

Question No.	From	Proforma section	Criteria	Question	Date question asked	Date response required	Date received	Follow up to Question #
1	NC	4	Innovative	Please explain how the work to be undertaken under the depot optimisation system method and the site planning tool differs from the other work undertaken by corporate groups which include network operators in GB	07 August 2018	09 August 2018	09 August 2018	
2	NC	5	Innovative	Please explain what work UKPN has carried out to look for efficiencies in using a wider pool of standard transformers.	07 August 2018	09 August 2018	09 August 2018	
3	NC	3	Innovative	As discussed on telephone please explain what are the differences and areas of commonality between the work that is proposed be undertaken through proposed project and the work UKPN Services has undertaken with UPS.	09 August 2018	15 August 2018	15 August 2018	
4	MQ	2	Direct Impact	Please explain how the Depot Energy Optimisation and Planning tool has a Direct Impact (as defined in the Governance Document).	09 August 2018	13 August 2018	13 August 2018	
5	MQ	4	Is innovative	Please provide further detail explaining why the method is not within the scope of the licensee's 'business as usual' and the risk for the licensee. The Licensee could use its totex allowance to fund this work and reduce load related expenditure.	09 August 2018	13 August 2018	13 August 2018	
6	NC	2	Value for money	Please explain in more detail Depot Energy Optimisation and Planning tool constitutes a Direct Impact, rather than being one step removed from the distribution system.	16 August 2018	20 August 2018	20 August 2018	4
7	NC	4	Innovative	Beyond stating this is the first time something is being done please explain in detail the risk to UKPN NIC funding will mitigate that in your view prevents UKPN from implementing this work without NIC funding.	16 August 2018	20 August 2018	20 August 2018	5
8				Confidential				
9	EP	2	n/a	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.	21 August 2018	23 August 2018	23 August 2018	
10	EP	n/a	Partners/external funding	Given that the trials will involve modulating the consumption of energy, is there a need for any involvement of licensed suppliers in the trials?	21 August 2018	23 August 2018	23 August 2018	
11	CO	2.2 Technical Description of the Project	a) Low carbon/environment and net financial benefits	For Method 2: the additional capacity created seems to be based on everyone accepting flexible connection even before the network has no capacity left. How will someone be incentivised to take a constrained connection rather than just using up the existing network capacity? What would be the DNOs' mechanism for paying constraint costs if no reinforcement is required?	21 August 2018	23 August 2018	23 August 2018	
12	CO	4.4 Project Partners and contributions	b) Value for money	Other than Hitachi, how were the other partners "chosen" (SSEN, Royal Mail, Centrica and Uber). Was this a competitive process?	21 August 2018	23 August 2018	23 August 2018	
13				Confidential				
14	EP	3	Value for money	Are the benefits presented in the Full Submission document on a NPV basis? If not please can you provide the financial benefits on an NPV basis.	30 August 2018	03 September 2018	03 September 2018	
15	NC	9	Deliverables	Please explain how deliverable D7 goes beyond the standard Knowledge Dissemination Requirements described in the Governance Document that are covered by the generic project deliverable. In this instance specifically the requirements for a Close Down Report.	30 August 2018	03 September 2018	03 September 2018	
16	NC	9	Deliverables	Please provide information explaining how you have ensured that the level of funding requested against each of the Project Deliverables is appropriate.	30 August 2018	03 September 2018	03 September 2018	
17	NC	9	Deliverables	Please provide additional information explaining how you decided the proposed level of evidence proposed for each project deliverable is appropriate. For example, for some deliverables you could have proposed commissioning documentation as part of the evidence.	30 August 2018	03 September 2018	03 September 2018	
18	NC	2	Value for money	To what extent are use of system customers being asked to subsidise the development of solutions that will primarily benefit connecting customers and reduce the cost of their connection assets.	30 August 2018	03 September 2018	03 September 2018	

19	NC	4.4.2	Value for money	Please provide a table showing the contributions being made by each project partner, an explanation of the benefits each partner will gain from the project (including any commercial advantage they may derive, particularly in relation to Hitachi) and a justification of why the contribution they propose making is proportionate to any benefit or advantage they may gain from participating.	30 August 2018	03 September 2018	03 September 2018	
20	NC	2	Robust Methodology	<i>"We have recently published a consultation on proposed reform of network access and future charging arrangements. Please explain the potential impact of these proposals on your submission."</i>	30 August 2018	03 September 2018	03 September 2018	
21	CO	g) Robust methodology and ready to implement	iv) the appropriateness of the risk mitigation	Based on your submission and discussion at the First Bi-Laterals, we understand that there is a possibility of dual meters being installed for Method 1 at private residences. Has there been any analysis of (a) the willingness of the participants to have second metered supplies on their properties for which they may become liable and (b) the risk of inappropriate use of the separately metered supplies installed for commercial charging at homes.	06 September 2018	10 September 2018	10 September 2018	
22	LH		a) Low carbon/environment and net financial benefits	Financial and carbon benefits are calculated on the basis of current policy and benefits accrue over about 20 years. How is the potential impact of policy change (Access reform and targeted charging, market-wide half hour settlement) accounted for?	13 September 2018	17 September 2018	17 September 2018	
23	LH		a) Low carbon/environment and net financial benefits	Section 10.3.1 describes the business case method. Please provide further information on the scaling up process including the calculations that were used and any assumptions that informed these calculations.	13 September 2018	17 September 2018	17 September 2018	
24	LH		a) Low carbon/environment and net financial benefits	Is there a risk that home charging by commercial fleets will not react to ToU/smart metering? UK Power Networks study of 5,000 London households showed prices had to increase 7 times to encourage significant uptake of ToU tariffs.	13 September 2018	17 September 2018	17 September 2018	
25	LH		a) Low carbon/environment and net financial benefits	How sensitive are results to the EV uptake profiles?	13 September 2018	17 September 2018	17 September 2018	

