



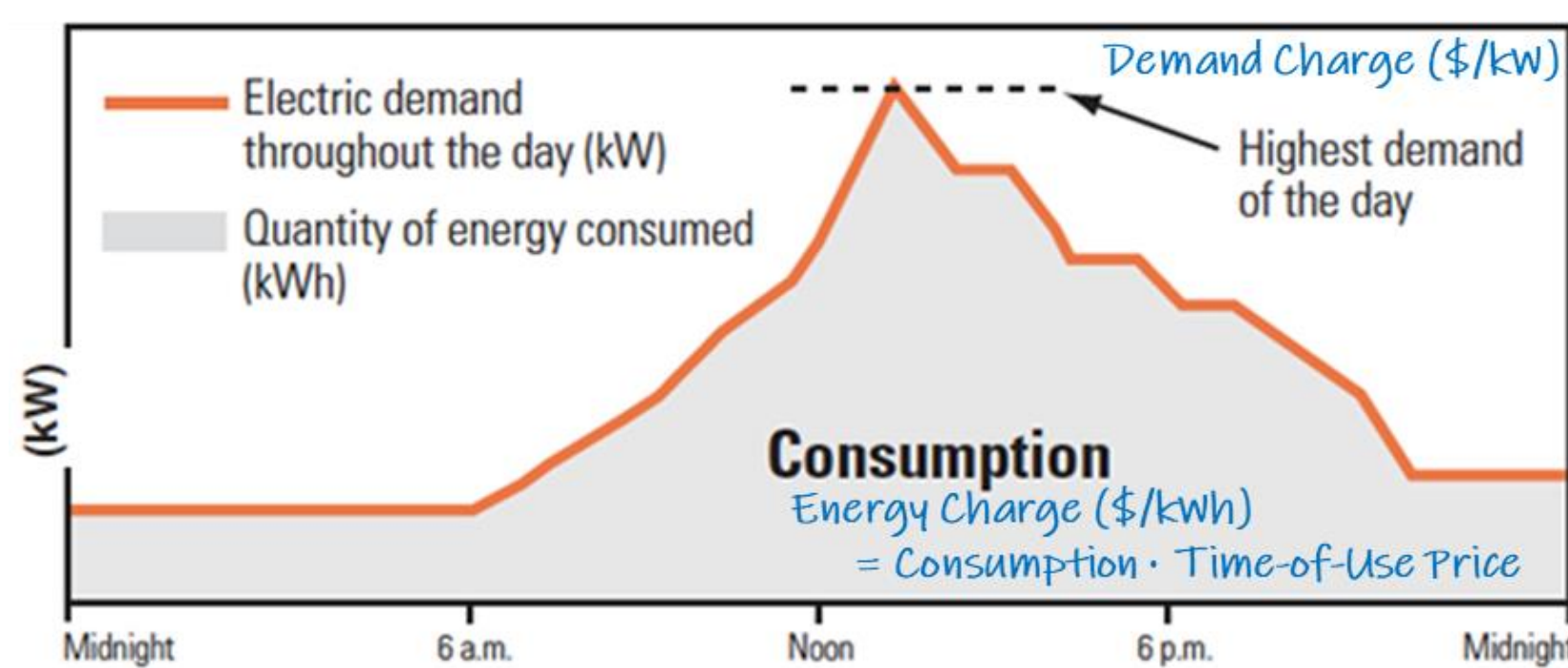
# Energy Management Methods of Distributed Energy Resources in Grid-Connected Microgrids to Achieve Economic Operation

