

Electricity Network Innovation Competition Full Submission
Supplementary Answer Form

Project: Charge: Rfuelling Tomorrow's Electrified Transport

Tick if this answer has been provided verbally: ☐

Project code	SPMV1	Question Number	20
Question date	21/08/18	Answer date	23/08/18
Submission section question relates to		N/A	
Topic	a) Low carbon/environment and net financial benefits		
Question	For Method 1, as each DNO has its own MV and/or LV planning tools and each transport planner may have slightly different needs, was the option considered of developing and agreeing with other DNOs a definition of the network availability layer in the GIS?		
Notes on question			
Answer	<p>We have considered the applicability of this Method to other DNOs and have engaged heavily with UKPN and others during the development of the proposal.</p> <p>Whilst each DNO has their own set of planning tools which are integrated with their own GIS, NMS and data systems, the high level requirements are basically the same in terms of network connectivity and re-configurability, network extension, circuit and transformer capacity loadings, load profiles, generation, generation profiles and levels of existing flexibility, so the method has wide applicability to all DNOs. DNOs do discuss network planning issues within various ENA forums –the R&D manager group, the LCT Group, so the views of other DNOs have inherently been taken into account within the proposal.</p> <p>We had not considered developing an agreed “protocol” for visualising network capacity but do believe this would be a useful addition to the project. We would propose to include this activity into the project to seek to agree this definition with other DNOs once we have conducted the initial design of the system.</p>		
Attachments	n/a		