hydro currently operates a network of 23 public DCFCs in the province, including 14 units installed along the Trans-Canada Highway ("TCH"). Since their commissioning in August 2021, usage has increased significantly, resulting in congestion and user wait times during peak travel periods*."

a. Is the price for charging sessions at these DCFC fixed at a level that covers all of Hydro's costs, including capital cost, of these charging stations? If not how is the price set?

b. Are any of Hydro's existing DCFC stations in Newfoundland Power's service areas? If so, at what rate does Hydro purchase electricity from Newfoundland Power and how much of a mark-up does Hydro add to that for the retail price?

c. How many non-utility-owned commercial DCFC EV charging stations are operating in the province?

d. Is Hydro aware of any market or legislative obstacles for businesses that wish to operate commercial EV charging stations in the province?

A. a. Please refer to Newfoundland and Labrador Hydro's ("Hydro") response to part (c) of PUB-NLH-001 of this proceeding.

b. For Direct Current Fast Chargers ("DCFC") located in Newfoundland Power Inc.'s service territory, Hydro is billed for electricity based on the General Service 2.1 rate class. Hydro's DCFCs currently charge Electric Vehicle ("EV") users a rate of $15 per hour, billed by the second – not on an energy basis with a 'markup'.

c. Hydro is not aware of any official source that maintains a comprehensive list of all non-utility-owned commercial DCFC EV charging stations that are in-service in the province. Based on a review of the website www.plugshare.com, which relies on EV owners to report publicly available stations, there are currently four other non-utility owned DCFCs in the

province with power levels above 50 kW;[1] however, Hydro has not validated this information.

d. Hydro is not aware of any legislative obstacles to private commercial charger operation; however, feedback from private network operators indicates that the number of EVs in Newfoundland and Labrador remains the largest barrier to entry. The business case for standalone EV charging services is challenging, with the majority of private operators relying on multiple income streams to support investment (i.e. vehicle sales, or additional services such as hotels, restaurants, or shopping).

[1] None of these stations provide power levels above 60 kW; stations proposed in the Application are up to 400 kW (shared).