

*Electricity Network Innovation Competition Full Submission*  
**Supplementary Answer Form**

**Project: Charge: Refuelling Tomorrow's Electrified Transport**

Tick if this answer has been provided verbally: ☐

Project code	SPMV1	Question Number	3
Question date	07/08/18	Answer date	09/08/18
Submission section question relates to	n/a		
Topic	(d) Innovative		
Question	Please explain why method 3 does not unnecessarily duplicate other project which provide visibility of network characteristics to customers so they know where to connect, eg ARC. Given the types of constraint will be the same for demand customers as they will for generation it is not clear why this should be considered innovative.		
Notes on question			
Answer	<ul style="list-style-type: none"><li>• Charge's Method 3 will provide customers of the capability to accept their connection for a range of EV charging infrastructure needs, down to the Low Voltage network.</li><li>• Many other projects (including the OCAT tool in ARC) have considered the provision of visibility and solutions down to the 11kV busbar, which is too high level for most EV connections. This is the first time that such a tool has been developed to provide visibility down to LV.</li><li>• As per our response to questions 1 and 2, we plan that Charge's Method 3 will take the outputs from the transport planning in Method 1 and knit it together with an understanding of network capacity.</li><li>• It is understandable that the provision of network visibility is being looked at through a number of projects, as it is essential in supporting customers and connections in the provision of a secure and efficient network. It has also been identified as a key enabler in the ENA's Open Networks project.</li></ul>		
Attachments	n/a		