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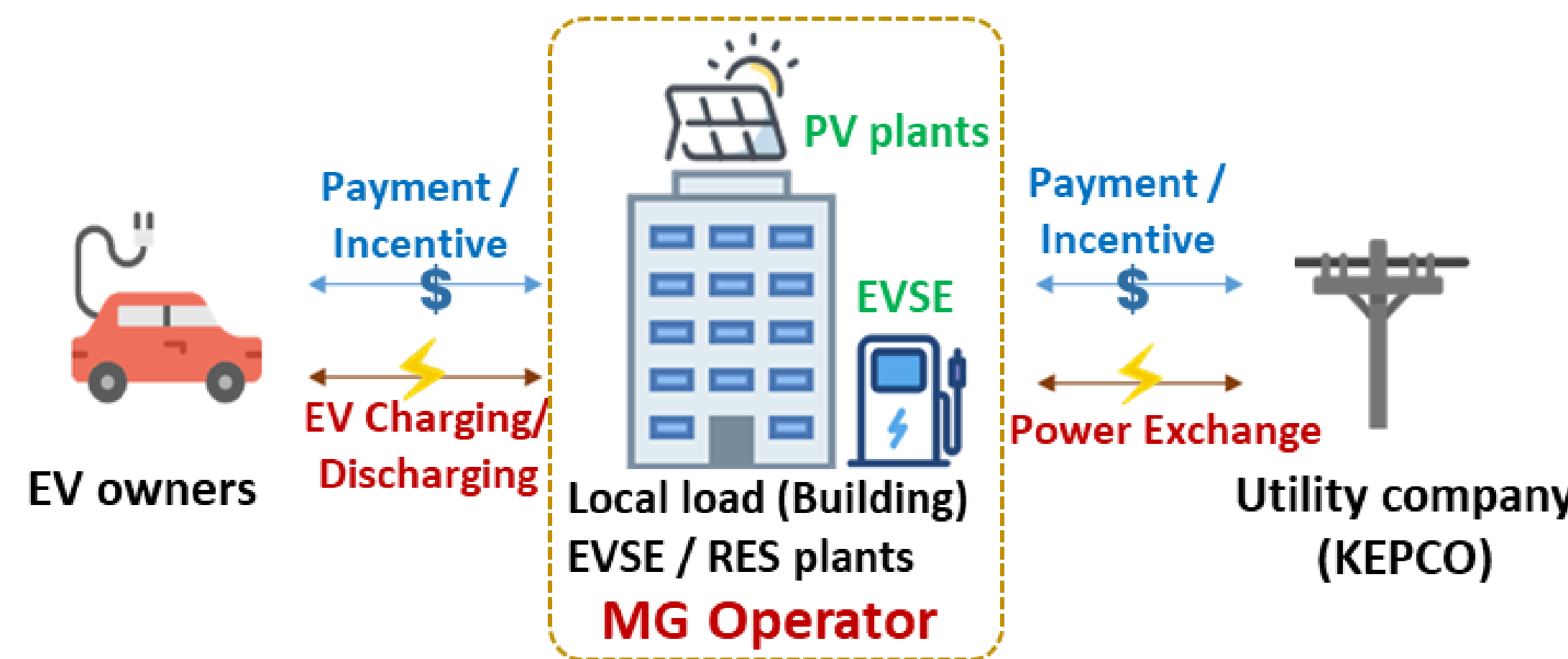
## Objectives

- Optimal control for operation cost minimization in a grid-connected microgrid (MG)
  - Reduction in electricity consumption in microgrid (Energy charge reduction)
  - Peak load reduction in microgrid (Demand charge reduction)
  - EV charging price saving
  - Benefits from renewable energy generation and EV discharge



## Microgrid Model

- Grid-connected MG consists of
  - Microgrid operator and its control system (MG-EMS)
  - Renewable energy sources (RESs: PV plants, WTs, etc)
  - EV charging/discharging station (EVSE)
  - Power grid connection (Bi-directional power exchange)
  - Electric loads and EVs (Customers)



