Q. Please provide a 5-year projection of revenues and costs associated with the Phase 2 chargers, separately for the Island Interconnected System and Southern Labrador. Please detail the costs by component, including power supply costs, operating and maintenance costs and depreciation. In the response, please detail how Hydro will account for, and recover, all non-capital cost-related revenues and costs associated with the Phase 2 chargers for each system.

A. Table 1 and Table 2 provide Newfoundland and Labrador Hydro's ("Hydro") forecast as requested. This forecast is based upon Hydro's estimate of usage of the proposed Ultra-Fast Phase 2 Direct Current Fast Chargers ("DCFC") once in service.[1]

Table 1: Phase 2 Chargers Forecast – Interconnected System ($000)[2]

Cost Type	2027	2028	2029	2030	2031
Revenue	29.7	34.2	39.3	45.2	52.0
Power Supply[3]	(30.6)	(35.5)	(40.4)	(46.1)	(52.6)
O&M[4]	(50.0)	(50.0)	(50.0)	(50.0)	(50.0)
Depreciation[5]	(232.0)	(309.3)	(309.3)	(309.3)	(309.3)
Funding[6]	206.8	275.7	275.7	275.7	275.7
Total	**(76.1)**	**(84.9)**	**(84.7)**	**(84.5)**	**(84.2)**

[1] DCFC usage will be impacted by a large number of factors during the forecast period, including but not limited to; number of Electric Vehicles ("EV") owned in the province, number of EV owners who take road trips and utilize the Ultra-Fast Phase 2 chargers versus at home charging, number of EV tourists within the province and their travel patterns, types of EVs utilizing the chargers including their usage patterns and potential changes in technology between now and the end of the forecast period (i.e. battery pack sizes, charging times, and maximum charging power), number of EV owners who elect to use the Ultra-Fast Phase 2 chargers versus Hydro and Newfoundland Power's existing DCFCs, and if another charging network operator begins offering service in the province.

[2] Numbers may not add due to rounding.

[3] Assuming each site in Newfoundland Power's service area is billed at the maximum monthly charge as per General Service Rate 2.3.

[4] Operating and Maintenance ("O&M") costs represent the estimated fixed costs of a five-year term comprehensive maintenance plan offered by equipment manufacturers; parts and labour covered by the plan.

[5] Capital costs as provided in Hydro's response to PUB-NLH-004 of this proceeding, assuming March 2027 in-service with a 10-year useful life.

[6] For the purpose of this response, Hydro has assumed that Newfoundland and Labrador Government ("Government") funding of $3.8 million is allocated on a percentage basis between the Interconnected and Isolated DCFCs and amortized over the same useful life.

Table 2: Phase 2 Chargers Forecast – Isolated System ($000)[7]

Cost Type	2027	2028	2029	2030	2031
Revenue	1.8	2.1	2.4	2.7	3.1
Power Supply[8]	-	-	-	-	-
O&M	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
Depreciation[9]	(87.8)	(117.0)	(117.0)	(117.0)	(117.0)
Funding[10]	78.2	104.3	104.3	104.3	104.3
Total	**(17.8)**	**(20.6)**	**(20.3)**	**(20.0)**	**(19.6)**

For details on how all costs and revenues will be accounted for, and recovered, please refer to Hydro's response to PUB-NLH-003 of this proceeding.

[7] Numbers may not add due to rounding.
[8] Please refer to Hydro's response to PUB-NLH-001 of this proceeding.
[9] Capital costs as provided in Hydro's response to PUB-NLH-004, assuming March 2027 in-service with a 10-year useful life.
[10] For the purpose of this response, Hydro has assumed that Government funding of $3.8 million is allocated on a percentage basis between the Interconnected and Isolated DCFCs and amortized over the same useful life.