Evaluating the prospect of V2G technology in Bangladesh by Optimal Scheduling of Vehicle-to Grid Energy and availability prediction with ML.

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A Thesis Submitted in Accordance with the Requirements of the Degree of

BACHELOR OF SCIENCE
IN
ELECTRICAL AND ELECTRONIC ENGINEERING

Islamic University of Technology
Board Bazar, Gazipur-1704, Bangladesh.

Department of Electrical and Electronic Engineering

June 24, 2024

Certificate of Approval

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Declaration of Authorship

This is to certify that the work presented in this thesis, titled **"Evaluating the prospect of V2G technology in Bangladesh by Optimal Scheduling of Vehicle-to-Grid Energy and availability prediction with ML."**, is the result of diligent research conducted under the guidance of **Mr. Md. Arif Hossain, Assistant Professor, Department of Electrical and Electronic Engineering (EEE), Islamic University of Technology (IUT)**. This work was entirely completed during our candidacy for a Bachelor of Science (B.Sc.) degree at this university. There has been no prior submission of any part of this thesis for any other qualification or degree. All primary sources of assistance and the published work of others have been meticulously acknowledged in this thesis. In instances where a work has been quoted, the sources have been comprehensively cited.

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Abstract

This study examines the prospect of Vehicle-to-Grid (V2G) services in the Mohakhali DOHS region, with a specific emphasis on enhancing grid efficiency by strategically timing electric vehicle (EV) charging and discharging. The work intends to minimize variations in grid demand by utilizing Pyomo and the General Linear Programming Kit (GLPK). This will be achieved by anticipating the availability of electric vehicles (EVs) using machine learning models and constructing an optimization method. The Dhaka Power Distribution Company (DPDC) and the National Travel Survey (UK) provided the data used to train Random Forest and Gradient Boosting models. These models achieved a prediction accuracy of around 90% in determining the availability of electric vehicles (EVs). The optimization model takes into account many sources of revenue, such as fixed energy prices, auxiliary services, and energy sales to the grid. It also includes limitations such as battery capacity and charging rates. The simulations showed considerable potential for generating profits and achieving cost efficiency, even when accounting for the costs associated with battery degradation. The study highlights the advantages of combining machine learning and optimization techniques to improve grid stability and energy management. Sub sequent investigations should priorities the enhancement of prediction models and the extension of the optimization framework to encompass intricate scenarios. This work establishes the foundation for adopting Vehicle-to-Grid (V2G) technologies to facilitate sustainable urban energy systems in Bangladesh perspective.

Acknowledgement

We are indebted to Allah (SWT), the Most Benevolent and Kind, for granting us the health, vigor, and capacity to research and compose this dissertation. His grace gave us the fortitude to endure all the obstacles that arose during our journey to this milestone. This work serves as a testament to the fact that aspirations can be transformed into accomplishments through perseverance, hard work, and faith.

We are deeply grateful to our supervisor, **Mr. Md. Arif Hossain**, whose unwavering support has been a guiding beacon throughout this journey. The effectiveness of our thesis was significantly influenced by his mentorship, wisdom, and productive contributions. His profound comprehension of the subject matter, coupled with his unwavering faith in our abilities and immense patience, has significantly enhanced our academic experience and overall work ethic. We extend our sincere appreciation to him for his indispensable contribution.

We are also grateful to our family members for their unwavering support, love, prayers, and commitment to our lives. Their contributions have been instrumental in our progress toward achieving our objectives. Our achievements would not have been possible without their unwavering confidence in us, and their consistent encouragement has been instrumental in molding us into the individuals we are today.

This work would not have been feasible without the combination of all these efforts and influences. We express our heartfelt gratitude to all those who have contributed to our academic endeavor.

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Chapter 1

1. Introduction

1.1 What is EV & V2G

In Bangladesh, the energy sector is undergoing significant changes to accommodate increasing energy demands and the integration of renewable energy sources. The potential for V2G technology to enhance the flexibility and reliability of the national grid is immense. By leveraging the distributed storage capacity of EVs, Bangladesh can better manage fluctuations in energy supply and demand, particularly during peak hours. This aligns with the country’s goals of improving energy security, reducing carbon emissions, and promoting sustainable development. The concept of V2G is relatively new in the context of Bangladesh, necessitating comprehensive research to evaluate its feasibility and potential benefits. This study aims to fill this gap by developing an optimal scheduling model for V2G energy transactions and predicting the availability of EVs using machine learning techniques. By integrating local energy prices, driving profiles, and technical specifications of EVs, this research provides a tailored approach to understanding and implementing V2G technology in Bangladesh. Furthermore, the study emphasizes the importance of optimizing the economic benefits for energy aggregators while ensuring overall system efficiency. By incorporating machine learning algorithms to predict EV availability, the research enhances the accuracy of V2G scheduling and contributes to more effective energy management strategies. The outcomes of this study are expected to provide valuable insights for policymakers, energy providers, and other stakeholders interested in advancing the adoption of V2G technology in Bangladesh.

1.2 Importance of V2G Technology

Vehicle-to-Grid (V2G) technology revolutionizes energy systems by utilizing electric vehicles (EVs) as mobile energy storage and distribution resources. The primary significance of V2G technology lies in its ability to enhance the stability and efficiency of the grid. Vehicle-to-grid (V2G) technology enables bidirectional energy flow, allowing electric vehicles (EVs) to store surplus energy during periods of low demand and return it to the grid during periods of high demand. This function enhances the efficacy of renewable energy sources such as wind and solar power while simultaneously facilitating the process of grid load balancing. As the use of renewable energy sources continues to grow, the importance of vehicle-to-grid (V2G) technology also increases. V2G technology is essential for the prevention of power outages and the maintenance of a consistent energy supply. Additionally, V2G technology provides substantial economic benefits. By decreasing operational expenses for energy providers and aggregators and reducing dependence on expensive peak power plants, vehicle-to-grid (V2G) technology has the potential to improve energy distribution. When people who own electric cars store energy, they can sell that energy back to the power grid and make money. This could help offset the costs of owning an electric car and speed up the process of getting your initial investment back. Vehicle-to-grid (V2G) technology allows for the creation of a reliable and distributed energy grid in regions like Bangladesh, where the energy infrastructure is adapting to meet growing demand. Strategically positioning the grid in different locations can improve its dependability and protect energy security. This will facilitate the nation in achieving its more ambitious energy and economic goals. V2G technology has multiple adverse effects on the environment. Vehicle-to-grid (V2G) technology has the potential to decrease greenhouse gas emissions by minimizing the need for fossil fuel-powered power plants and encouraging the adoption of clean energy sources. This aligns with global efforts to combat climate change and promote sustainable economic development. Implementing vehicle-to-grid (V2G) technology in Bangladesh could have a positive impact on the environment, given the country's strong emphasis on environmental protection and air quality preservation. Energy plans are increasingly prioritizing V2G technology due to its transformative potential in grid operations and energy management. It facilitates economic growth while ensuring environmental safety.