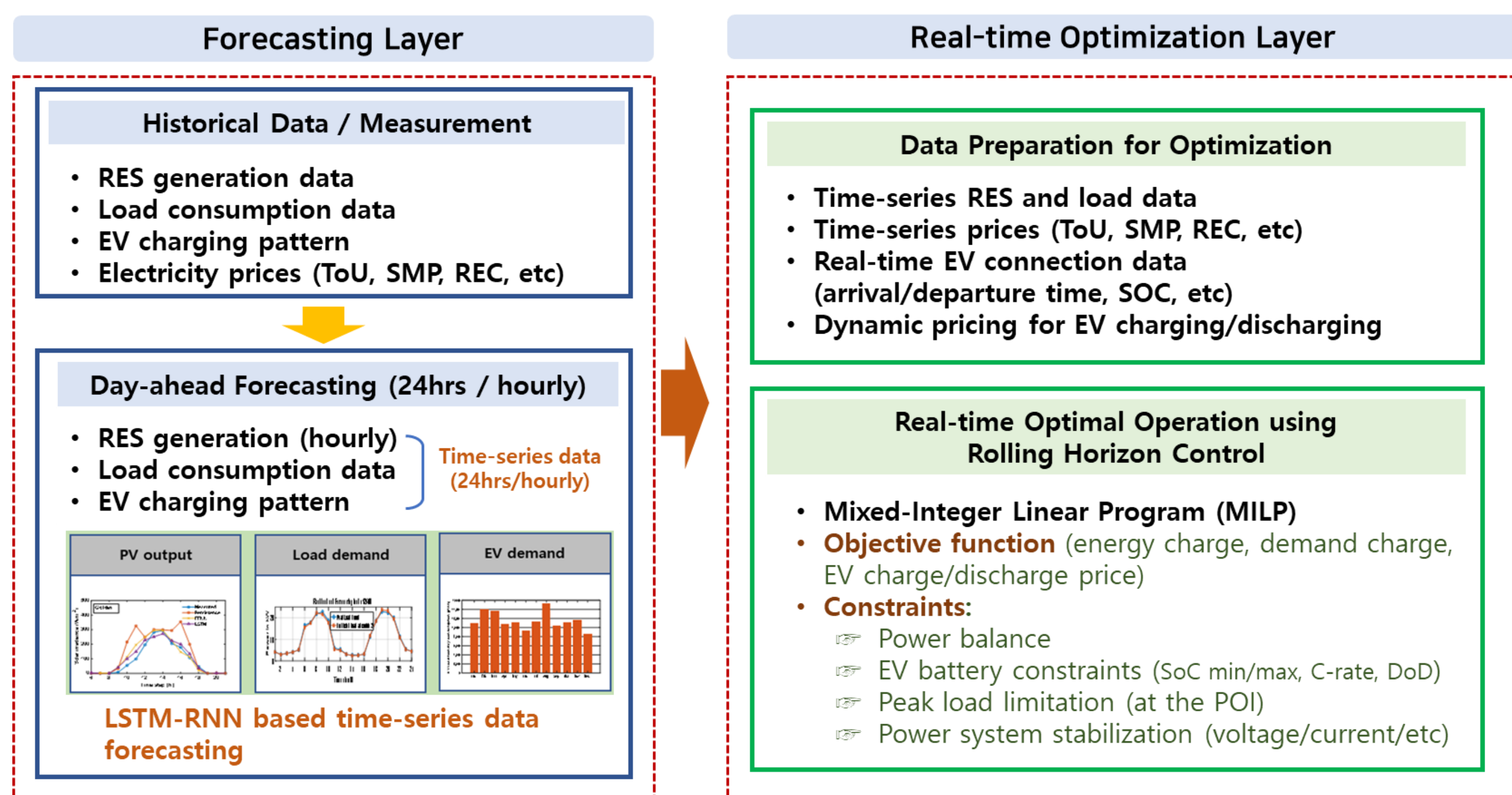
## Problem Statement

- Scheduling for MG operation with optimization algorithm (using mixed integer linear/nonlinear programming)
  - Use RES generation for local load management
  - Smart EV charging / discharging (V1G/V2G)
  - Load shifting with dynamic pricing
- However, uncertainty and variation cause difficulties in optimization process:
  - Load power consumption
  - Renewable energy generation
  - EV arrival time and their initial SOC (State-of-Charge)

Real-time Rolling Horizon Control with AI-based Forecasting!

