Optimal Infrastructure Planning for EVs Fast Charging Stations based on Prediction of User Behavior

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Abstract: Electric vehicles (EVs) appear to offer a promising solution to support sustainable transportation and the reduction of CO₂ emissions in the metropolitan areas. To satisfy the EV load demand of the new EV models with larger battery capacities, public direct-current fast-charging stations (DCFCSs) are essential to recharge EVs rapidly. A stochastic planning method of the DCFCSs is presented considering user behaviour and the probabilistic driving patterns in order to predict EVs charging demand. According to the stochastic method, a coordinated charging demand and storage charging demand are proposed with the objective of minimising peak load from EVs and charging-infrastructure costs. The proposed planning method can prevent additional grid reinforcement costs due to EV demand during the peak hours. In the coordinated charging demand, the peak load from EVs is managed by controlling the DCFCSs. Instead, in the battery energy storage (BES) charging demand, an optimal BES is proposed as an alternative solution to reduce the peak demand of EVs as well as DCFCSs operational costs. Finally, an economic analysis is carried out to evaluate the technical and economic aspects related to DCFCSs, the BES life-cycle costs as well as the financial performance of BES costs versus grid reinforcement costs.

1. Introduction

MANY European cities consider introducing driving restriction for diesel vehicles in and around metropolitan areas [1]. Electric vehicles (EVs) are a smart alternative to replace traditional vehicles in order to support sustainable transportation. For this reason, the demand for EV charging is expected to increase rapidly and could lead to load congestion in power systems [2].

This increase in EVs’ penetration is an essential aspect of the planning for EVs charging infrastructures, in particular on the use of direct-current fast-charging stations (DCFCSs). Several studies have been carried out to analyse the possible impact of EVs on power systems considering various planning methods. The authors of [3] proposed an optimal location of the charging stations by taking into account the power transmission grid. Alternatively, [4] recommended a prediction method based on the energy-equivalent model for both centralised and decentralised charging loads. In addition, the authors of [5] suggested a multi-objective collaborative planning strategy in order to minimise the annual cost of investments in EV charging systems. Likewise, [6] proposed an optimal approach for sizing and siting fast-charging stations in order to reduce the infrastructure costs. The
authors of [7] examined the EV charging demand using demand-response programs and uncertainty problems.

Differently, [8] considered travel distance using a probabilistic model of EV charging loads. Similarly, [9] used statistical data to establish a multi-objective EV charging planning model, with the goal of maximising captured traffic flow.

Another popular method for generating the EV load profiles involves Monte Carlo simulations. The authors of [10] proposed a stochastic method in which Monte Carlo simulations are used to calculate the EVs’ arrival times and state of charge (SoC). Monte Carlo simulations in combination with Markov modelling can be used to statistically examine EVs, regardless of whether they are moving or parked. The stochastic method replicates different observations such as time of day, day of week and the driving patterns. Using this probabilistic method, it is possible to estimate the expected EV load profile using stochastic individual driving behaviour as a time-dependent function of the number trips and the driving distance. Likewise, [11] proposed to use the Markov chain in order to calculate the EV charging times. The Monte Carlo samples of driving patterns use discrete-times and states according to Markov chains [12]. In this framework, several states are defined (e.g., parked in a residential area, parked in a commercial area or in transit) [13]. Consequently, it is essential to predict the DCFCSSs load demand.

In addition, the DCFCSSs add a high-power consumption load that the distribution system operators (DSOs) must consider [14]. The impact of the DCFCSSs such as generation planning [15], distribution transformers under different penetration levels [2] the aggregated EV charging demand [16], distribution network losses [17] and voltage drops have been investigated and analysed [18]-[19].

EVs have a serious impact on the grid, including various aspects of power systems; for example distribution transformers can become overloaded during peak hours [20], causing violations in voltage constraints [21]-[22]. To resolve these issues, for instance, large-scale vehicle-to-grid (V2G) can provide energy storage as part of the power grid by offering spinning reserves and regulating frequency through aggregators [23]. Likewise, [24] suggested V2G for ancillary services in particular frequency regulation and peak shaving (PS) by using a large fleet of EVs. V2G has demonstrated the potential to mitigate the negative grid impact of EVs by controlling DCFCSSs during the charging and discharging processes. Alternatively, [25] proposed using stationary batteries as a buffer between the grid and the charging stations, thus helping to limit the peak consumption. On the other hand, [26] explored the optimal size of battery energy storage (BES) within DCFCSSs using a dynamic traffic model to minimise the DCFCSSs costs.

The design criteria of DCFCSSs with BES were proposed in [27] considering EV energy consumed based on the driving distance. However, in urban areas, to satisfy the load demand of the new EV models, public DCFCSSs that can recharge EVs rapidly are indispensable. In our previous work, we sought to reduce DCFCSSs’ charging time using a modular BES within DCFCSSs as a buffer to decouple the EV load from the low voltage (LV) grid [28]. In addition, the integration of DCFCSSs must meet the EV demand in order to evaluate the grid-related infrastructure costs [29].

Although recent papers have recently discussed using BES with DCFCSSs, more work is required to predict the DCFCSSs demand given EVs’ increased market penetration [2]. Additionally, the integration of the BESs within the power systems must consider the evolution of the power electronics, the new lithium-ion battery technologies [30] and the gradual reductions in the costs of BES[31].