1.3 Scope of Study

This study aims to thoroughly assess and enhance the implementation of vehicle-to-grid (V2G) technology in Bangladesh. The specific focus is on utilizing machine learning techniques to predict energy availability and optimize energy scheduling. The objective of the study is to create an ideal scheduling model that maximizes the financial advantages for energy aggregators while also guaranteeing overall system efficiency. The research offers a customized method for comprehending and adopting V2G technology in the Bangladeshi context by considering local energy prices, driving profiles, and the technical specifications of electric vehicles. The study focuses on developing and verifying an optimization model for bidding V2G services simultaneously. The primary goal is to optimize profits for aggregators and enhance the system's overall efficiency. To achieve this, a multifaceted model must be developed that takes into account a variety of factors, such as the efficiency of charging, the specifications of the battery, and the cost of energy. The study also investigates the rate of energy depletion in batteries, with the goal of ensuring the ecological sustainability and long-term viability of vehicle-to-grid (V2G) operations. The study utilized machine learning techniques to predict the availability of electric vehicles (EVs) for vehicle-to-grid (V2G) services, which is an interesting aspect of the research. The research will involve the collection and analysis of data regarding driving habits, vehicle conditions, and charging habits. Consequently, in order to improve the accuracy of the predictions, sophisticated machine learning algorithms, including AutoML and Cumulative Moving Average (CMA), are implemented. Incorporating predictive analytics into vehicle-to-grid (V2G) scheduling is essential for maximizing efficiency and ensuring continuous availability of energy. The investigation also examines the utilization of V2G technology and any improvements that have been implemented in recent years. Examples include incorporating precise load and tariff information for Bangladesh, navigating legal and regulatory challenges, and obtaining real-time data from electric vehicle drivers. The study provides additional insights as it examines the impact of V2G technology on the economy, environment, and grid stability. This information holds significant relevance for legislators, energy corporations, and other stakeholders. The primary objective of this inquiry is to promote the adoption of V2G technology in order to facilitate sustainable economic development and enhance energy security in Bangladesh.

1.4 Background and Motivation

The transition to renewable energy sources and the widespread use of electric vehicles (EVs) both give and take with modern power grids. To slow down climate change and cut down on greenhouse gas emissions, people need to switch to renewable energy sources. Innovative solutions must be found to keep the power grid stable and reliable, even if solar and wind energy sources aren’t always available. The use of vehicle-to-grid (V2G) technology, which allows electric vehicles (EVs) to store energy during operation and then feed it back into the power grid during times of high demand, is an important solution to consider. Bangladesh’s energy industry is rapidly evolving to accommodate renewable energy sources and the country’s increasing demand for electricity. The nation’s goal is to reduce carbon emissions and advance sustainable development in accordance with global efforts to promote cleaner energy. Bangladesh, however, has its own set of challenges, such as an outdated electrical system and the need for better energy management techniques. V2G technology has the potential to significantly address these issues by increasing the flexibility of the grid, facilitating the efficient use of energy, and simplifying the integration of renewable energy sources. These researchers are intrigued by V2G technology due to their belief that it has the potential to be beneficial in Bangladesh. By utilizing the distributed storage capacity of electric vehicles (EVs), Vehicle-to-Grid (V2G) technology can effectively maintain equilibrium between supply and demand. This will reduce our dependence on power plants that rely on fossil fuels and benefit both energy companies and electric vehicle (EV) owners financially. The objective of this inquiry is to determine the feasibility of V2G technology and identify the optimal approach for its implementation in Bangladesh. Their primary focus lies in optimizing energy transaction scheduling and employing machine learning algorithms to predict the availability of electric vehicles [1][2]. The purpose of this investigation is to develop personalized solutions that account for the technical specifications of electric vehicles in Bangladesh, the cost of energy in the country, and the manner in which individuals commute. The objective is to establish a comprehensive framework that ensures the long-term functionality and functionality of the V2G system, in addition to maximizing the profitability of energy aggregators. By examining these aspects, the research contributes to the overarching objective of enhancing energy security, integrating renewable energy, and fostering sustainable development in Bangladesh.

Chapter 2

2. Literature review

2.1 Overview of Vehicle-to-Grid (V2G) Technology

The Vehicle-to-Grid (V2G) technology is a ground breaking concept that enables electric vehicles (EVs) to utilise the energy storage capacity of the power grid. Vehicle-to-grid (V2G) technology enables the exchange of energy between electric vehicles (EVs) and the traditional power grid. Electric vehicles (EVs) can recharge their batteries by drawing electricity from the grid, and they can also supply electricity back to the grid when needed. Efficient power distribution management is achieved through the integration of different systems and the utilisation of advanced control and communication systems. In order to complete this task, it is necessary to analyse the grid demands, energy prices, and the battery condition of the electric vehicle (EV).

The primary objectives of V2G technology are to regulate frequency, ensure load equilibrium, and reduce power consumption during periods of high demand. Electric vehicles (EVs) can utilise their stored energy to assist vehicle-to-grid (V2G) systems in managing stress and peak demand on the power grid. The ability to recharge electric vehicles (EVs) when electricity demand is low or there is surplus renewable energy provides a significant benefit compared to gasoline-powered vehicles. These devices have the ability to store energy independently, without relying on a centralized system [3]. The inherent flexibility of renewable energy sources allows for their more consistent and reliable integration into the grid. In order for V2G systems to function effectively, they require a variety of distinct technological components. Among these are intelligent chargers, designed to safely charge and discharge electric vehicle (EV) batteries, as well as advanced metering infrastructure (AMI), which provides real-time information on energy consumption and associated costs. Examples of communication protocols and standards that facilitate seamless communication between electric vehicles (EVs), charging infrastructure, and grid operators include OpenADR (Open Automated Demand Response) and ISO 15118. Energy management systems (EMS) are employed to optimize vehicle-to-grid (V2G) schedules by taking into account the health of the battery, driving behaviour, and the current state of the electricity market.

Vehicle-to-Grid (V2G) technology has a wide range of potential applications. Grid operators can reduce their dependence on peaking power plants and reduce expenses by offering supplementary services through vehicle-to-grid (V2G) technology. Vehicle-to-grid (V2G) technology provides electric vehicle (EV) owners with the opportunity to generate income by participating in energy markets. This allows them to offset the expenses associated with owning an EV. V2G, or vehicle-to-grid, facilitates the utilization of renewable energy sources, thereby reducing greenhouse gas emissions and promoting the adoption of sustainable energy practices. Despite the numerous advantages of V2G technology, its widespread adoption is hindered by regulatory issues, substantial infrastructure investment requirements, and concerns regarding battery longevity and deterioration [4][5].

