

Electricity Network Innovation Competition Full Submission
Supplementary Answer Form

Project: Optimise Prime

Tick if this answer has been provided verbally: ☐

Project code	UKPNEN03	Question Number	Q9
Question date	21/08/2018	Answer date	23/08/2018
Submission section question relates to	Section 2		
Topic	N/A		
Question	P10 Figure 3 – how will smart meters, or a second meter, be used in practice to bill usage? I don't think the submission explains the commercial consequences of the trial.		
Notes on question			
Answer	<p><u>Smart Meters:</u> SMETS meters have a two-tariff capability built-in with two ToU tariff register matrices being available¹. It is expected that in the future multi-tariff meters (i.e. meters with registers for more than two tariffs) will become available². Within Optimise Prime we want to investigate the possibility of using this SMETS meter capability for a residential tariff and a commercial tariff, not necessarily provided by the same supplier. The latter point may require a modification of the Smart Energy Code and as such we aim to engage early with the SEC panel and Gemserv to investigate this further³.</p> <p><u>Second Meter:</u> The provision of a separate meter and Meter Point Administration Number (MPAN) is possible through a looped service cable from the cut out. There are some considerations around earthing arrangements when designing such a solution which we are aware of and will address before the implementation stage. The second meter could be owned by the fleet operator's supplier to bill and settle the energy used to charge the</p>		

¹ Page 15: [https://www.smartdcc.co.uk/media/2492/Annex - DUGIDS Service Request Definitions 4 -RS v0.8 Change Tracked.pdf](https://www.smartdcc.co.uk/media/2492/Annex_-_DUGIDS_Service_Request_Definitions_4_-RS_v0.8_Change_Tracked.pdf)

² <https://www.the-ambient.com/guides/smart-meters-uk-guide-418>

³ <https://smartenergycodecompany.co.uk/>

	<p>commercial EV based on a commercial tariff agreed between the two parties (i.e. the fleet operator and their chosen supplier).</p> <p>Commercial consequences of proposed solutions:</p> <p>Both aforementioned approaches will allow the energy used for charging the commercial EV at home to be settled by the fleet operator's energy supplier and not the supplier of the domestic property. This means that the fleet operator can use a lower rate and even variable tariff for charging their fleet vehicles at employees' premises than previously possible using the domestic tariff. It also removes the hassle to the employee and the fleet operator of manually handling expenses forms and conducting expenses reconciliations.</p> <p>It is worth highlighting, for the avoidance of any confusion, that in both cases the employee maintains the freedom of choice for their own energy supplier.</p> <p><u>Multiple suppliers under the same Metering Point:</u></p> <p>We are monitoring the work proposed by Elexon on making modifications to the Balancing and Settlements Code to enable customers to purchase power from multiple providers as this may provide an alternative solution to the current problem home based fleet operators face around billing. Information on the approach proposed by Elexon can be found in their recently published whitepaper⁴. In the paper it is anticipated that the earliest the solution can be delivered is early 2020. If the solution is indeed available by then, the consortium will consider trialling it.</p> <p>For all proposed and trialled solutions, we will aim to investigate the level of technical feasibility, commercial viability and document the advantages and disadvantages. We will make an industry recommendation around the preferred option at the end of these investigations.</p>
Attachments	

⁴ <https://www.elexon.co.uk/wp-content/uploads/2018/04/ELEXON-White-Paper-Enabling-customers-to-buy-power-from-multiple-providers.pdf>