Assuming the state-of-the-art of the public DCFCSSs, this work proposes a stochastic planning method of the DCFCSSs considering user behaviour and probabilistic driving patterns in order to predict EV charging demand. According to the stochastic method, a coordinated charging demand and BES charging demand are proposed with the objective of minimising peak EV load and the charging infrastructure costs. In the coordinated charging demand, the peak EV load is managed by controlling the DCFCSSs in terms of power and charging duration. Instead, in the BES charging demand, an optimal BES is proposed as an alternative solution to reduce DCFCSSs operational costs as well as peak EV demand. The case studies in consideration use the real data from Nordhavn Project in Copenhagen [32] such as the electrical grid, BES and the DCFCSSs. In addition, the proposed stochastic planning method is formulated as a multi-objective optimisation problem based on EV charging demand. The two objectives are, first, to minimise the DCFCSSs’ installation and operation costs and, second, to minimise the BES systems’ size.

In conclusion, the main contributions of this paper are:

- To propose a stochastic planning method to analyse the expected charging demand from the DCFCSSs according to different properties and probabilistic driving patterns.
- To propose a method to determine an optimal coordinated charging demand to avoid the DCFCSSs peak load in order to minimise the grid installation costs by controlling the DCFCSSs.
- To propose a method to determine optimal storage charging demand to avoid the DCFCSSs peak load in order to minimise the grid installation costs by integrating BES within the power systems.
- To propose a cost-benefit analysis (CBA) to evaluate the financial feasibility of BES within the power systems by considering the DCFCSSs costs, grid connection costs and battery life cycle cost.

This work comprises an analysis of the DCFCSSs’ impacts of in a realistic case study in Copenhagen grid.

The paper is organised as follows. The method used to calculate the EV demand is introduced in Section 2, and the models for the stochastic method used in determining the EV loads are described in Section 3. The optimisation problems are introduced in Sections 4, 5, 6. The results are presented in Section 7 and the conclusions in Section 8.

2. EV charging modes

The IEC 61851 describes the “electric vehicle conductive charging system,” and the four charging modes. The charging modes are classified as Mode 1, 2, 3 and 4 [33]. These charging modes affect the charging power during the entire EV-charging process. The EV charging power depends on the type of EV battery and on the battery-management system (BMS). Modes 1, 2 and 3 are designed to charge EVs in alternating current (AC) and the mode 4 in direct current (DC).
At the moment, the power delivered in AC is between 3kW and 43kW, and it is mainly used at home, offices or for slow public charging stations. The DC method (Mode 4) is designed only for public charging stations; it allows for charging in a short period of time. Mode 4 is implemented for off-board chargers. IEC 61851 (parts, 23 – 24) and IEC15118 provide the general requirements for the control of communication between DCFCSSs and an EVs [33]. In addition, IEC15118 provides guidance on how EVs can provide power to the grid, as well as services such as voltage support and frequency regulation [34]. The evolution of power electronics, including new control interfaces and EV batteries, will play an important role in the development of competitive EVs. Table 1 summarises the main charging modes’ characteristics and power levels according to IEC 61851 and IEC 62196 [33]-[35].

<table>
<thead>
<tr>
<th>Table 1. Charging modes according to IEC61851 [33]</th>
</tr>
</thead>
<tbody>
<tr>
<td>EV50[kWh]</td>
</tr>
<tr>
<td>20% SoC</td>
</tr>
<tr>
<td>Pc [kW]</td>
</tr>
<tr>
<td>9.12</td>
</tr>
<tr>
<td>13.7h</td>
</tr>
<tr>
<td>368</td>
</tr>
<tr>
<td>500</td>
</tr>
</tbody>
</table>

Recently, to reduce the charging times, many companies have started to develop DCFCSSs with power ranging from 150kW to 300kW at 800V considering the socket-outlets in combined charging systems (CCCSs) [30]. These new DCFCSSs require a strong grid infrastructure, which carries a high investment cost. These large installed capacities also require a dedicated connection to the medium-voltage (MV) grid, including an appropriate transformer. The transformer has high economic costs and space restrictions, especially if the installation takes place in the cities. In this paper, it is assumed the EVs will be charged using Mode 4 at public charging stations in and around the Copenhagen metropolitan area. Fig. 1, shows the EV charging profile in Mode 4 tested in our laboratory [36]. In particular, Fig. 1 shows the EV charging profile in Mode 4 tested with a charger of 50kW (ABB 53) [37]. The car under consideration is a BMW i3 with 33kWh and 18% SoC.

\[ P(t) = \begin{cases} 
P_c, & 0 < t \leq t_1 \\
P_c \cdot e^{-t}, & t_1 < t \leq t_2 \\
0, & t = t_2 
\end{cases} \] (1)

where \( P(t) \) is the charging rate at time \( t \), \( P_c \) is the charging power according to charging mode in DC, \( \tau \) is the charging time, \( t_1 \) represents the charging time from 18% to 80% SoC, and \( t_2 \) represents the charging time from 80% to 100% SoC as shown in Fig. 1.

### 3. Stochastic method for EV charging demand

The EV charging demand is calculated using the charging characteristics in DC, the arrival charging time and the SoC. The SoC depends on the travel usage and can be considered a random variable related to the travel distance. According to the Danish National Transport Survey (DNTS) the average daily travel distance in Denmark is 40.1km, comprising three trips and slightly under 1 hour of travel per day. The probability distribution of the distances is shown in Fig. 2 [38] and is expressed as a lognormal type, with zero probability of a negative distance and an extension to infinity for the positive distance [39]. The probability density function (PDF) of the traditional vehicle travel distance is expressed as:

\[ f(d, \mu, \sigma) = \frac{1}{d\sigma\sqrt{2\pi}} \cdot e^{-\frac{(d-\mu)^2}{2\sigma^2}}, \quad d > 0 \] (2)

\( \mu \) and \( \sigma \) are the \( \mu \) mean and the standard deviation of the mentioned normal distribution, respectively. The travel distance in Denmark, as shown in Fig. 2 has \( \mu = 3.6913 \ \sigma = 0.9361 \). Since the new EVs can reach more than 400km, the probability distribution of daily travel distance for an EV is assumed to be the same as for a traditional vehicle. The future EV range will be 350-650 km for EVs with typical lithium-ion batteries of 40, 50 or 60kWh. In this case study, we use the mean values of 50kWh and 500km as shown in Table 1.