V2G technology has a substantial impact on the integration of the energy and transportation industries. EVs are capable of communicating with the power grid as a result of vehicle-to-grid (V2G) technology. This could facilitate the transition to a more sustainable energy future by increasing the reliability of the power grid and reducing costs. The following sections of this literature review will provide a more detailed examination of specific components of V2G technology. For instance, they will discuss the utilisation of machine learning in predictive analytics, the functions of energy aggregators, and optimisation models [2].

2.2 Energy Aggregators and Electric Grids

For vehicle-to-grid (V2G) technology to work, energy aggregators are very important. They connect people who own electric vehicles (EVs) to the power grid. These groups take the energy storage of many EVs and put it together to make a large, manageable resource that can be used for grid services. Energy aggregators play a key role in making sure that distributed energy resources and the grid work together in the best way possible, so that everyone gets the most out of V2G technology. An energy aggregator's main job is to manage and coordinate how EVs are charged and discharged in response to market signals and grid needs. Powerful energy management systems (EMS) are the best way for aggregators to plan their V2G operations. On top of that, they can offer extra services like controlling the frequency, helping with the voltage, and shaving the peak. When a lot of people work together like this, the grid stays stable. When there is a lot of demand or when supply changes because of renewable energy sources that don't always work, this is very true. Aggregators guess how much power EVs will need and decide when to charge them and use their power. This helps the grid stay even and steady. Energy aggregators not only keep the grid stable, but they also make V2G technology cheaper. To make money, they can sell stored energy when demand is high or provide other services since they deal in energy. Some of this money goes to people who own electric vehicles. This makes them more likely to join V2G programmes. A lot of people can save money when they work with aggregators to get better deals from energy markets and grid operators. It looks like this would be fun to take part in V2G [7].

There are many technical and legal issues that need to be resolved before energy aggregators can be connected to the power grid. It's important to use smart chargers and advanced metering infrastructure (AMI) when it comes to technology. The technologies we use show us in real time how much energy we use and how much it costs. We can also finetune how much energy you charge and discharge. OpenADR and ISO 15118 make it easy for EVs, chargers, and grid operators to talk to each other. They are both communication tools and guidelines. This, in turn, makes V2G operations more stable and effective. Rules and regulations are also very important for energy aggregators to be able to use V2G technology well. Policies and rules must make it possible for different energy sources to work together. It needs to be made clear what aggregators should do and how much they should be paid for their work on the grid. When people know there are people who want to use V2G and their concerns about privacy and battery life are taken care of, it should be easier for them to do so. To sum up, energy aggregators are very important for V2G technology to work well. Aggregators make it easier for electric vehicles to connect to the power grid and better manage the combined energy storage of those vehicles. This is good for the economy, the grid, and the long-term health of the energy system. The next parts will talk about machine learning and how it can be used in predictive analytics, as well as optimisation models [8]. These parts will go into more depth about how to make V2G technology better and better at what it does.

2.3 Optimization in V2G System

Research on the optimisation of vehicle-to-grid (V2G) systems aims to improve the economic benefits, efficiency, and overall performance of V2G operations. Optimisation techniques are utilised to guarantee that the energy supply, demand, and storage requirements are fulfilled as the electric grid, energy markets, and electric vehicles (EVs) interact in complex ways. One of the main goals of optimisation in V2G systems is to create models that make the most money for both EV owners and energy aggregators while keeping the grid stable and reliable [4]. Usually, these models involve coming up with objective functions that try to make the most money from energy transactions or the least amount of money possible from charging and discharging EV batteries. Operations are facilitated and sustained by inherent constraints on battery health, energy availability, and grid requirements. Efforts to enhance V2G systems have involved the implementation of linear programming (LP), mixed-integer linear programming (MILP), and nonlinear programming (NLP). These methods determine the optimal times for charging and discharging electric vehicles (EVs) to solve optimisation problems. The effectiveness of MILP in determining the optimal choice between two potential outcomes, such as the timing of charging or discharging an electric vehicle at a specific time, has resulted in its widespread use. In situations where there is a lack of a linear correlation between variables, such as the decline in battery life over time, natural language processing (NLP) is primarily employed [6][8].

When determining the most appropriate V2G systems, it is essential to consider the volatility and unpredictability of energy supply and demand. Occasionally, wind and solar power may not be economically viable, and there are circumstances in which electric vehicles cannot be used for vehicle-to-grid (V2G) purposes. Random and robust optimisation are two approaches to address these issues. These methods consider the variability of energy supply and demand. This makes the optimisation results more stable and reliable. Boolean optimisation models can handle situations where the odds are different. This improves the adaptability and flexibility of planning strategies. Real-time optimization is becoming increasingly important in V2G systems. By utilizing real-time data from the grid and energy markets, we can monitor and adjust the charging and discharging of electric vehicles. This is feasible as a result of the development of communication and control technologies. This dynamic optimisation approach guarantees that V2G operations can promptly adjust to fluctuations in the energy grid and prices. This improves the system's overall efficiency and utility. Machine learning (ML) techniques are being used in V2G optimisation, which is a big step forward in this field. ML algorithms are very good at guessing things like how many EVs will be on the market, how much energy will be needed, and how much things will cost on the market. This is useful information for optimisation models. ML-enhanced optimisation models can use both past data and present information to make better scheduling decisions. This makes the economic and operational benefits of V2G systems even better. This means that V2G systems need to be optimized in order to work at their best. A number of optimisation techniques and advanced machine learning algorithms can be used by researchers and practitioners to create complex models that make V2G operations more reliable, cost-effective, and long-lasting. Machine learning can be used in predictive analytics to help V2G systems work better. We'll talk more about this in the next section. Research on the optimisation of vehicle-to-grid (V2G) systems aims to improve the economic benefits, efficiency, and overall performance of V2G operations. Optimisation techniques are utilised to guarantee that the energy supply, demand, and storage requirements are fulfilled as the electric grid, energy markets, and electric vehicles (EVs) interact in complex ways [9].

2.4 Machine Learning in Predictive Analytics

Machine learning (ML) has a significant impact on predictive analytics for vehicle-to-grid (V2G) systems, allowing for more precise and effective management of energy resources. Predictive analytics utilises both historical and real-time data to anticipate future occurrences, such as the availability of electric vehicles, energy demand, and market prices. By utilising sophisticated machine learning algorithms, V2G systems can greatly enhance the accuracy of these predictions, resulting in more efficient optimisation and scheduling of energy transactions. ML plays a crucial role in V2G systems by accurately forecasting the availability of electric vehicles (EVs). Precise forecasts regarding the timing and duration of electric vehicles (EVs) being accessible for grid services are essential for optimising the schedules for charging and discharging. Machine learning algorithms, including neural networks, support vector machines, and decision trees, have the capability to analyse extensive datasets containing historical driving patterns, charging behaviour, and user preferences [10]. These algorithms can accurately predict future availability with a high level of precision. By utilising this technology, energy aggregators can enhance their ability to strategize and carry out vehicle-to-grid (V2G) operations with greater efficiency. This ensures that an ample amount of energy is accessible to fulfil the requirements of the power grid while simultaneously maximising the financial advantages for electric vehicle (EV) owners.