26	CO	3.2 Links to business changes within UK Power Networks and GB DNOs	(a.i) 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)	Can you please provide a copy of the report for the NIA Recharge the Future project used for the EV uptake estimates and can you please provide the data used regarding the uptake rate of commercial EVs and the percentage availability for flexibility for Method 2. What are the assumptions in the load and network impact calculations for: 1. The size (unconstrained) of the Depot demand (per Depot, for the UKPN area and for GB) 2. The ratio of EV to non-EV (peak) demand for a depot. 3. What are your assumptions regarding the time the vehicles will be in the depot, e.g. using the 12 hour availability apparently used, is this all assumed to be available between 20:00 and 08:30 or is there a spread?	20 September 2018	24 September 2018	24 September 2018	
27	CO	2.2.1 DNO systems and Figure 3	(b.i) the proportion of benefits of the projects highlighted under (a) which would accrue to customers of the relevant network, as opposed to elsewhere in the supply chain (eg suppliers, other networks or the system operator). Where possible, the consultants should provide quantitative analysis	Can you please provide greater detail of the contents of the “Common Data and IoT platform” (hardware and software) and how this platform can be replicated nationally. Can you also please clarify what another DNO will be able to “lift” from this Hitachi “black box” and which aspects of it will be proprietary.	20 September 2018	24 September 2018	24 September 2018	
28	EP		Value for money	Can you confirm that the outputs from Method 3 (Uber data) will be made freely available?	27 September 2018	02 October 2018	02 October 2018	
29	EP			Please expand upon how the project outcomes will feed into RIIIO-2 business plans.	27 September 2018	02 October 2018	02 October 2018	

30	EP			How will Method 1 inform the industry's (including regulators and policy makers) understanding of domestic customers'/employees' behaviour: in using dual tariffs (one for domestic use, and one for charging the commercial vehicle); and in response to the requests for flexibility when charging the EV? Further, how will this deliver learning that is representative of not only large but also small and medium-sized fleet operations across GB?	02 October 2018	08 October 2018	08 October 2018	
31	EP			Method 2 is providing (i) a site planning tool allowing a fleet operator to manage demand on its side of the meter, and (ii) a tool allowing the DNO/DSO to access flexibility across the fleet operator's meter. Please explain the role Hitachi's IoT Platform has in Method 2 as part of this project and then when the method is rolled out as Business as Usual (including whether Hitachi's tool will be required for business as usual). Further, how will this deliver learning that is representative of not only large but also small and medium-sized fleet operations across GB.	02 October 2018	08 October 2018	08 October 2018	
32	EP			Will the output from Method 1 and 2 be a tool or physical demonstrator that other parties can use to optimise customers' fleet charging arrangements? To what extent will other consultants have opportunities to apply learning without interaction with Hitachi.	02 October 2018	08 October 2018	08 October 2018	
33	EP			In the first bilateral you said in effect that fleet operators may oversize a connection request triggering reinforcement beyond that which is required for an EV fleet of a given size. This is your rationale for the Depot Optimisation tool. Please explain: Why you would not simply provide a quote for a connection of the capacity you deem appropriate for a given fleet size based on UKPN's engineering knowledge and experience; and why UKPN should invest NIC funders' money in the development of a tool which optimises connecting EV operators' use of energy to reduce the cost of connection, where this service could be provided by an engineering consultancy at the connecting customer's expense.	02 October 2018	08 October 2018	08 October 2018	
34	EP			Hitachi are receiving a substantial proportion of the project budget. Please explain: the 'product' (commercial or otherwise) that will be the output of this project – other than the depot optimisation tool and how the Foreground IPR created by the project, and demonstrated in the Hitachi system, will be in a sufficiently "open source" form to enable it to be transferred to other platforms; the benefit, i.e. commercial advantage, Hitachi gain from participating in the project; Given the learning Hitachi are gaining and the potential opportunity for rollout in GB please justify the proportion of project funding customers are being asked to provide relative to the risk Hitachi is taking.	02 October 2018	08 October 2018	08 October 2018	
35	EP			Who will own the 'Common Data and IoT Platform at the conclusion of the project. If this is simply being developed for the purposes of the project how will the value of this be returned to customers at the end of the project?	02 October 2018	08 October 2018	08 October 2018	