

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	61
Question date	02/10/18	Answer date	04/10/18
Submission section question relates to		N/A	
Topic	Expert Panel question		
Question	Regarding Method 2, please explain how you are going to collect the data and what arrangements you will have in place with your charging post owners/operators with whom you are contracting.		
Notes on question			
Answer	<ul style="list-style-type: none"> • We welcome this question from the expert panel. Following on from the 2nd Panel session yesterday it is our intention to fully cover this in the resubmission process, however in the interim, we provide the following response to this question. • For each Trial location, the desktop analysis in Method 1 and the Assessment element of Method 2 will provide an estimate of a traditional network cost e.g. upgrading a line or transformer and a cost estimate for the 'smart solution'. This can be used as reference point to identify any savings that may be passed on to customers. • The ANM Strata platform can communicate with individual charge points or via a charge point aggregator. Depending on the typical data used and captured by the charge post, this can be collected in the ANM Strata historian database. This database will also hold network measurements read in from the SPEN NMS and also keep record of all actions taken by the ANM Strata platform • When entering in to discussions with stakeholders and potential CPO (Charge Point Owners) participating in the project, the nature of our trial will be explained and the requirement to share data. • A third party will be responsible for managing stakeholder engagement – which will include CPO and EV owners in order to ensure the inputs from both types of customer are captured in the project. • Other participants in the stakeholder engagement group will include local councils, and is likely to include private developers (i.e. shopping centres, supermarkets, service stations) who are expressing an interest to participate. • In addition, feedback will be captured from the private developers 		

	<ul style="list-style-type: none"> – using workshops to understand the concerns and gather requirements of network planners and operators within SPEN on the subject of management of EV connections, EV connection applications, and the implications this shift will have on BaU processes. • Data from the trials will be published. In addition to stakeholder responses, this will include analytics around demand profiles on the network, evidence of control actions taken, the number of EV connections facilitated, number of EVs charged, comparison with historical demand to understand the change in min/max demand levels and energy used in each trial location during the trial period.
Attachments	n/a