Moreover, machine learning techniques improve the prediction of energy demand and market prices, which are essential factors for optimisation models in vehicle-to-grid (V2G) systems. ML algorithms can generate precise predictions of both short-term and long-term energy requirements by analysing extensive data from diverse sources, such as weather conditions, time of day, and historical consumption patterns. By having this ability to predict, it becomes possible to have V2G operations that are more responsive and adaptable, thereby minimizing the chances of overcharging or underutilizing electric vehicle batteries. In addition, machine learning-powered predictive analytics can detect patterns and irregularities in energy markets, allowing aggregators to take advantage of price changes and maximize revenue generation [11].

2.5 Summary of Existing Researches

Vehicle-to-Grid (V2G) technology has advanced significantly, as evidenced by numerous research studies. This section provides a brief overview of the technical, economic, and environmental capabilities of V2G systems, as well as significant discoveries and contributions made in influential papers. Sortomme and El-Sharkawi (2012) carried out novel research to improve the efficiency of scheduling vehicle-to-grid (V2G) energy and ancillary services. Their research resulted in an algorithm that was purposefully designed to maximise profits for energy aggregators while also providing significant advantages to the system, such as decreased peak load for utilities and improved grid flexibility [12]. The study's simulation of a hypothetical fleet of 10,000 commuter electric vehicles (EVs) in the Electric Reliability Council of Texas (ERCOT) system demonstrated that optimised vehicle-to-grid (V2G) operations could provide substantial financial benefits, despite the costs associated with battery degradation. The algorithm analysed unforeseen electric vehicle departures, demonstrating that the overall economic and operational benefits of vehicle-to-grid (V2G) systems are substantial, despite the additional costs. Marra et al. (2021) improved the comprehension of Vehicle-to-Grid (V2G) systems by investigating their integration with renewable energy sources to maintain a balance between electricity generation and consumption in smart power grids [11]. Their models emphasised the importance of electric vehicles (EVs) as decentralised energy resources that can store and supply electricity to the power grid. Consequently, this enhances the reliability and uniformity of renewable energy sources. The study highlighted the vital importance of energy aggregators in efficiently managing large fleets of electric vehicles (EVs), optimising their charging and discharging schedules to align with the needs of the power grid [13]. The researchers highlighted the significance of advanced algorithms capable of predicting the availability of electric vehicles (EVs) and the energy demand. These algorithms facilitate efficient vehicle-to-grid (V2G) operations that can adjust to the evolving requirements of the power grid. In their study, Schuller et al. (2021) thoroughly investigated the incorporation of machine learning methods in V2G systems. Their research showcased the capacity of machine learning to greatly enhance predictive analytics, thus enabling more streamlined V2G operations. Machine learning models can enhance the efficiency of energy transaction scheduling by precisely forecasting energy demand, electric vehicle user behaviour, and charging patterns. Anticipating future events is crucial for maintaining the stability of the power grid and maximising the financial advantages of vehicle-to-grid (V2G) systems. The study also discussed the challenges related to data privacy and emphasised the need for strong data management frameworks to support the widespread adoption of V2G. The statement emphasised the importance of implementing secure and efficient data management methods in modern energy systems. Moreover, the extensive literature on V2G technology highlights several essential themes. A persistent issue that needs to be addressed is the problem of battery degradation, which poses a significant challenge for electric vehicle (EV) owners participating in vehicle-to-grid (V2G) programmes. Studies have demonstrated that the detrimental effects on battery longevity can be reduced by optimising the charging and discharging cycles and implementing efficient management strategies. This ensures the enduring viability of vehicle-to-grid (V2G) operations. Multiple studies have shown that V2G (vehicle-to-grid) technology provides significant economic advantages to both energy aggregators and electric vehicle (EV) owners. By participating in energy markets and offering supplementary services, vehicle-to-grid (V2G) systems can generate revenue. This enhances the profitability of energy management companies and contributes to the equilibrium of costs associated with the ownership of an electric vehicle.

The incorporation of V2G technology has been proven to have significant environmental benefits, as studies have demonstrated its capacity to enable the integration of renewable energy sources and reduce greenhouse gas emissions. Vehicle-to-grid (V2G) technology can mitigate the intermittent characteristics of renewable energy sources and decrease reliance on fossil fuel-based electricity generation by utilising electric vehicles (EVs) as portable energy storage units. Moreover, V2G has the potential to promote the adoption of more environmentally friendly energy practices [14].

The successful implementation of V2G technology relies heavily on regulatory and policy frameworks. Policies are crucial for promoting and streamlining the involvement of vehicle-to-grid (V2G) systems, according to research. The policies should clearly outline the obligations and responsibilities of aggregators, and ensure that they receive fair compensation for the services they offer to the electrical grid. In order to promote the extensive adoption of V2G systems, it is essential to address these regulatory barriers.

Chapter 3

Methodology

3.1 Research Design

Vehicle-to-Grid (V2G) technology allows electric vehicles (EVs) to communicate with the power grid to sell demand response services by returning electricity to the grid or by throttling their charging rate. This technology is integral to smart grid systems and supports energy storage, distribution, and load balancing.

3.1.1 Working Principle of V2G Technology

- **Bidirectional Charging:** V2G enables bidirectional charging, meaning EVs can both draw power from the grid to charge their batteries and send power back to the grid from their batteries.
- **Grid Integration:** The EV's battery can store excess energy produced by renewable sources (like solar and wind) when supply exceeds demand. When the grid needs more power, the EV can discharge energy back to the grid, providing a balancing service.
- **Energy Management System (EMS):** An EMS is used to optimize the energy flow between the grid and the EVs. It considers various factors like the state of charge (SoC) of the EV batteries, energy prices, grid demand, and the owner's preferences.