The EV energy demand (EVo) after one-day of travel can be calculated as shown in equation (3) considering a driving distance \( d \) of 40.1 km (2).

\[ EV_o = \frac{(d \cdot V_o \cdot t_0)}{\eta} \] (3)
Instead, $\eta_r$ represents the efficiency of the DCFCUs, and $V_{ec}$ is the vehicle’s energy consumption. The energy consumption is based on the driving pattern, which changes according to the EV’s performance. The current EVs’ consumption vary between 0.1 and 0.2 kWh/km [28] and this paper considers $V_{ec}$ of 0.15 kWh/km. According to the daily travel distance, the SoC after one day can be calculated as:

$$\text{SoC}_0 = \text{SoC}_1 - \frac{d}{d_{\text{max}}}, \quad 0 < d < d_{\text{max}} \quad (4)$$

where $\text{SoC}_0$ is the residual battery capacity after one day, $\text{SoC}_1$ is dimensionless with value 1, $d$ is the daily travel distance of the EVs and $d_{\text{max}}$ is the maximum range of the EVs. Assuming that $\text{SoC}_0$ drops linearly with the travel distance $d$, the PDF can be calculated by substituting equation (4) into equation (2) and changing variable form $d$ to SoC. After one-day travel distance, the SoC based on PDF is obtained as:

$$f(\text{SoC}_{0}, \mu, \sigma) = \frac{1}{(\text{SoC}_1 - \text{SoC}_0) d_{\text{max}} \sigma \sqrt{2\pi}} e^{-\frac{(\text{SoC}_1 - \text{SoC}_0)^2}{2\sigma^2}} \quad (5)$$

Fig. 3 shows the probability density of the EVs’ SoC calculated in equation (5), after one day of travel. The daily distance and the probability density of SoC are based on the two stochastic variables calculated in equations (2) and (5). The SoC after an amount of days $d_0$ can be calculated as:

$$\text{SoC}_{d_0} = \text{SoC}_1 - \frac{d_0}{d_{\text{max}}} \quad (6)$$

Where $\text{SoC}_0$ is the residual battery capacity after a number of days, the $\text{SoC}_1$ is dimensionless with value 1.

### 3.1. Prediction of the EV charging demand

To predict the EVs’ charging-start times several factors need to be analysed carefully including user behaviour, the daily travel distance and the home or work location of the EV users. People in the metropolitan areas will need to charge their EVs at public charging stations because most of them live and work within shared buildings. However, outside metropolitan areas, people will prefer to charge at work or at home [39]. In this paper, the start charging time of EVs is calculated by analysing internal combustion engine (ICE) vehicles and their refuelling behaviour at the petrol stations. In order to determine the EVs’ charging-start time, six months of data from four petrol stations have been collected and analysed [40]. Once the data are collected the mean and the standard deviation from petrol stations can be defined. Fig. 4 shows the refuelling-time distribution of four petrol stations in Copenhagen.

![Fig. 4. Petrol stations: number of ICE vehicles every hour](image)

The mean and standard deviation (SD) are calculated according to the normal distribution:

$$f(t_{\text{ref}}, \mu, \sigma) = \frac{1}{\sigma \sqrt{2\pi}} e^{-\frac{(t_{\text{ref}} - \mu)^2}{2\sigma^2}} \quad (7)$$

$t_{\text{ref}}$ is the observation hour during the day at the time $t$. $\mu$ and $\sigma$ are the mean and the standard deviation, respectively, of ICE vehicles sampled every hour at the four petrol stations. Fig. 5 shows PDF according to $t_{\text{ref}}$ at 7 AM, 8 AM 4 PM and 5 PM with their mean and the standard deviation.

![Fig. 5. Normal distribution of vehicles at the petrol stations](image)

In this case, study, because new EVs have ranges of 500 km or more, we assume that the daily travel distance of an EV and the number of trips per day are the same as those of a traditional vehicle. According to this evaluation, we can define the correlation between two dependent variables: the arrival time of traditional vehicles at gas stations versus the EVs’ arrival time at the charging stations. To convert the refuelling-time distribution into EVs’ charging-start times, two correction factors need to be considered: first, the range in km of ICE vehicles ($V_{ICEm}$) versus the range of EVs in km ($V_{EVm}$), and second, the EV market penetration ($EV_{mp}$) in Denmark. Therefore, $\mu$ and its $\sigma$ calculated in (7) need to be...
converted according to $EV_{ap}$ expressed in [%] and the $EV_{r}$ in

\[ \mu_r(t) = (\mu_r(t) \pm \sigma(t)) \frac{ICE_v \cdot EV_{ar}}{100}, \forall t \]  

(8)

$\mu_r(t)$ is the mean number of EVs at the $r$th hour at the public
charging stations, $\mu_r(t)$ is the mean number of ICE vehicles at
the $r$th hour at the petrol stations considering $\sigma_r(t)$ with a
confidence interval of 95%. In Copenhagen, $ICE_v$ vehicles
have a mean driving range of 710km and the mean of $EV_r$
range in 2020-2025 will be 500km [41]. Since the EVs range
is lower than $ICE_v$ vehicles range, the charging frequency of
EVs at the DCFCSSs will be higher than the frequency of
refuelling at the current petrol stations. Therefore, $ICE_v/\text{EV}_{r}$
defines the correlation between refuelling frequency of $ICE_v$
vehicles and the EVs charging frequency. According to (8),
Fig. 6 shows the estimated EV arrival time at the fast charging
stations around the Copenhagen metropolitan area for EV
market penetrations ranging from 5% to 50% [2].