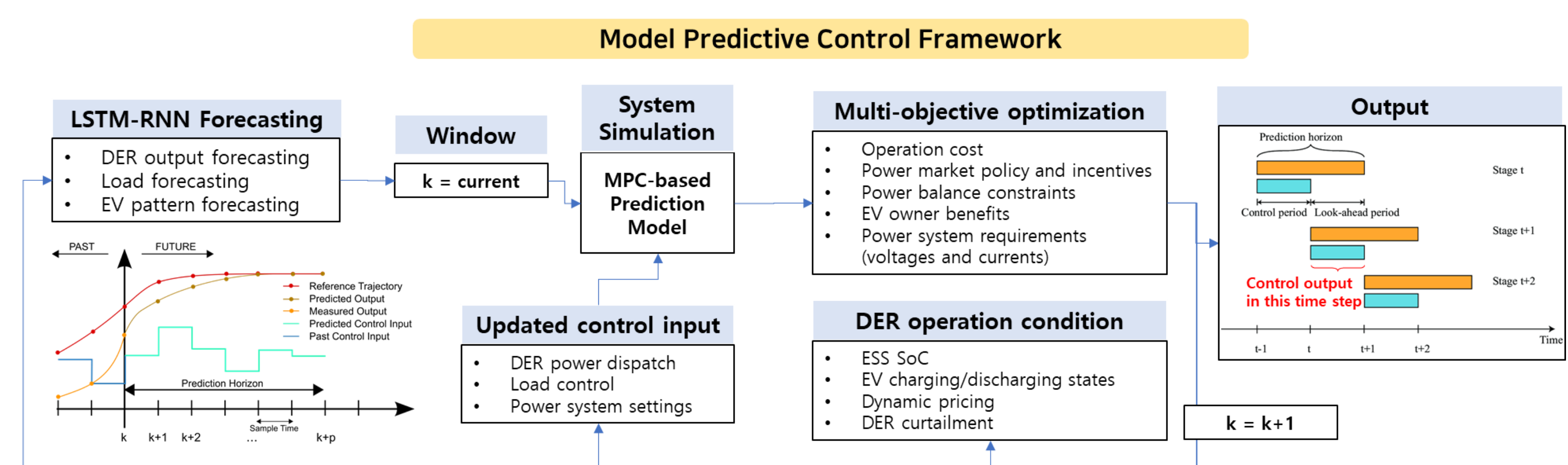
## Proposed Control Scheme

- Two-layer control scheme: Day-ahead forecasting and real-time operation layers



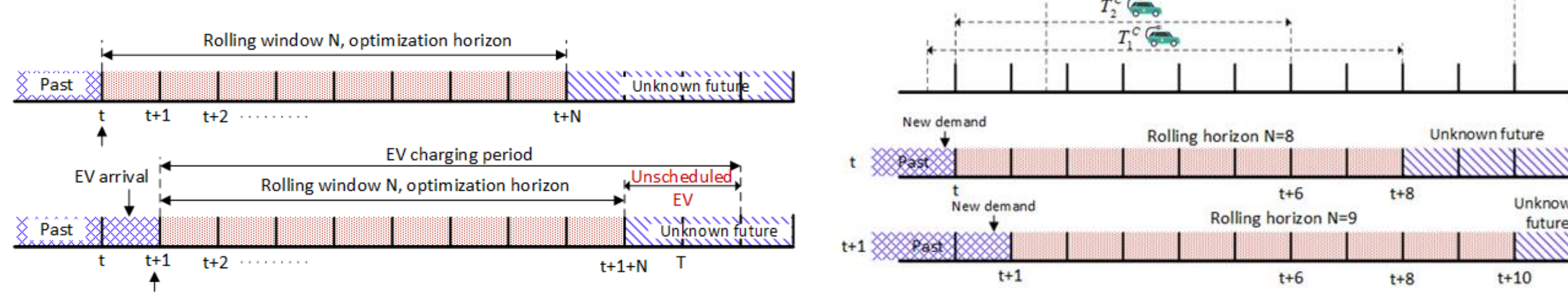
## Model Predictive Control

- Rolling Horizon Control (RHC) as Model Predictive Control (MPC)
  - MPC: Find the control command that can improve control performance in the future
  - Rolling Horizon Control as MPC framework.



## Adaptive Rolling Horizon

- Randomness of EV Connection
  - EV arrival time and the initial SOC of the EV are intermittent and random.
  - If there are multiple EVs, the fixed size of rolling horizon has limitation to consider the whole EV connection time.
- Adaptive Rolling Horizon
  - When a new EV arrives, extend the rolling horizon up to the new EV connection time.
  - We can fully use V2G capability of all EVs connected.

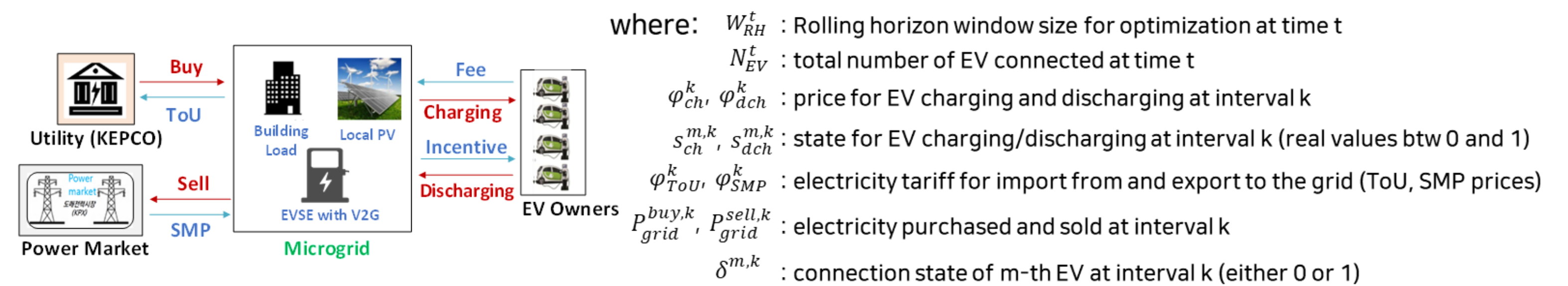


## Objective Function

$$\text{Objective Function: } \min \phi_{obj}^t = \min(\phi_{energy}^t + \phi_{demand}^t)$$