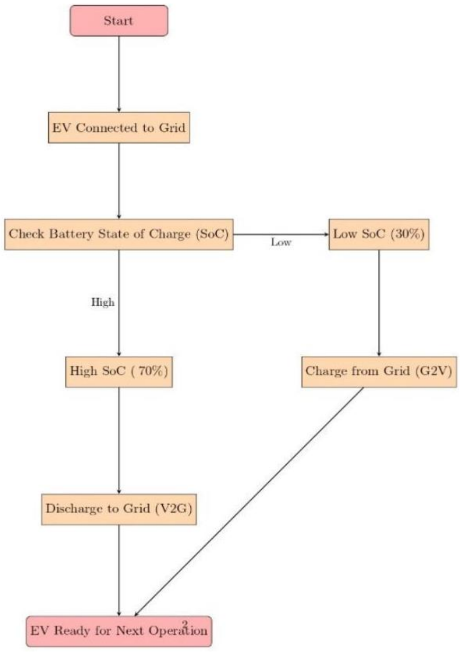

Figure 3.1: Flow chart of the Vehicle to Grid process

3.2 Research Design

This research project focuses on enhancing the efficiency of Vehicle-to-Grid (V2G) services in the Mohakhali DOHS area by optimizing the timing of load and charge-discharge operations. To do this, we will utilize Pyomo and the General Linear Programming Kit (GLPK). Our main goal is to reduce fluctuations in the grid's demand by proactively controlling the timing of charging and discharging of electric vehicles (EVs). This entails utilizing past load data and utilizing machine learning models to forecast the availability of electric vehicles (EVs) based on travel data provided by drivers. To initiate the process, we will gather and preprocess past load data for the Mohakhali DOHS region, ensuring that it is in an appropriate format for optimization. Simultaneously, we will collect and sanitize trip data from electric vehicle (EV) drivers, extracting pertinent characteristics such as the start and end times of each journey, the duration of the trips, and the distance covered. In order to forecast the availability of electric vehicles (EVs), we will utilize machine learning methods, such as Random Forests or Gradient Boosting. These models will be trained using features extracted from the trip data. The models will undergo training using historical data and will be assessed using metrics such as accuracy, precision, recall, and F1-score. This evaluation process aims to assure the reliability of forecasts regarding the availability of electric vehicles for vehicle-to-grid (V2G) services. The optimization model will be created using Pyomo, with the goal of minimizing the variation in load while satisfying constraints relating to battery capacity, charging/discharging rates, and expected electric vehicle availability [10][15]. The GLPK solver will be utilized to manage the linear programming components of the optimization process. We will conduct various simulations using different forecasts of electric vehicle (EV) availability in order to analyse how they affect load optimization. The evaluation of the optimization's efficacy will be based on the decrease in load variance and the efficiency of the charge-discharge cycles. Ultimately, this study aims to combine data-driven forecasts with optimization approaches in order to improve the stability of the grid and the management of energy in the Mohakhali DOHS area. The results will offer valuable insights into the practical application of V2G services, emphasizing the advantages of integrating machine learning and optimization in energy systems.

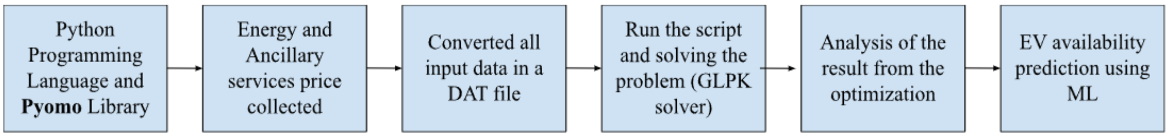

Figure 3.2: Flow Chart of the Overall Workflow.

3.2.1 Data Collection

Data gathering is essential for optimizing the timing of load and charge-discharge processes in V2G services. The load data is obtained from the Dhaka Power Distribution Company (DPDC), specifically from the Mohakhali DOHS K02 Lakeview feeder, which gives us detailed and localized information about energy usage trends. In order to predict the availability of vehicles, we make use of vehicle trip data obtained from the National Travel Survey (UK) 2022. This dataset provides detailed information on travel behaviour and patterns. Furthermore, travel data is now being gathered for the Mohakhali region to customize the predictions to better match the local circumstances. The optimization procedure necessitates additional constraints and parameters, such as battery capacity and charge-discharge rates. These factors are either randomly initialized or chosen within predefined limits, taking into account the normal configuration of the sample electric vehicles. This guarantees that our model maintains its realism and relevance to the specific attributes of electric vehicles anticipated in the Mohakhali region. Furthermore, we incorporate additional data points such as electricity price variations, grid demand forecasts, and renewable energy generation forecasts. Notably, we account for on-peak and off-peak electricity prices, which vary based on the rate and peak duration specific to Dhaka, Bangladesh. This pricing information is critical for our model, allowing it to optimize the charging and discharging of EVs in a cost-effective manner, thus benefiting both the grid and the EV owners. This comprehensive data collection strategy ensures that our model is well-informed, robust, and capable of effectively balancing grid load while maximizing the utility of EVs in the Mohakhali area.

3.2.2 Optimisation Model Formulation

We propose a comprehensive algorithm to address the problem of optimizing the scheduling of energy and ancillary services from electric vehicles (EVs) to the grid. The primary problem statement revolves around maximizing the aggregator's profits while ensuring grid stability and minimizing costs for EV owners. The optimization aims to achieve this by considering multiple revenue streams, including fixed rates for energy delivered to EVs, revenues from selling regulation and spinning reserve capacities, and income from selling energy back to the grid. The algorithm incorporates constraints such as battery capacity limits, charging station current limits, customer-defined minimum state of charge (SOC), and system loading limits to prevent grid overload [20]. Additionally, it addresses the unpredictability of EV availability with compensation factors for unplanned departures. Using a linear programming model, the optimization dynamically adjusts EV charging and discharging schedules in response to grid demands. Simulations with a hypothetical group of 100 EVs demonstrate the model's potential to generate significant profits for aggregators while maintaining low costs for consumers and accounting for battery degradation. The ultimate goal of this optimization process is to balance economic benefits for the aggregator with operational requirements of the grid and cost efficiency for EV owners, thereby enhancing the overall effectiveness of V2G services [16].

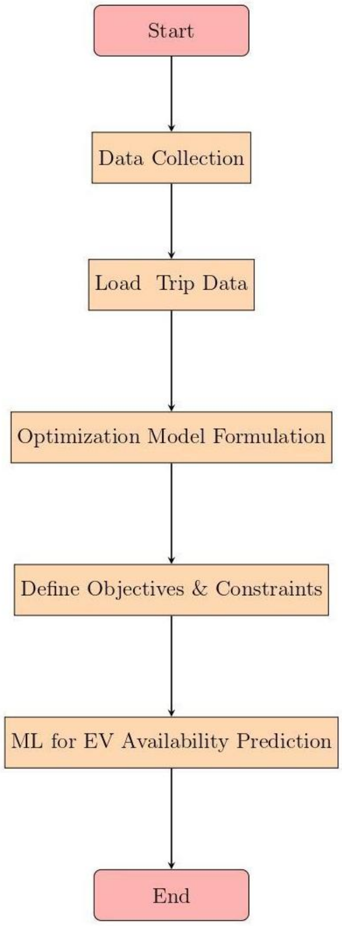

Figure 3.3: Flow chart of the Optimization Process

3.2.3 Machine Learning for EV Availability Prediction

In the context of vehicle-to-grid (V2G) services, vehicle availability refers to the likelihood that an electric vehicle (EV) is parked and connected to a charging station, making it accessible for either charging or discharging energy. This availability crucial for optimizing the scheduling of V2G activities. For our project involving 100 cars from a hypothetical region in Mohakhali, availability is measured by tracking the times when each EV is parked at a designated charging station and is connected and ready for V2G operations. This involves collecting data on the start and end times of each parking event, the duration of each stay, and the state of charge (SOC) of the vehicle's battery during these periods. In practical terms, availability is quantified by calculating the percentage of time each vehicle is connected to the charging station and capable of participating in V2G activities. For instance, if a vehicle is parked and connected for 12 hours out of a 24-hour day, its availability for that day is 50 To predict this availability, we use historical trip data to train machine learning models that can identify patterns and predict when each of the 100 cars is likely to be available for V2G services. These models take into account factors such as the time of day, day of the week, and historical travel behaviour of each vehicle. By accurately predicting vehicle availability, we can better plan and optimize the V2G operations, ensuring that the grid can reliably utilize the stored energy in EVs when needed [17].

