Q. (Reference Schedule 1, page i) It is stated "*This project will allow for increased numbers of EVs to be owned and operated within the province which will serve to significantly reduce Greenhouse Gas ("GHG") emissions when compared to internal combustion engines*."

a. What is the estimated annual reduction in GHG emissions resulting from this specific project?
b. Would this project significantly reduce GHG emissions when compared to plug-in hybrid electric vehicles?
c. What benefits do customers receive from Hydro's promotion of increased electricity consumption for EV charging when it has a $131.6 million capital budget for 2026, a $2 billion Build Application, hugely expensive life extension programs at Holyrood TGS and Bay d'Espoir, additional capital spending for the Reliability and Resource Adequacy Study (e.g., wind turbines, transmission, etc.) and Newfoundland Power's $140.4 million capital budget?
d. How much capital does Hydro expect will be spent on behalf of customers between now and 2035 by the province's two electric utilities?
e. What does Hydro expect rates (unmitigated) to be in 2035 and how does that compare to rates today?
f. How does rate mitigation benefit electricity consumers and what are the pros and cons?

A. a. Newfoundland and Labrador Hydro ("Hydro") is unable to provide an estimate of the greenhouse gas ("GHG") emission reductions from this project.[1] Actual GHG emission reductions will vary based upon customer usage, customer vehicle type, and secondary GHG benefits (for example, users whose purchase of an electric vehicle is enabled by the project but primarily charge at home).

b. As per part a) of this response, Hydro is unable to provide an estimate of the GHG emission reductions from this project; however, plug-in hybrid EVs typically have a range less than

[1] Increased levels of electric vehicle ("EV") adoption in Newfoundland and Labrador, which is enabled by increased levels of public charging infrastructure as proposed in this Application, will result in GHG emission reductions when compared to the operation of gasoline powered vehicles.

100 km and very few can avail of fast charging. As such, they require gasoline for longer road trips and would therefore emit more GHGs when compared to a fully electric vehicle using an Ultra-Fast charger for the same journey.

c. The Government of Canada has established the Electric Vehicle Availability Standard – requiring 100% of vehicles sold in Canada to be zero emissions by 2035. As noted in Hydro's response to CA-NLH-002 of this proceeding, the impact of EVs has been accounted for in the load forecast in the 2024 Resource Adequacy Plan and 2025 Build Application, based on that standard. The project proposed in this application is fully funded by Government of Newfoundland and Labrador and Hydro, requiring no ratepayer investment at this time.

d. It is Hydro's opinion that the information requested in this Request for Information is not necessary for a satisfactory understanding of the matters to be considered in the Ultra-Fast Direct Current Fast Chargers – Phase 2 application as required by the *Board of Commissioners of Public Utilities Regulations, 1996*.

e. Please refer to part d) of this response.

f. Please refer to part d) of this response.