Fig. 6. Number of EVs per hour at DCFCSSs

Therefore, the power demand of EVs can be calculated as:

\[ P_{el}(t) = \mu_{ev}(t) \cdot P_{dc}(t) \cdot \eta_{dc}, \forall t \]  

(9)

$P_{el}(t)$ is the total charging load at time $t$ and $P_{dc}$ is the
DCFCSSs’ power based on the number of charging spots and
their efficiency $\eta_{dc}$. The charging time of EVs is distributed
with a random function every hour across the public DCFCSSSs.
However, the charging duration depends on the EVs’ initial
SoC and on the DCFCSSs’ power.

4. EV charging demand methodology

In this section, large-scale EVs are assumed to be
incorporated within the power systems of the Copenhagen
Nordhavn area [32]. The proposed stochastic planning
method is presented to evaluate the public DCFCSSs’ demand
and grid impact. In this paper, three different DCFCSS layouts are
analysed: uncontrolled charging demand, controlled
charging demand and storage charging demand.

4.1. Uncontrolled charging demand

In the uncontrolled charging scenario, each EV will start
charging when it reaches a low level of SoC, especially when
SoC_{ev} after a number of trips cannot satisfy the next travel
distance $SoC_{ut}$ programmed from the drivers.

The $SoC_{ut}$ can be calculated according to the daily travel
distance calculated in equation (2), and it can be assumed to
be equal to around 10% SoC. In addition, for the uncontrolled
charging demand, both the grid’s power conditions, $P_g(t)$, and
the available power from the transformer must satisfy the EV
load demand.

\[ P_g(t) \leq P_g(t) \]  

(11)

The number of charging spots can be calculated based on
the maximum daily EV demand, which can be calculated
using equations (3), (6), and (10), after a number of trips as:

\[ EV_{\text{p}} = (\mu_{ev} \cdot SoC_{ut} \cdot d_{\text{max}} \cdot V_{ev}) \cdot \frac{1}{\eta_{ev}} \]  

(12)

$\mu_{ev}$ is the number of EVs per day, which is calculated as
shown in Fig. 6; in addition, $V_{ev}$ is the vehicle energy
consumption, which is considered 0.15kWh/km for a
charging efficiency $\eta_{ev}$ of 95% [28]. Table 2 shows various
daily EV demands and the minimum grid power required to
support EV demands as shown in equation (12).

<table>
<thead>
<tr>
<th>EV Market [%]</th>
<th>Number EVs per day</th>
<th>EV demand [kWh]</th>
<th>Grid power [kW]</th>
<th>Number DCFCSS 50kW</th>
<th>Number DCFCSS 150kW</th>
</tr>
</thead>
<tbody>
<tr>
<td>5%</td>
<td>15</td>
<td>896</td>
<td>72.2</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>10%</td>
<td>20</td>
<td>1792.0</td>
<td>144.3</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>20%</td>
<td>60</td>
<td>3583.9</td>
<td>288.6</td>
<td>6</td>
<td>2</td>
</tr>
<tr>
<td>30%</td>
<td>90</td>
<td>5375.9</td>
<td>433.0</td>
<td>9</td>
<td>3</td>
</tr>
<tr>
<td>40%</td>
<td>120</td>
<td>7167.9</td>
<td>577.3</td>
<td>12</td>
<td>4</td>
</tr>
<tr>
<td>50%</td>
<td>150</td>
<td>8959.9</td>
<td>721.6</td>
<td>15</td>
<td>5</td>
</tr>
</tbody>
</table>

\[ P_g = \frac{EV_{\text{p}}[kWh]}{\mu_{ev}[k]} \]  

(13)

$P_g$ represents the minimum required grid power and $\mu_{evp}$
represents the maximum EV demand during the congested
peak hour of the day as shown in Fig. 6. The number of
charging spots and their power levels will determine the
maximum power required from the grid. Once the daily EV
demand is defined, the network parameters and the number of
charging spots can be modeled as well as a CBA can be
performed based on the EV demand.

4.2. Coordinated charging demand

In the coordinated charging scenario, the DCFCSSs are
controllable. The primary objective is to minimise the peak-
load when the DCFCSSs demand exceeds the grid power.
According to the IEC15118 [34], we define three controllable
charging loads. The first involves setting the DCFCSSs’
nominal power to a predefined value. The second involves
setting the charging duration using the DCFCSSs’ nominal
power. The third involves setting the nominal power and
charging duration to specified values. The three control
settings can be expressed as:

\[ P_{\text{ct}}(t) = \mu_{ct}(t) \cdot (P_{dc} \cdot \alpha(t) \cdot \beta(t) \cdot \gamma(t)) \cdot \eta_{dc}, \forall t \]  