Chapter 4

Optimization Model Implementation

4.1 Objective Function

The objective of the aggregator is to maximize profits, which are derived from:

- **Fixed Rates on Energy Delivered to EVs:** This represents the revenue earned from charging EVs at predetermined rates. These rates could be set based on time-of-use pricing or other contractual agreements with EV owners. By leveraging fixed rates, the aggregator can ensure a steady stream of income from the routine charging of electric vehicles.
- **Revenues from Ancillary Services:** Ancillary services such as regulation up, regulation down, and spinning reserves are sold to the grid operator. These services help maintain grid stability by balancing supply and demand in real-time. Regulation up and down involves adjusting power output within seconds or minutes, while spinning reserves are available within minutes to hours. By participating in these markets, the aggregator can provide critical support to the grid, ensuring reliability and earning additional revenue streams [18].
- **Revenues from Selling Energy to the Grid:** During peak demand periods or when electricity prices are high, the aggregator can discharge stored energy from EV batteries back into the grid, earning additional revenue. This not only provides financial benefits to the aggregator but also helps alleviate grid stress during high-demand periods, contributing to overall grid stability [20].

Objective Function's Equation Term	Definition
$\sum_t(P_{RU}(t) \cdot R_U(t) + P_{RD}(t) \cdot R_D(t) + P_{RR}(t) \cdot R_R(t))$	Revenues from selling regulation and responsive services
$+Mk\sum_i\sum_t(E[FP_i(t)])$	Fixed rate on the energy delivered to the EV
$+\sum_i\sum_t(E[FP_i(t)] \cdot P(t))$ if $\mathrm{E[FPi(t)]} \leq 0 E[FP_i(t)] \leq 0$	Revenues from selling energy

Table 4.1: The objective functions formulated to calculate income

Objective Function's Equation Term	Definiton
$\sum_i\sum_t(E[FP_i(t)] \cdot P(t))$	Wholesale cost of energy delivered to the EVS
$+\sum_i\sum_t(\frac{DC_i \cdot E[FP_i - (t)]}{E_{fi}})$	Battery degradation associated from discharging

Table 4.2: The objective functions formulated to calculate cost

4.2 Operational Constraints & Model Formulation

To achieve the objective of maximizing profits while ensuring operational reliability, the aggregator must consider various constraints and model formulation aspects.

Revenue and Cost Calculations

- **Expected Value of Final Power Draw:**
    - This calculation predicts the total power consumption from EVs considering charging needs and ancillary service commitments. By accurately forecasting power draw, the aggregator can optimize scheduling and resource allocation.

- **Costs:**
  - **Wholesale Cost of Energy:**

    The price paid by the aggregator to procure electricity for charging EVs. Managing these costs is crucial for maintaining profitability.

  - **Battery Degradation Costs:**

    These costs account for the wear and tear on EV batteries caused by frequent charging and discharging cycles. It's crucial to quantify these costs as they directly impact the profitability and sustainability of EV fleet operations. Accurately estimating degradation costs ensures that the long-term financial health of the EV fleet is maintained.

Constraints

- **Battery Capacity and Charging Station Limits:**
  Ensures that EV batteries are not overcharged or discharged beyond their capacity, and that charging stations operate within safe current limits. These constraints are essential to prevent damage to the batteries and infrastructure, thereby prolonging their lifespan and maintaining safety standards [21].

- **Customer-defined Minimum State of Charge (SOC) Limits:**
  Ensures that EVs always maintain a minimum charge level, respecting the driving needs of owners and avoiding situations where an EV might not have enough charge to reach its destination. This constraint is critical for maintaining customer satisfaction and trust in the V2G service.

- **System Loading Limits:**
  Prevents excessive grid loads during peak periods by scheduling EV charging during off-peak times, thereby optimizing grid operations and minimizing costs. Effective management of system loading helps in avoiding grid overloads and enhances the overall efficiency of the electrical grid [22-23].

Handling Unplanned Departures

- Compensation Factor for Unexpected EV Departures:
    - Accounts for scenarios where EVs leave charging stations earlier than scheduled. This factor ensures that the aggregator can adjust its operations dynamically to maintain service reliability and grid stability. By incorporating this flexibility, the aggregator can better handle real-world uncertainties and maintain consistent service quality [24].

Linear Programming Formulation

- **Decision Variables**:
    - These include variables such as Preferred Operating Point (POP), Maximum Additional Power Draw, and Responsive Reserve Capacities. These variables are optimized to determine the most efficient charging and discharging schedules for EVs while meeting grid service requirements. The use of linear programming allows for precise and optimal decision-making under a set of defined constraints.

Operational Constraints	Description
$\sum_{t=1}^{time}(E[FP_i(t)] \cdot Comp_i(t) + \rho_i(t)) \cdot E_{f_i} + SOC_{i,t} - Trip_i(time) \leq Mc_i$ $\sum_{t=1}^{time}(E[FP_i(t)] \cdot Comp_i(t) + \rho_i(t)) \cdot E_{f_i} + SOC_{i,t} - Trip_i(time) \geq 0$ $\sum_{t=1}^{time}(E[FP_i(t)] \cdot Comp_i(t) + \rho_i(t)) \cdot E_{f_i} + SOC_{i,t} - Trip_i(time) \geq .99Mc_i$	The energy level of the battery is bounded between 0 and its maximum capacity at every moment of the daily scheduling and it is set to be at least 99% of its maximum capacity at the end of the daily scheduling
$MxAP_i(1) + POP_i(1) \cdot Comp_i(1) \cdot E_{f_i} + SOC_{i,t} \leq Mc_i$ $(POP_i(1) - MnAP_i(1) - RsRP_i(1) + \rho_i(1)) \cdot Comp_i(1) \cdot E_{f_i} + SOC_{i,t} \geq 0$	Conditions on the arrival times of the electric vehicles
$MxAPi(t)+POPi(t).Compi(t) \leq MPi \, \forall i$ $MnAPi(t) \leq POPi(t)+MPi(t) \forall i$MnAPi(t)≤POPi(t)+MPi(t)∀i	Ancillary services capacities cannot exceed the admissible limits of the maximum possible power draw of the charger