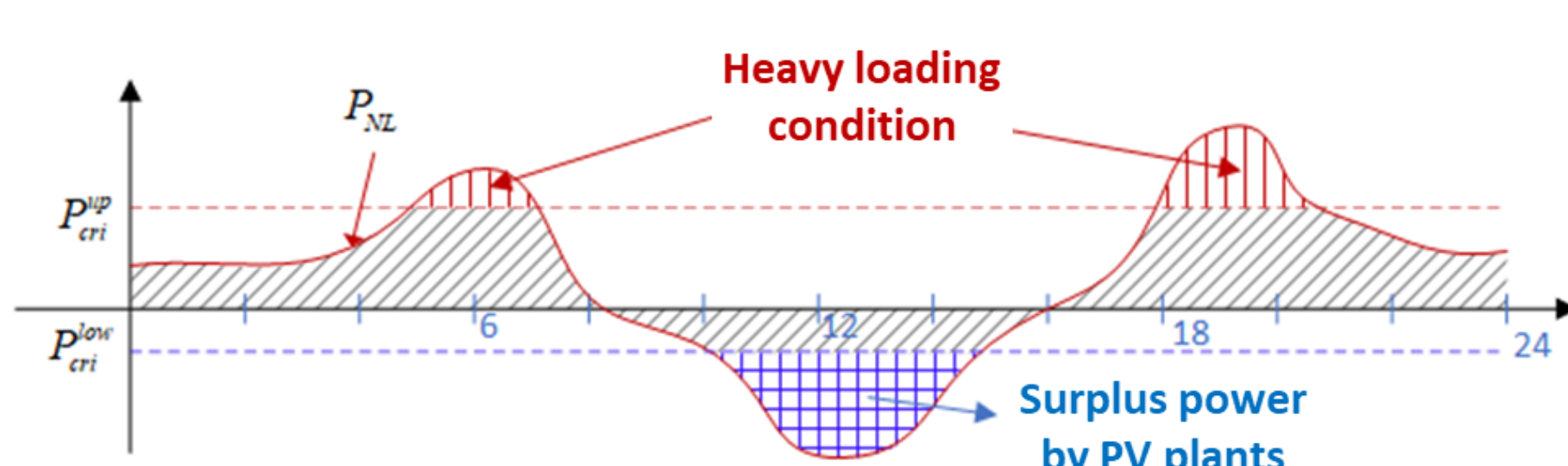
$$\text{Energy Charge: } \phi_{energy}^t = \sum_{k=t}^{t+W_{RH}^t} \sum_{m=1}^{N_{EV}^k} \delta^{m,k} \cdot (\varphi_{ch}^{m,k} P_{ch,max}^m - \varphi_{dch}^{m,k} P_{dch,max}^m) + \varphi_{TOU}^k P_{grid}^{buy,k} - \varphi_{SMP}^k P_{grid}^{sell,k}$$

$$\text{Demand Charge: } \phi_{demand}^t = \sum_{k=t}^{t+W_{RH}^t} u(P_{netload}^k - P_{peak}) \cdot \varphi_{peak} \cdot (P_{netload}^k - P_{peak} + s_{ch}^{m,k} P_{ch,max}^m - s_{dch}^{m,k} P_{dch,max}^m)$$