(14)
where \( P_{w}(t) \) is the controlled load demand during the day by using the three control set parameters. \( \alpha \) is the DCFCs charging power setting to a predefined value that can vary from 0 to 1. \( \beta \) is the charging duration of the DCFCs expressed in minutes. Instead, \( \gamma \) includes \( \alpha \) and \( \beta \). In addition, \( \alpha \), \( \beta \) and \( \gamma \) are three independent parameters. The selected parameters define the communication protocols and the controllability modes between the DCFCs and the EV according to international standard IEC15118 [34]. In our case, the coordinated charging mode of each DCFCs is controllable by \( \gamma \). Using \( \gamma \) avoids the congested peak hours during the workday by reducing the DCFCs’ nominal power and charging duration. The objective in equation (15) is to provide as much energy as possible to the users according to the grid conditions \( P_{g}(t) \) at the time \( t \). The controlled load can be expressed as:

\[
\begin{align*}
\max \{ P_{w}(t) \} \\
if : P_{w}(t) > P_{g}(t) \\
set \gamma with P_{w}(t) = P_{g}(t) \\
if : P_{w}(t) < P_{g}(t) \\
set \gamma = 1
\end{align*}
\]

Therefore, the nominal DCFCs power can exceed the available power of the transformer as long as \( \gamma \) is used to set the DCFCs power.

### 4.3. Storage charging demand

In this section, an optimal PS management is proposed to minimise the EV load during the congestion hours by using BES as a stationary application. The introduction of the BES within the DCFCs helps to minimise the DCFCs’ operation costs and reduce the charging time during the congestion hours. The cost reduction of the lithium-ion batteries is an important parameter, which must be taken into account. This represents an opportunity to integrate the EVs’ penetration and charging systems into the power systems. The BES systems have been estimated to decrease in price by 8% annually [31]. DCFCs, in combination the BES, can thus represent a smart way of minimising grid-reinforcement costs and meeting EV demand during peak hours. In this case study, the controllability mode is not used, and the EVs peak demand will be supported by the BES. Storage charging demand must include the system’s overall power balance over a specified time:

\[
\begin{align*}
P_{b}(t) &= P_{g}(t) - \frac{P_{w}(t)}{\eta_{ch}}, \text{ if discharging} \\
P_{b}(t) &= P_{w}(t) + P_{dis}(t) \cdot \eta_{dis}, \text{ if charging}
\end{align*}
\]

\( P_{b}(t) \) is the power given or absorbed from the BES, \( \eta_{ch} \) and \( \eta_{dis} \) are the BES’s converter efficiency which is 95% during the discharging and charging processes, respectively. The objective function is used to minimise the EV energy peak demand by using the minimum BESs \( E_{b}(t) \) within the DCFCs as described in the following equations:

\[
\begin{align*}
\min (E_{b}(t)) \\
E_{b}(t) &= E_{b}(t_0) - \sum_{t=0}^{t} (E_{b}(t) - E_{b}(t_0)) + \sum_{t=0}^{t} (E_{b}(t) - E_{b}(t_0))
\end{align*}
\]
Fig. 7. DCFCs load demand for: a) a congested workday 150EVs, b) a normal workday 140EVs, c) Saturday 90EVs, d) Sunday 80EVs

Fig. 8. DCFCs load demand for: a) congested workday 150EVs, b) a normal workday 140EVs, c) Saturday 90EVs, d) Sunday 80EVs

Fig. 7 shows five DCFCs of 150kW supplied by two transformers of 500kVA. The EV demand is considered for a congested workday, a normal day, a Saturday, and a Sunday. According to Table 2, in this scenario, two transformers can serve 150 EVs and 140 EVs during the congestion and the normal workdays, respectively. For this grid configuration, high investment costs are required to reinforce the grid by adding a new transformer, especially when the EVs demand will increase over the years. Therefore, as shown in Fig.7, in addition to the initial investment, which includes one MV transformer and two or three DCFCs of 150kW over the next 10 years, an additional MV transformer will be required to support the growing number of EVs. The new MV transformer requires a new investment cost which includes new dedicated LV and MV lines, switchboards as well as the installation costs [28]. In the next section, a CBA is performed according to the EV demand.

5.2. Results for coordinated charging demand

In the optimal coordinated strategy, the primary objectives are to minimise the peak-load demand and to reduce the grid-reinforcement costs. In the coordinated charging mode, each DCFC is controllable using $\alpha$, $\beta$ and $\gamma$ according to equations (14) and (15). In this case study, $\gamma$ is used to control DCFCs during the peak hours by reducing the nominal DCFCs power and the charging duration, as shown in Fig. 8.

Fig. 8 shows five DCFCs of 150kW and the EV demand during a congested workday, a normal workday, a Saturday, and a Sunday with $\alpha = 100kW$ and $\beta = 15min$. The controllability mode can (as shown in this case) be used as a multifunctional grid-utility with the main objective of minimising the EV load demand during peak hours using an optimal coordinated strategy of $\gamma$ (15). Using $\gamma$ reduces the grid-reinforcement costs and costs of the new transformer’s substation. Nevertheless, the controllability mode must meet certain criteria, as it also has several different disadvantages. For example, reducing the power and charging duration can affect the users' comfort because the EVs are partially charged during the congestion. In addition, the controllability mode of the charging stations is a trade-off between grid constraints and the DCFCs’ needs. Therefore, for this grid configuration, a CBA is not required because the costs and benefits are similar to Section 5.1.