$MxAP_i(t) \geq 0 \forall i$ $MnAP_i(t) \geq 0 \forall i$ $POP_i(t) \geq -MP_i(t) \forall i$ $Deg_i(t) \geq 0 \forall i$	Bounds of the decision variables
$Deg_i(t) \geq DC_i \cdot E[FP_i - (t)] \cdot \frac{Comp_i(t)}{E_{fi}} \forall i$	Condition on the degradation of the battery

Table 4.3: Operational Constraints and Definitions

EV Dispatch Algorithms

- Modulating Charging and Discharging Rates:
    - Algorithms are used to dynamically adjust the rate at which EVs charge or discharge based on real-time signals from the grid operator regarding regulation and reserve needs. This ensures that EVs can contribute effectively to grid stability while maximizing revenue for the aggregator. Real-time adjustments allow the system to respond promptly to changes in grid conditions, enhancing reliability and performance.

Simulations

- Testing with Hypothetical Group of EVs:
    - Simulations involve large-scale scenarios with thousands of commuters EVs over extended periods (e.g., three months), using historical market data. This testing provides insights into revenue generation potential and operational feasibility under various market conditions. By simulating different scenarios, the aggregator can predict performance outcomes and identify areas for improvement.

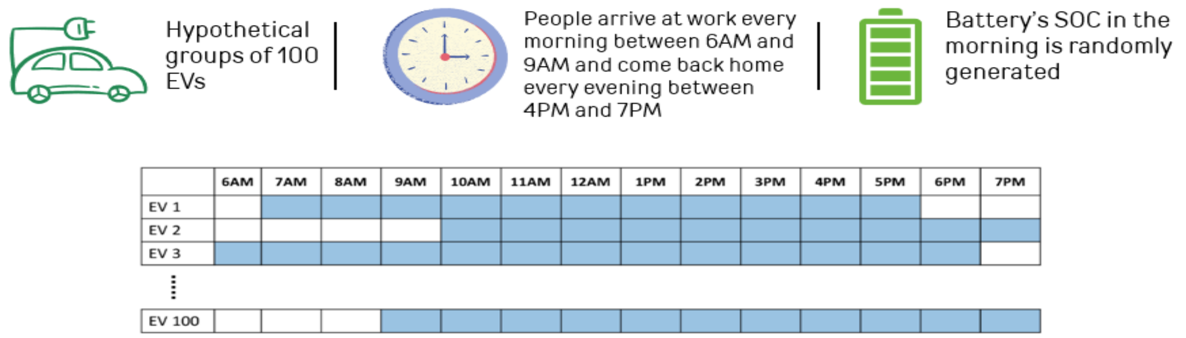

Figure 4.1: Random & Rule-based Initialized Constraints

Results

- Simulations demonstrate significant profitability for the aggregator while ensuring minimal costs for consumers, even after accounting for battery degradation and other operational expenses. The results validate the effectiveness of the optimization model in balancing profitability with operational constraints.

Battery Degradation and Energy Efficiency

- **Accounting for Battery Degradation Costs:**
  Incorporates the financial impact of battery wear and tear into cost calculations to ensure the long-term sustainability of EV fleet operations. This ensures that the aggregator can maintain the fleet's health while planning for long-term operational costs.

- **Compensating for Charging and Discharging Efficiencies:**
  Adjusts billing and pricing structures to reflect the energy losses inherent in the charging and discharging processes. Fair compensation ensures that EV owners are incentivized to participate in grid services without incurring undue costs [25]. This adjustment helps maintain transparency and fairness, encouraging wider participation in V2G services.

By integrating these elements into the optimization process, the aggregator can effectively balance economic interests with grid operational requirements and consumer considerations, fostering a sustainable and profitable EV charging ecosystem.

Chapter 5

Predictive Analysis Using Machine Learning

5.1 Task Overview

To accurately predict vehicle availability in the K02 Mohakhali LakeView feeder area, where our optimization process is focused, we have deployed 100 electric vehicles (EVs) across households in Mohakhali DOHS, including regions R01, R02, R03, R12-R18, and R20. In support of these EVs, five strategically located charging points have been installed to ensure reliable accessibility.

Utilizing TrakM8 driving trackers, we gather crucial data on vehicle condition, driving habits, and trip specifics. This technology allows us to monitor real-time information on EV whereabouts, battery health, charging patterns, and energy consumption. This comprehensive data enables us to optimize charging schedules effectively, manage battery longevity, and maximize revenue opportunities through grid services such as regulation and reserves. By integrating advanced data analytics with strategic infrastructure placement, our goal is to enhance operational efficiency, reduce costs, and deliver sustainable benefits to EV owners and the wider grid network within Mohakhali DOHS [19].

Figure 5.1: Pre-set Locations of the Charging Stations

Name	Description	Example
vid	Unique identifier for this vehicle	12
start_lat	Latitude at the start of the journey	52.95282
start_lng	Longitude at the start of the journey	-1.86652
start_time	Timestamp at the start of the journey	2019-11-21T13:53:10+00:00
end_lat	Latitude at the end of the journey	52.94025
end_lng	Longitude at the end of the journey	-1.192132
end_time	Timestamp at the end of the journey	2019-11-21T14:00:16+00:00

Table 5.1: Sample data to be collected

5.1.1 Data Pre-processing

Cross-referencing parked locations with each of these charges point locations allowed the number of vehicles to be determined that could potentially be available if the necessary hardware was in place. This was achieved by calculating the great-circle distance using the haversine formula, as shown in the equation, where r is the radius of the earth (6371 km), and $dist_i$ is the distance in km between the location of a parked vehicle v (end lat_v and end lng_v) and charger location i (lat_i and lng_i).

$$\text{dist}_i = 2r \cdot \arcsin\left(\sqrt{\sin^2\left(\frac{\text{lat}_i - \text{lat}_v}{2}\right) + \cos(\text{lat}_v)\cdot\cos(\text{lat}_i)\cdot\sin^2\left(\frac{\text{lng}_i - \text{lng}_v}{2}\right)}\right)$$

where:

$$\begin{aligned}
\text{lat}_v &= \text{Latitude of the parked vehicle location} \\
\text{lng}_v &= \text{Longitude of the parked vehicle location} \\
\text{lat}_i &= \text{Latitude of the charger location} \\
\text{lng}_i &= \text{Longitude of the charger location} \\
r &= 6371 \text{ km (radius of the earth)}
\end{aligned}$$

When the shortest distance to a charge point was below 100 m, the vehicle was considered to be parked within a suitable radius and hence potentially available to a V2G aggregation service, i.e., av=1, as shown in Equation (2). This radius was chosen to account for inevitable variance in GPS locations and to be close enough to require only minor changes in behaviour to park close enough to a charging station to be plugged in, e.g., choosing a different parking place within the same car park.

