Q. (Reference Application Clause 7) It is stated "*Hydro is proposing to install two 120 kW chargers at two sites (L'Anse-au-Loup and Port Hope Simpson) in Labrador. Each unit has two charging connections, with the capability of charging two cars simultaneously. Each site will also include a backup charger for a total of three plugs per site for Southern Labrador*."

a. How will the backup chargers be utilized; e.g. will they always be available for use, or will they only be available when one of the main chargers fails?

b. Does Hydro propose to connect the backup chargers to the solar/battery storage system?

A. a. The two backup chargers that will be installed at the sites in Southern Labrador will be available to customers at all times. This is similar to the design of the existing charging sites on the Island Interconnected System which include both a Direct Current Fast Charger ("DCFC") and Level 2 charger. Given the limited amount of public electric vehicle ("EV") charging in this region, this approach ensures that in the event the DCFC system requires repair, customers will not be stranded without the ability to charge their EV.

b. Newfoundland and Labrador Hydro ("Hydro") plans to connect the backup chargers to the grid for reliability purposes in the event of an issue with the solar generation or battery storage systems. The total grid connection of both the backup charger and solar/battery/fast charging system is planned to be approximately 40 kW (or less) per site which serves to limit the impact on Hydro's isolated system, while ensuring reliable EV charging services in the region.