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Transportation Research Part D: Transport and Environment

26th of October 2021

Dear Dr Noland and Dr Cao,

We wish to resubmit an original research article entitled *Financial viability analysis of workplace charging using an agent-based modelling approach* for consideration by *Transportation Research Part D: Transport and Environment*. We are grateful for the opportunity to resubmit the manuscript and have implemented the requested changes:

1. We have removed all abbreviations from the abstract and keywords as well as checked that all other used abbreviations have been introduced and contribute to readability.
2. As the main text was already double spaced we proceeded and double spaced all tables, captions and footnotes. If there is any other item that you would wanna see double spaced such as text in images or anything else please let us know and we are happy to comply.
3. We have changed the reference format from numbered to “author (year)”.
4. We have extended the conclusion section to include additional information on the model’s limitations. If you wish a more comprehensive overhaul of the conclusion section please let us know and we will happily rewrite it. If you wish for the conclusion to be placed after the appendix, or the appendix after the bibliography, we are happy to arrange for that as well.

In this paper, we propose an economic framework for the long-term financial viability of workplace charging in the presence of residential photovoltaic (PV). This is significant as it considers the associated risk that employers are subjected to when alternative charging sources are available.

Considering the benefits associated with the electrification of the transport sector, the findings of this paper will appeal to the specific individuals who subscribe to *TRD*. Prior research has investigated charging strategies pertaining to workplace charging, self-consumption and home charging; irrespective of each other. To the best of our knowledge, the impact on preferred charging sources considering the interconnection of these concepts have not been previously explored. Our proposed framework will provide insight for your reader regarding the price sensitivity of workplace charging in the context of the wider charging infrastructure.

We confirm that:

* This work is original and has not been published elsewhere, nor is it currently under consideration for publication elsewhere.
* All authors have approved the manuscript and agree with its submission to *Transportation Research Part D: Transport and Environment.*
* We have no conflict of interest to disclose.

Please address all correspondence concerning this manuscript to me at [s3739258@student.rmit.edu.au](mailto:s3739258@student.rmit.edu.au).

Thank you for your consideration of this manuscript.

Sincerely,

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