

1 Q. (Reference Hydro's 2026 Capital Budget Application, 2025 Capital Expenditures Overview, page  
2 16) With respect to the \$720,000 cost variance for the Phase 1 project, it is stated "*In 2024,*  
3 *additional funding was secured by the Government of Newfoundland and Labrador, and the*  
4 *number of planned new chargers has increased to ten.*"

5 a. Did the Board approve additional funding for more chargers? Are customers responsible  
6 for these costs?

7 b. Is the forecasted variance of \$720,000 entirely the result of increasing the number of  
8 chargers from seven to ten, or were there other cost drivers?

9 c. For the total expenditure of \$2.7798 million, what are the contributions from the federal  
10 government, the provincial government and Hydro?

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13 A. a. Newfoundland and Labrador Hydro ("Hydro") reported the variance in the Phase 1  
14 project to the Board of Commissioners of Public Utilities in its Capital Expenditure  
15 Overview, as noted above. Hydro is not seeking recovery of the cost associated with  
16 Ultra-Fast Phase 1 project from customers at this time.

17 b. The increased capital cost is a result of adding additional chargers. Hydro notes that the  
18 additional capital cost includes a corresponding increase in funding from the  
19 Government of Newfoundland and Labrador of \$600,000, leaving a net variance of  
20 \$120,000 for which Hydro is responsible.

21 c. Funding for this project is provided by the Government of Newfoundland and Labrador  
22 (\$2.075 million), the Government of Canada (\$0.525 million), and Hydro (\$0.180  
23 million).