Stage 02: Working Group Meeting Summary

SECMP0046'Allow DNOs to control Electric Vehicle Chargers Connected to Smart Meter Infrastructure'

What stage is this document in the process?

01	Initial Assessment
▶ 02	Refinement Process
03	Modification Report
04	Decision

Date and location:

07/08/2018 Gemserv Offices

Summary of SECMP0046 Working Group Meeting 2

- The working group agreed not to progress Solution Options 3 and 4 which could still be used but do not need a Modification to implement.

- Proposed solutions 1,2 & 5 remain possible options and are to be progressed further.

- Proposed Solutions

- **1st solution**

- The group agreed this would need to be a Type 1 SMETS device as it would need to be CPA.

- The group questioned how customers would be notified about a request to reduce their charge and what would happen if customers rejected DNOs request to intervene. Note that this consideration is applicable to all solutions given that explicit consent is being proposed – however, surveys suggest that customers find modifying EV charging amperage is considered reasonable.

- It was noted that once an EV charger is installed, a Change of Tenancy could pose a problem as the new tenant may not be willing to engage. It was noted that DNOs receive the necessary information to determine that a Change of Tenancy had occurred and can start discussions to gain consent with the new Tenant.

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- Suppliers would have to join the device unless the modification made Network Operators eligible users for the join / unjoin Service Requests.

- There was a suggestion that the working group should focus on high level architecture, defining how devices interface with SMART and let the solution evolve, not specifically focus on EV chargers – heated swimming pools could equally contribute to Feeder overload.

- Some members of the Working Group thought that requiring all EV chargers to be SMETs devices was a huge burden to prevent a small number of localised Feeder Failure events.

- **2nd solution (alternative)**

- Monitoring the feeder remains the same but there is no need to define a new SMETs device. This solution uses existing architecture.

- HCALCS are binary input for to open or close a switch. However, the circuit could be designed to determine whether the switch was open or closed and allow either a high or low rate of charging (rather than on or off).

- The working group pointed out that there are issues with fully switching chargers off where they may not start charging again – instead it could be switched to zero amps which is not the same as switching off – the point above could resolve this issue.

- **5th solution (PWM (Pulse Width Modulation) module)**

- This solution was not discussed at the previous Working Group, but it is very similar to the first solution.

- The PWM would modify amperage. This would be a new service request and again, a new SMETs device.

- **6th solution (New) Use of Type 2 device to deliver one-way message to instruct the charger**

- (Discussion was around CADs but the Working Group decided they should be referred to as Type 2 Devices not CADs)

- The Working Group suggested that it would be far simpler (than option 1 or 5) to use a Type 2 Device to send a one-

way message to the EV charger (and potentially to all devices on the HAN).

- This could be done today, although existing capability and expectation is that appliances would make decisions regarding their use of energy based on pricing signals that are currently available. However, this does not extend currently to interpreting non-pricing 'instructions'. Therefore, the modification would need to enable non-pricing 'instructions' to be delivered and interpreted by the receiving appliances. Additionally, DNOs can't send messages to the Type 2 Device, so the modification will need to consider this.

- The proposer of the Modification considered that one-way communication ought to be sufficient as they have continuous feedback at the local feeder level.

- OLEV confirmed some minimum specifications for EV chargers would be included in the secondary legislation due out in 2019.

Next steps

- Progress the proposed CAD solution

- OLEV consultation – October/November, next Working Group needs to be prior to this, with the intention being that the modification has progressed sufficiently to enable a degree of consistency in energy company responses, where relevant.

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