## Dynamic Pricing for EVs

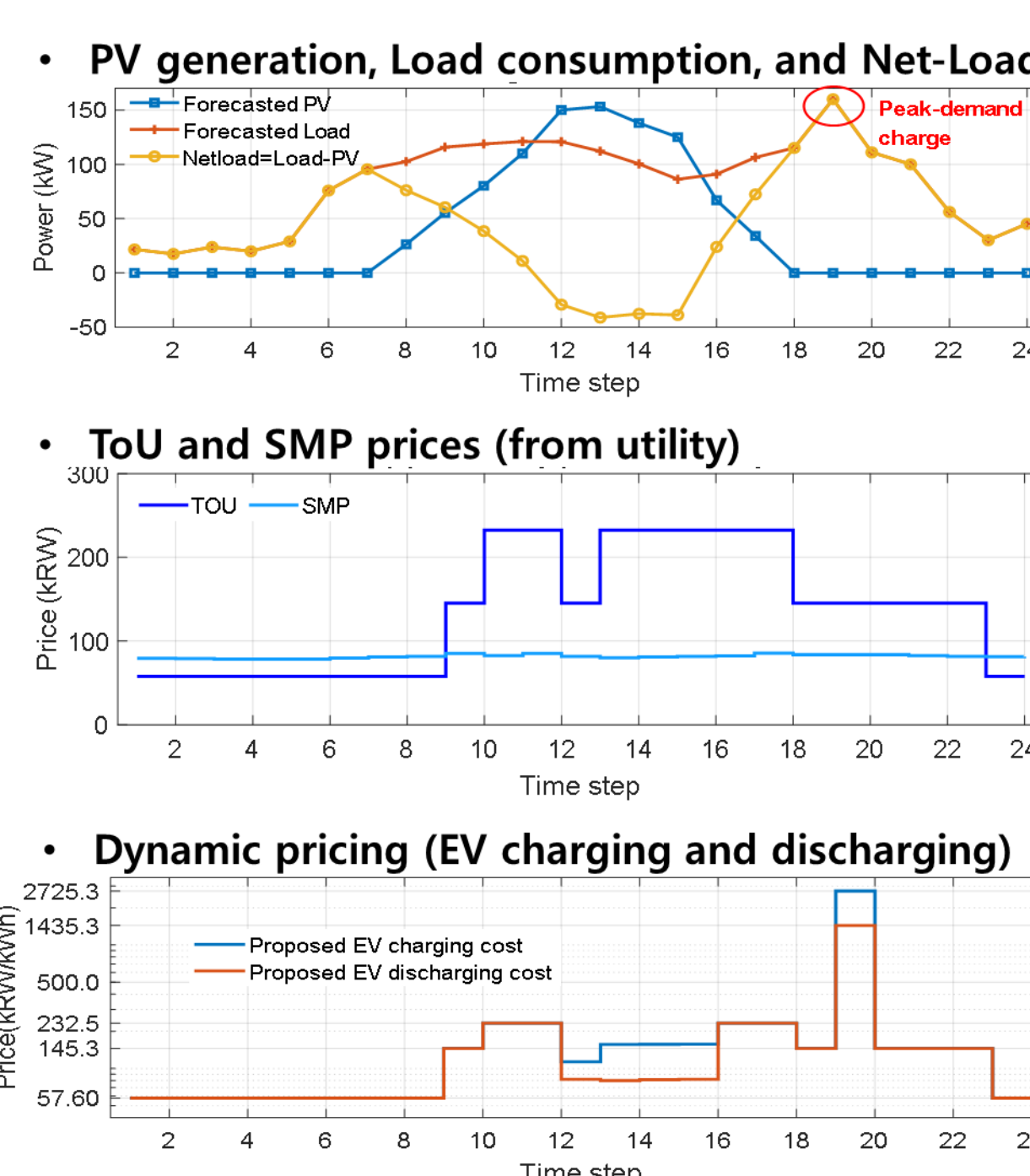
- Design of dynamic pricing for EV charging and discharging
  - To use V1G and V2G functionality, MG operator can minimize the electricity bill by shaping the net load.
  - Heavy loading condition: raise the penalty on EV charging and the incentive on EV discharging
    - $\varphi_{ch}^k = \varphi_{TOU}^k + \beta$ ,  $\beta$ : penalty for charging
    - $\varphi_{dch}^k = \varphi_{TOU}^k + \gamma$ ,  $\gamma$ : incentive for discharging
  - Surplus generation condition: first option is to sell the surplus power to grids if SMP is high. Then, reduce the EV charging cost and the incentive on EV discharging
    - $\varphi_{ch}^k = \min(\varphi_{SMP}^k, \frac{\varphi_{SMP}^k + \varphi_{TOU}^k}{2})$
    - $\varphi_{dch}^k = \min(\varphi_{SMP}^k, \varphi_{TOU}^k)$



## Case Studies

### Simulation Scenario

- PV generation, Load consumption, and Net-Load
- TOU and SMP prices (from utility)
- Dynamic pricing (EV charging and discharging)



### EVSE#1 & EVSE#2 - Simulation Results

