

Q. (Reference Schedule 1, page 2). Please extend Table 1 (Total DCFC Sessions at Existing Sites) by showing for 2024 the kWh sold, revenue, and cost and also include Hydro’s initial capital cost of each site.

A. A revised version of Table 1, including charging sessions, energy sold, and session fees is provided below.

**Table 1: (Revised) – Existing Charger Statistics<sup>1,2</sup>**

<b>Station</b>	<b>Sessions (≥0.1 kWh)</b>	<b>Energy (kWh)</b>	<b>Session Fees (\$)</b>
St. John's West (Galway)	3,114	81,994	25,615
Goobies	2,281	54,640	16,211
Whitbourne	2,248	46,281	14,091
Gander	1,298	38,963	11,842
Deer Lake	1,218	33,583	10,273
Bishops Falls	1,174	32,863	9,740
Corner Brook	1,052	33,871	10,901
Port Blandford	967	27,407	8,076
Southbrook	939	24,244	7,177
Holyrood	915	18,850	5,887
Glovertown	912	24,986	7,283
Port Aux Basques	453	13,092	4,157
Rocky Harbour	326	8,924	2,652
Stephenville	248	6,656	2,221
Cow Head	165	5,228	1,667
Flowers Cove	159	4,142	1,225
Labrador City	155	5,897	1,803
St. Anthony	115	3,500	1,127
Port Au Choix	103	2,973	869
Birchy Head	95	1,907	502
Happy Valley-Goose Bay	84	2,556	1,069
Churchill Falls	73	3,286	1,084
Roddickton	16	391	128
<b>Total</b>	<b>18,110</b>	<b>476,233</b>	<b>145,602</b>

<sup>1</sup> Numbers may not add due to rounding.

<sup>2</sup> Excludes Phase 1 of Ultra-fast Direct Current Fast Chargers (“DCFC”), as these assets are not yet in-service.

1 Newfoundland and Labrador Hydro notes that ‘Session Fees’ include HST. Total operating costs  
2 for 2024 were \$0.1 million. Initial capital costs for each phase of the fast-charging network are  
3 provided in Table 2.

**Table 2: Capital Costs by Phase (\$ Millions)<sup>3</sup>**

Project	Capital Cost	Funding Received <sup>4</sup>	Net Capital Cost
Fast Track Network Phase 1 <sup>5</sup>	2.1	1.8	0.4
Fast Track Network Phase 2 <sup>6</sup>	1.8	0.6	1.2
<b>Total</b>	<b>4.0</b>	<b>2.4</b>	<b>1.6</b>

<sup>3</sup> Numbers may not add due to rounding.

<sup>4</sup> Funding Received includes funds from the Government of Newfoundland and Labrador, Government of Canada, and a contribution from CF(L)Co towards the charging site in Churchill Falls.

<sup>5</sup> 14 DCFCs as approved in Board Order No. P.U. 7(2020).

<sup>6</sup> 9 DCFCs as approved in Board Order No. P.U. 30(2021).