5.3. Results for storage charging demand

The storage charging demand reduces the DCFCs load during congested workdays, when the EV demand is high. As shown in Fig. 7, the EV load demand has a high power fluctuation especially in the morning and the late evening. The introduction of BESSs within the DCFCs helps to reduce the charging-infrastructure costs and the negative impacts of congestion. The BESS stores electrical energy during off-peak hours and returns the stored energy to the grid during peak hours as described in equation (16).
In the optimal storage strategy, the primary objectives are to minimise the peak demand and to reduce grid-reinforcement costs. Consequently, an optimal BES size is determined to support the EV demand during a congested workday and a typical workday. According to Table 2, the charging-storage method considers the daily demand from 100 to 150 EVs for which either grid reinforcement or BES is required. As shown in Table 2, the minimum charging power is 600kW to support the EV demand from 100 to 130 EVs/day, and with a demand from 140 to 150 EVs/day, the minimum charging power is 750kW. Thus, four or five chargers of 150kW are required for a normal and a congested workday. In this case study, with demand from 100 to 150 EVs/day the grid power is fixed at 500kW, and the remaining energy will be provided by the BES which is connected in parallel as shown in Fig. 9. The EV load can be obtained from the equations calculated in Section 3 and 4. Fig. 9 shows five DCFCSSs of 150kW and an EV demand during a congested workday. The storage-charging interface plays an important role during the congested hours, and it can be used as a multifunctional grid-utility with the primary objective of minimising the peak EV demand through the optimal coordination of BES.

As shown in Fig. 9, the EV load demand fluctuates significantly, especially in the morning and the late evening. At this stage, the BES helps to prevent the grid reinforcement by providing power to the grid during peak hours. The optimal BES size varies as a function of the daily EVs demand, as shown in Table 3. In addition, the integration of BESs within the power systems is a trade-off between the grid reinforcement costs and the BES investment cost. Table 2 shows EVs daily demand from 15 to 90 EVs where the grid reinforcement is not required. However, from 100 to 150 EVs grid reinforcement is required to support the demand. Alternatively, as shown in Table 3 the storage charging demand can prevent the grid upgrade by using different BESs as grid reinforcement.

The BES size is calculated according to equation (17). Based on Table 3 a CBA is analysed as a function of various BES size to evaluate the financial feasibility of BES within the DCFCSSs by considering daily demands from 15 to 150EVs.

6. Cost-benefit analysis methodology

This section two cases of grid reinforcement are considered. A CBA approach is used to compare the profitability of the DCFCSSs investment within power systems considering different EVs charged per day.

In the first case, Case A uses the BESs as stationary application during the congestion hours to support increasing EV demand over the years as shown in Table 4 and Section 5.3. In this case, the BES operates as PS in parallel with the grid. In the second case, Case B adopts grid reinforcement by using a new MV transformer to sustain the increasing EV demand over the years as shown in Table 4 and Section 5.1.

---

**Table 3. Storage and charging strategy**

<table>
<thead>
<tr>
<th>Number of EVs per day</th>
<th>Grid power [kW]</th>
<th>Power DCFCSSs [kW]</th>
<th>Overload grid [%]</th>
<th>Overload time [h]</th>
<th>BES [kWh]</th>
<th>Es</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>500</td>
<td>150</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>20</td>
<td>500</td>
<td>150</td>
<td>0</td>
<td>0</td>
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<tr>
<td>60</td>
<td>500</td>
<td>150</td>
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<tr>
<td>90</td>
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<td>450</td>
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</tr>
<tr>
<td>100</td>
<td>500</td>
<td>600</td>
<td>20</td>
<td>1.04</td>
<td>18.2</td>
<td>23.5</td>
</tr>
<tr>
<td>110</td>
<td>500</td>
<td>600</td>
<td>20</td>
<td>1.27</td>
<td>23.5</td>
<td>28.17</td>
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<tr>
<td>120</td>
<td>500</td>
<td>600</td>
<td>20</td>
<td>2.13</td>
<td>28.17</td>
<td>31.12</td>
</tr>
<tr>
<td>130</td>
<td>500</td>
<td>600</td>
<td>20</td>
<td>3.18</td>
<td>31.12</td>
<td>437</td>
</tr>
<tr>
<td>140</td>
<td>500</td>
<td>750</td>
<td>50</td>
<td>4.15</td>
<td>437</td>
<td>586</td>
</tr>
<tr>
<td>150</td>
<td>500</td>
<td>750</td>
<td>50</td>
<td>7.44</td>
<td>586</td>
<td>8</td>
</tr>
</tbody>
</table>

---

**Table 4. CBA of the case A and B**

<table>
<thead>
<tr>
<th>Number of EVs per day</th>
<th>Number of DCFCSSs 150kW</th>
<th>Case A grid power [kVA]</th>
<th>Case B grid power [kVA]</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>1</td>
<td>500</td>
<td>500</td>
</tr>
<tr>
<td>20</td>
<td>1</td>
<td>500</td>
<td>500</td>
</tr>
<tr>
<td>60</td>
<td>2</td>
<td>500</td>
<td>500</td>
</tr>
<tr>
<td>90</td>
<td>3</td>
<td>500</td>
<td>500</td>
</tr>
<tr>
<td>100</td>
<td>4</td>
<td>500+BES</td>
<td>1000</td>
</tr>
<tr>
<td>110</td>
<td>4</td>
<td>500+BES</td>
<td>1000</td>
</tr>
<tr>
<td>120</td>
<td>4</td>
<td>500+BES</td>
<td>1000</td>
</tr>
<tr>
<td>130</td>
<td>4</td>
<td>500+BES</td>
<td>1000</td>
</tr>
<tr>
<td>140</td>
<td>5</td>
<td>500+BES</td>
<td>1000</td>
</tr>
<tr>
<td>150</td>
<td>5</td>
<td>500+BES</td>
<td>1000</td>
</tr>
</tbody>
</table>

---

**Fig. 9. DCFCSSs load for 150 EVs: a) EV demand and BES in kWh, b) required grid power, c) BES charging and discharging process, d) BES SoC during the EV demand**
In both cases, at the beginning, reinforcement of the MV grid is required with a transformer of 500kVA as shown in Table 4. Since the EVs demand will increase during the years [2], extra chargers will be required to sustain the EVs demand. As shown in Table 4, 500kVA is the minimum grid power required to support the demand up to 90 EVs/day. However, if the EV demand increases over the years from 100 to 150 EVs per day, new chargers in DC, as well as a new transformer of 500kVA must be installed. The main objective of the CBA is to evaluate the economic performance of Case A versus Case B. In particular, the financial performance of Case A, which must take into account the BES costs and the lifetime versus a traditional grid upgrade.

