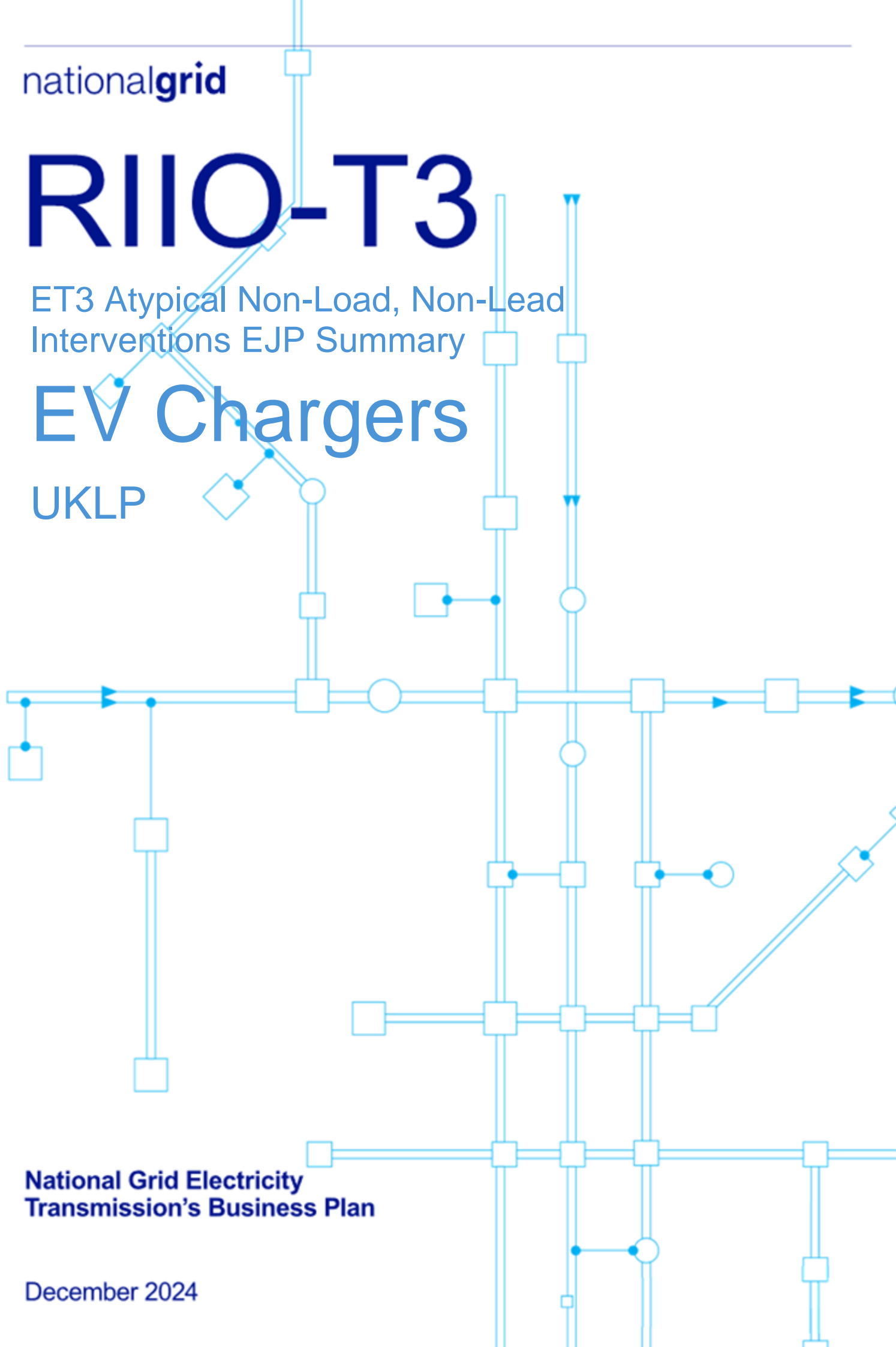


R110-T3

ET3 Atypical Non-Load, Non-Lead Interventions EJP Summary

EV Chargers

UKLP



EV Chargers: Executive Summary

Background

National Grid Electricity Transmission (NGET) has committed to achieving carbon neutrality by transitioning 100% of its commercial fleet, excluding Heavy Goods Vehicles (HGVs), to Electric Vehicles (EVs) by the end of the RIIO-T3 price control period. This commitment supports the broader initiative to reduce carbon emissions, thereby benefiting consumers, the economy, and the climate. The groundwork for this transition began during the RIIO-T2 period, with the installation of over X chargers. To meet the 2030 EV commitment, it is essential to install additional EV chargers across the remainder of the operational estate to be utilised by both employees and visitors.

Investment Drivers

The primary drivers for this investment are:

- Expansion of the EV Charger Network: increasing the number of chargers to enable the deployment of EV commercial vehicles is crucial to achieving a 100% EV fleet.
- Reduction of CO2 Emissions: switching to EVs reduces the carbon footprint of our commercial fleet, aligning with environmental goals and regulatory commitments.

Options Considered

We evaluated three main options to address the investment needs:

- Option 1 – Do Nothing: This option would mean no additional charging infrastructure is installed during the RIIO-T3 period. It was rejected because it would prevent the full transition to a 100% EV commercial fleet by 2030, failing to meet the carbon emission reduction targets and causing operational inefficiencies due to reliance on public charging infrastructure.
- Option 2 – Install X Chargers: This option involves installing X chargers and replacement X chargers. It was rejected as it only partially meets the needs case. X chargers are unsuitable for X vehicles which require X.
- Option 3 – Install X Chargers: This option involves installing X chargers and some replacement X chargers. X chargers are necessary to support all vehicles transitioning to EVs. This option was selected as the preferred solution as it meets the needs case and allows for the efficient operation and full transition of the commercial fleet to EVs by 2030.

Preferred Solution

The preferred solution, Option 3, will deliver the following outputs:

- Installation of X chargers
- Deployment of X chargers
- Installation of X chargers
- Replacement of X chargers
- Capital replacement of X chargers

Project Deliverables

The project is to be delivered over the 5-year RIIO-T3 period. The key deliverables include the installation of X chargers, along with X chargers, to ensure our commercial fleet can fully transition to EVs. Monitoring and control mechanisms, including a centralised Risks, Assumptions, Issues, and

Dependencies log and real-time dashboard monitoring, will be in place to ensure successful implementation.

Timeline

The project will be executed in phases throughout the RIIO-T3 period (FY 2027 – FY 2031):

- Phase 1: Initial installations of X chargers and deployment of X
- Phase 2: Completion of remaining installations, replacement of end-of-life chargers, and final deployment of infrastructure to ensure full operability by the end of the RIIO-T3 period.

Conclusion

This investment proposal underscores the critical need to enhance EV charging infrastructure to enable our commercial fleet to transition to 100% EVs by 2030. The preferred option aligns with our environmental commitments and operational objectives. By adopting this solution, we will achieve significant CO² reductions, operational efficiency, and cost savings, while demonstrating a commitment to corporate social responsibility. The project's phased delivery and robust monitoring controls will ensure timely and successful implementation, contributing to the realisation of a decarbonised future.