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SECMP0046 'Allow DNOs to control Electric Vehicle chargers connected to Smart Meter infrastructure'

October 2019 Working Group Meeting

Confirmation of Requirements

DCC Service Providers clarification

During the DCC Preliminary Assessment for [SECMP0046 'Allow DNOs to control Electric Vehicle chargers connected to Smart Meter infrastructure'](#) a DCC Service Provider requested further information and some clarification on the business requirements. The DCC responded and thought it best to check the Working Group are in agreeance with their response.

1. Under what scenarios are the DNO likely to trigger messages to the EV chargers?

This SEC Mod is seen as a last resort where the DNOs require the ability to control the load on the “last mile” low voltage circuits (known as feeders) from secondary substations to the individual properties. The DNOs will measure demand and assess if and when load control is required at substations previously identified as “high risk”. Other options should be considered before going to this solution. Customer agreement must be gained before the solution is applied to a household (this is a domestic only solution).

This is an interim solution because DNOs can look at implementing long term fixes such as updates and upgrades to the feeders. Once consistently managing EV demand (i.e. charge management activity every month) the DNO would have a maximum of 6 months of its continuous active use to find a suitable market-led solution or choose to reinforce, with a subsequent 12 month period to then implement the market/smart or reinforcement solution.

DNOs will have to report any use of this functionality to Ofgem (not in the scope of this change).

2. What is the typical number of events per month that will trigger SRs to be sent to the EV chargers?

The maximum amount of charge management in 30-days: no more than the equivalent of each charger being switched off for 8 hours.

3. What is the typical number of events per day that will trigger SRs to be sent to the EV chargers?

The Maximum amount of charge management in 24 hours is no more than the equivalent of each charger being switched off for 2 hours.

- 4. What is the typical number of events per hour that will trigger SRs to be sent to the EV chargers?**

See previous answer.

- 5. What is the maximum number of end points that would be expected to action a single event, e.g. all EV chargers in a street, or a post code (est. volume)?**

The maximum would be the number of EV chargers on a Low Voltage feeder, which is typically one street or postcode.

- 6. What is the peak number of SRs to be delivered in a 1 day period?**

See 2 and 3 above.

- 7. What is the peak number of SRs to be delivered in a 1 month period?**

See 2 and 3 above.

- 8. What is the peak number of SRs to be delivered in a 1 hour period?**

See 2 and 3 above.

- 9. What is the expected response time for these SRs?**

30 seconds.

- 10. Is the response time a must have for this particular business scenario or can the responses be staggered? If staggered, what response period is acceptable, e.g. billing alerts currently have a 22 hour SLA?**

No, the SRs need to be sent and delivered before the Low Voltage feeder “melts”.