The key parameters of the CBA are listed below. The payback period (PBP) is the amount of time necessary to recover the investment, which can be calculated as follows [42]:

\[
PBP = \frac{C_i}{B_i} \quad (18)
\]

\(C_i\) represents the cost of the investment, and \(B_i\) is the annual benefit or revenue per year during the investment period \(T\).

Net present value (NPV) is the present value of cash inflows and the present value of cash outflows [42]:

\[
NPV = \sum_{t=1}^{T} \frac{B_t}{(1+r)^t} - \sum_{t=1}^{T} \frac{C_t}{(1+r)^t} - C_0 \quad (19)
\]

\(r\) is the discount rate or interest, and \(C_0\) is the initial investment cost.

Instead, the method used to evaluate the economic performance of one or more investments is the benefit-cost ratio \((B/C)\), which can be expressed as follows [42]:

\[
B/C = \frac{NPV \ (Benefits)}{NPV \ (Costs)} = \frac{\sum_{t=1}^{T} \frac{B_t}{(1+r)^t}}{\sum_{t=1}^{T} \frac{C_t}{(1+r)^t} + C_0} \quad (20)
\]

The costs and revenues are calculated for the two cases under consideration: the Case A – DCFCs with BES and Case B – DCFCs considering a new connection to the MV grid.

6.1. Case A cost and revenue

In Case A, the annual costs and benefits associated with adding BES to the charging stations can be calculated using the infrastructure costs and as benefits the consumption of electricity from the EV users.

The total annual costs of Case A \((C_{A,A})\) are calculated as:

\[
C_{A,A} = C_i + C_t + C_{OM} \quad (21)
\]

\(C_t\) is the installation cost, and \(C_{OM}\) is the operation and maintenance cost. Instead, \(C_i\) includes component costs, as the chargers cost \(C_C\) and the batteries cost considering replacement during the investment life \(t\) (22).

\[
C_i = \sum_{t=1}^{T} BES_{Di} \cdot C_{BES,t} + C_C \quad (22)
\]

\(C_B\) is the BES degradation life per year, \(C_{BES}\) represents the BES costs per kWh considering replacement costs during investment life \(T\). The \(BES_D\) can be calculated as:

\[
\begin{align*}
E_D(t) &= \int_0^T B(t) \, dt \\
K_{PYD} &= \frac{E_D \cdot \Delta t_{t+1}^t}{2 \cdot E_B} \\
BES_D &= \frac{K_{PYD}}{K_{BES}}
\end{align*} \quad (23)
\]

\(E_D(t)\) represents the energy consumed at time \(t\). Instead, \(P_B(t)\) is the power provided from the BES during the PS process. In addition, \(K_{PYD}\) considers the number of cycles utilised during a year. \(BES_D\) is the BES depreciation per year under a predefined variable work temperature \(\Delta t_{t+1}^t=0.9814\) [43]. \(K_{BES}\) are the number of cycles given by the manufacturers.

The total annual benefits or revenue for Case A \((B_{A,a})\) can be calculated as:

\[
B_{A,a} = (E \cdot C_C) \cdot t
\]

where \(E\) is the daily energy consumed as a function of the EV demand, which is calculated in (12). \(C_C\) is the cost of electricity paid by the EV users and \(t\) is the total time in a year.

6.2. Case B cost and revenue

In the Case B the annual costs and benefits associated to grid upgrade are calculated considering the infrastructure costs such as new lines and a transformer of 500 kVA as well as the installation and DCFCS costs [28]. Instead, the benefits are calculated considering the consumption of electricity from EVs as shown in (24).

The total annual costs for Case B \((C_{B,b})\) are calculated as:

\[
C_{B,b} = C_B + C_i + C_{OM}
\]

where \(C_B\) is the component cost, which includes the costs of the chargers, lines, and transformer. The total annual revenue for Case B \((B_{B,b})\) can be calculated as shown in (24).

7. Cost-benefit analysis results

In this section, two separate layouts to connect the charging systems within the power systems are considered. Case A considers a CBA by using BES as stationary application during the congestion hours to support the increasing EV demand over the years as shown in Fig. 10. In this case, the BES provides PS only during the congestion hours. Instead, Case B considers a CBA by using a new grid reinforcement to MV grid to sustain the increasing EV demand over the years. In both cases, at the beginning, a grid reinforcement is required with a transformer of 500kVA. A flowchart model is proposed for each scenario based on the same EV demand per day as shown in Fig. 10.
7.1. Case A: CBA of DCFCSs considering BES as peak shaving

The primary objective of this CBA is to estimate the infrastructure costs of the Case A and costs of BES across its lifetime. The benefits and the costs of the Case A are calculated as shown in Section 6.1. It was shown that EVs demand from 15 to 90 EVs requires a minimum grid power of 500kVA as an initial investment. However, if the demand increases over the years from 100 to 150 EVs, new DCFCSs, and a new transformer of 500kVA are required to meet the increasing EV demand. To avoid new grid-reinforcement costs, the BES operates in parallel with the DCFCSs, as shown in Fig. 9. In Case A, three different lithium-ion technologies are considered, the current technology battery lithium nickel manganese cobalt oxide (NMC) with 5000 and 10000 cycles [44] and a future scenario lithium titanate oxide (LTO) battery with 25000 cycles [45]. The number of EVs charged per day is used to calculate the total annual benefits \( B_{t,b} \) calculated in equation (24) based on the annual energy consumed from users. Instead, \( C_{t,dp} \) is calculated based on the equations (21) and (22). The equations consider the investment costs including, the component costs: DCFCS costs, BES replacement costs (22), converter costs and the installation costs. Once \( C_{t,b} \) and \( B_{t,b} \) are defined, \( PBP \) equation (18), \( NPV \) equation (19), and \( B/C \) ratio equation (20) can be calculated as shown in the proposed Section 6 using the CBA methodology.

