

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	51
Question date	20/09/18	Answer date	25/09/18
Submission section question relates to		N/A	
Topic	(a.1) the analysis of the cost, time to implement and level of network capacity that a project could provide, including scrutiny of all assumptions (if this measure is appropriate to the project)		
Question	One of the claimed benefits for your project is strategic alignment, presumably of the uptake in EVs with the SPEN ED2 plans. Can you please explain how the findings of this project will inform your ED2 plans and in particular how the timing of this project fits in with that goal, considering that the project will only be underway by mid 2019.		
Notes on question			
Answer	<ul style="list-style-type: none">• We have started to develop our plans for RIIO-ED2, which has identified the critical need for Charge. Our stakeholders are telling us that they believe that the forecast EV uptake will accelerate. Therefore a significant concern is the lead time for bringing new capacity on line and the need to ensure the readiness of the network to facilitate the transition to electrified transport; particular for those in society who are unable to charge on driveways at their homes.• We expect to have to submit our business plans c2021 for ED2 and the early learning and extensive stakeholder engagement planned will directly impact the decisions made.• The proposed start date of the project is Jan 2019 and has been designed to ensure deliverables and learning will be generated earlier than we traditional see with NIC projects. For example, the transport and network planning interim report (Deliverable 1) will enable 'quick wins' will be delivered within the first year and will be completed by 2020 – providing significant understanding for SPEN, and other DNOs, on future load related reinforcement requirement and directly impacting ED2 plans.		

	<ul style="list-style-type: none"> • The methodology used to create and maintain a DNO licence level Master Plan (Methods 1 & 3) is designed to inform the network investment plans required by each DNO for ED2. In addition the trials in Method 2 will be used to provide additional solutions for use during the ED2 period and beyond. • Charge will provide charging point installers, networks companies and Ofgem with the required tools, knowledge and visibility required to ensure that ED2 plans can meet customers' expectations whilst ensuring the industry can enable and not block the timely and cost efficient rollout of charging infrastructure, needed to facilitate the transition to electrified transportation for all in society.
Attachments	n/a