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	Q12
Question date	21/08/2018	Answer date	23/08/2018
Submission section question relates to	4.4 Project Partners and contributions		
Topic	b) Value for money		
Question	Other than Hitachi, how were the other partners "chosen" (SSEN, Royal Mail, Centrica and Uber). Was this a competitive process?		
Notes on question	The selection of each commercial electric vehicle (EV) partner was based on the following common criteria: • Represent a specific charging segment different to the other partners; • Have sufficient volumes of fleet or private hire (PH) vehicles within the four network licence areas of Optimise Prime; • Operate nationally to ensure that learnings from Optimise Prime can easily be scaled up across GB and adopted by other GB DNOs; • Have electrification plans in place for the near future and the appetite to invest and bring those forward within an innovation project environment; and • Recognise the value of the project to them and be willing to make high contributions in return for high partner benefits. A small number of fleet operators in GB comply with all the above criteria. Further details on the selection of each partner are included below. <u>Centrica and Uber</u>: The Project was proposed to UK Power Networks by Hitachi through a competitive innovation process, a call for network innovation competition ideas issued by the Energy Innovation Centre on behalf of UK Power Networks. At the time of their response to the call, Hitachi had already formed a consortium with Centrica and Uber. Centrica are customers of Hitachi Capital Vehicle Solutions which offered further assurance around vehicle commitments to the Project. They operate the third largest fleet in the UK (British Gas), bring expertise around the		

	supply of energy (British Gas) and aggregation (REstore), all much needed in Optimise Prime. Centrica represent the domestic charging segment. Uber are a global PH vehicle operator with strong presence (in terms of vehicle volumes) in London and the surrounding areas. They also operate a platform capturing large volumes of data and have aggressive electrification plans, both guaranteeing rich datasets from large volumes of EVs within the Project. Uber represent the mixed charging segment. <u>Royal Mail</u>: Royal Mail operate the largest fleet in GB over a large number of sites nationwide (of different sizes). They were directly approached by UK Power Networks later during the project scoping along with two more depot based large fleet operators, but were our preferred delivery organisation due to their scale and variety of depot sites. Royal Mail represent the depot charging segment. <u>Scottish and Southern Electricity Networks (SSEN)</u>: UK Power Networks asked SSEN to collaborate on the project for two reasons: • SSEN's network is adjacent to UK Power Networks' making the vehicle volume target for Optimise Prime easier to achieve. They cover part of our Greater London focus area. • SSEN have significant expertise in EVs including with flagship projects such as the 3rd party led 'My Electric Avenue' project. SSEN are also leading on a piece of work looking at accommodating EV load management activities through smart meters at a residential level. A competitive process for selecting SSEN as a partner was not deemed necessary, as they are a GB network licensee.
Attachments	