7.2. Case B: CBA of DCFCSs considering MV grid upgrade

The primary objective of this CBA is to establish the infrastructure costs of Case B in order to justify a standard investment of MV grid reinforcement. In Case B when EV demand increases from 100 to 150 EVs, new DCFCSs, as well as a new transformer of 500kVA are required to meet the increasing EV demand as shown in Fig. 7. The benefits and the costs of Case B are calculated in Section 6.2. The number of EVs charged per day is used to calculate the total annual benefits \( B_{t,b} \), as shown in equation (24). Instead, \( C_{t,b} \) equation (25) is the investment costs including grid reinforcement costs. The infrastructure costs of Case B are DCFCS costs, the costs of the new dedicated lines for both the LV and MV grids, the cost of the new transformer of 500 kVA as well as the installation costs. Once \( C_{t,b} \) and \( B_{t,b} \) are defined, \( PBP \) equation (18), \( NPV \) equation (19), and \( B/C \) ratio equation (20) can be calculated as shown in Section 6 using the CBA methodology.

7.3. Economic assessment of Case A and Case B

In this section, an economic assessment is carried out to compare the costs and benefits of Case A and Case B. The economical results of Case A and B are: the \( PBP \), \( NPV \) and \( B/C \) ratio which is summarised in Fig. 11, and in Tables 6, 7, and 8. All the economic parameters used in Case A and Case B are listed in Table 5:

![Fig. 10. Case A grid integration of BES and DCFCSs and Case B standard integration of DCFCSs with a MV grid upgrade](image)

**Table 5. Costs and benefits of Case A and Case B**

<table>
<thead>
<tr>
<th>Case A</th>
<th>Costs [€]</th>
<th>Benefits [€/kWh]</th>
</tr>
</thead>
<tbody>
<tr>
<td>DCFCS cost</td>
<td>50000</td>
<td>DCFCS cost [37]</td>
</tr>
<tr>
<td>BES price</td>
<td>€/kWh [31]</td>
<td>200</td>
</tr>
<tr>
<td>EV demand: 45 kWh</td>
<td>EV demand: 45 kWh</td>
<td></td>
</tr>
<tr>
<td>Electricity price paid by EV users [2]</td>
<td>0.6</td>
<td>Electricity price paid by EV users [2]</td>
</tr>
<tr>
<td>Discount rate (r): 8% [46]</td>
<td>Discount rate (r): 4% [47]</td>
<td></td>
</tr>
<tr>
<td>Investment life: 20 years</td>
<td>Investment life: 20 years</td>
<td></td>
</tr>
</tbody>
</table>

The grid investment for the upgrade is based on a 4% discount rate [47]. However, the investment in BES can be considered riskier than that in the grid reinforcement. Therefore, the interest rate used for BES is 8% [46]. Fig. 11 compares the financial performance of Case A and Case B considering three types of batteries with different cycles. As mentioned,
The economic assessment of Case A is subject to the life-cycle costs of the batteries. On the contrary, the assessment for Case B (classic grid reinforcement) depends on the number of EVs charged per day. Case A, as shown in Fig. 11 with a demand from 90 to 130 EVs the B/C ratio is higher than Case B. However, if the EV demand is from 140 to 150 the Case A has the B/C ratio higher than Case B as long as the number of BES cycles is higher than 25000.

8. Conclusions

In this paper, a stochastic planning method was proposed to determine the DCFCs load profile and its impact on power distribution systems. Stochastic charging profile was used exclusively to calculate the key factors of the EVs charging demand: charging start times and DCFCs grid impact. According to the stochastic method, a DCFCs load demand was proposed to optimise the required grid capacity of the public DCFCs considering real data from the user behaviour including driving-distance probability and charging-time probability. Different layouts were considered within the stochastic planning method, as the coordinated charging demand and storage charging demand.

In the “coordinated charging demand”, an optimisation model was adopted by using BES within DCFCs to minimise the peak EV load and the power fluctuation during the congestion hours. BES with different cycles were proposed to avoid the grid reinforcement costs when the DCFCs demand exceeds the grid’s capacity. In addition, the stochastic planning method was used to minimise the grid installation and operation costs as well as to limit BES size by maximising the energy demand required form DCFCs.

An economic assessment for the proposed solution was performed, and PBP, NPV and B/C ratio were considered to evaluate the financial performance of a BES investment versus grid-reinforcement costs. The economic assessment of Case A was bound by the life cycle cost of the batteries. On the contrary, the costs in Case B (grid reinforcement) were linked to daily EV demand. Consequently, Case A using BES with cycles from 10000 to 25000 has higher B/C ratio than Case B as long as the daily demand is between 90 and 130 EVs. Instead, with daily demand is from 140 EVs or more the Case A has a higher B/C ratio than Case B as long as the number of BES cycles is higher than 25000.

9. References