$$\left(\min\{\text{dist}_i\}_{i=1}^{6} < 0.1 \implies \text{av} = 1\right) \wedge \left(\min\{\text{dist}_i\}_{i=1}^{6} \geq 0.1 \implies \text{av} = 0\right)$$

In addition to tracking vehicle availability, our dataset includes several additional features that significantly influence vehicle usage and, consequently, availability within the K02_Mohakhali_LakeView feeder area. These features encompass the day of the week (d), ranging from 0 for Sunday to 6 for Saturday, providing insights into weekly patterns of activity and demand for EVs. The half-hour index (hh), spanning from 1 to 48, details the specific time slots throughout the day, crucial for understanding peak usage periods and optimizing charging schedules accordingly. Furthermore, the inclusion of public holidays (phphph) allows us to account for national holidays, which can impact commuting patterns and EV utilization. By integrating these features into our data analysis alongside vehicle tracking data from TrakM8, we gain a comprehensive understanding of how temporal factors and public events influence EV availability and usage dynamics in Mohakhali DOHS. This holistic approach enables us to refine our optimization strategies, ensuring efficient resource allocation and enhanced service reliability for EV owners in the region.

As the dataset we need to gather for this task based on the Mohakhali DOHS EV injection is not readily available. For that reason, we used a dataset from the National Travel Survey, UK (2022). We implemented the aforementioned preprocessing techniques on this dataset and tailored it to our desired state. Then we implemented the ML models.

Vehicle ID	d	hh	ph	a_v
1	1	2	1	0
2	5	23	0	1
3	4	35	0	1
4	3	21	0	0
5	1	14	0	1

Table 5.2: Data sample after preprocessing

5.1.2 Model Implementation

The learning task was framed as a classification problem, where the objective was to predict whether the vehicle was available (av=1) for each half-hour period, based on input data including day number (d), half-hour index (hh), and public holidays (ph). Three distinct approaches were employed to tackle this challenge. Each approach aimed to leverage machine learning models capable of learning from historical data and making predictions regarding the availability (av=1) of vehicles at specific time intervals. These methods were designed to optimize the accuracy of predictions by effectively incorporating temporal and contextual variables, thereby enhancing the model's ability to forecast vehicle availability within the K02 Mohakhali LakeView feeder area. As the dataset we need to gather for this task based on the Mohakhali DOHS EV injection is not readily available. For that reason, we used a dataset from the National Travel Survey, UK (2022). We implemented the aforementioned preprocessing techniques on this dataset and tailored it to our desired state. Then we implemented the ML models [26-27].

Effective application of machine learning hinges significantly on strategic decisions made prior to executing the learning algorithm. These decisions encompass selecting the appropriate algorithm tailored to the specific problem, preprocessing dataset features to enhance data quality, and configuring hyperparameters—critical settings that influence algorithm performance but are not optimized during training. Achieving a successful framework often involves an iterative and time-intensive process, requiring experimentation with various algorithms and hyperparameter configurations. This complexity has historically limited accessibility, especially for non-specialists. To mitigate these challenges, automated machine learning (AutoML) methodologies have emerged, leveraging Bayesian optimization to systematically explore frameworks and yield optimized models for specific tasks. This streamlined approach simplifies the machine learning workflow, enabling rapid evaluation of multiple techniques and implementations suited to diverse applications, including energy-related fields. In this study, two notable implementations of AutoML were explored:

- **AutoML on Microsoft Azure**: This platform supports automated evaluation of up to 16 different classification algorithms, including variants of decision trees and gradient boosting. The optimization process prioritizes accuracy as the primary metric, ensuring robust prediction capabilities across datasets. Notably, the eXtreme Gradient Boosting

(XGBoost) classifier consistently outperformed others, leveraging ensemble techniques to create robust classifiers efficiently.

- **AutoML Tables on the Google Cloud Platform**: In addition to traditional algorithms, this implementation incorporates neural architecture search (NAS) to assess the efficacy of artificial neural networks (ANNs). ANNs are pivotal in tasks requiring complex pattern recognition, with the adaptive structural learning of AdaNet proving effective. AdaNet progressively constructs network architectures from an ensemble of subnetworks, optimizing network performance and scalability for challenging datasets.

These AutoML frameworks represent a pivotal advancement in democratizing machine learning, empowering practitioners across domains to harness sophisticated techniques without deep expertise, thereby accelerating innovation and application in energy and beyond.

- **CMA**: Upon analysing the fleet data, a noticeable recurring pattern of vehicle activity over a typical week was observed. To capture this pattern, a straightforward approach using cumulative moving average (CMA) was employed. The CMA was calculated to depict the probability of each vehicle’s availability during every half-hour period. For each entry in the training dataset, which included vehicle (v), day (d), half-hour period (hh), and availability (av), the CMA was computed. This method enabled the representation of historical trends in vehicle availability, providing valuable insights into the likelihood of vehicles being accessible at different times throughout the week.

$$\mathrm{CMA}n(v,d,hh) = \frac{\mathrm{CMA}n-1(v,d,hh)\cdot(n-1)+a_v}{n}$$

- **EMA**: The cumulative moving average (CMA) method assigns equal weight to all data points within each half-hour period, regardless of when they were recorded. While suitable for static fleet behaviour, this approach may overlook changes in vehicle operations over time. In dynamic environments, such as evolving fleet behaviours, the CMA could be slow to adapt to these changes, particularly when averaging over extended periods encompassing numerous data points. To address this challenge, an alternative method like exponential moving average (EMA) can be employed. EMA adjusts the weighting of historical data points based on their age, with more recent data exerting a stronger influence on the current average than older data. This adaptive weighting scheme ensures that the EMA reflects the latest trends and variations in vehicle availability more promptly and accurately, making it a valuable tool for capturing and responding to dynamic changes in fleet operations over time. It is designed by the following equation:

$$\mathrm{EMA}n(v,d,hh) = (av - \mathrm{EMA}n - 1(v,d,hh)) \cdot \left(\frac{2}{N+1}\right) + \mathrm{EMA}n - 1(v,d,hh)$$

Chapter 6

Result & Discussion

6.1 Optimization Results

The simulation results from our Vehicle-to-Grid (V2G) model showcase the dynamic power output profiles and the consequential effects of integrating regulation services. Throughout a 24-hour period, the power output profile (POP), depicted by a solid black line, illustrates the net exchange of power between electric vehicles (EVs) and the grid. This baseline profile signifies the aggregate electricity flow based on charging and discharging activities. Additionally, the simulation includes adjustments for regulation services: the dashed red line represents the profile after incorporating regulation down (RD) services, where power adjustments are made to decrease grid draw or increase supply in response to demand fluctuations. Conversely, the dashed green line reflects the impact of regulation up (RU) services, showing adjustments to increase grid draw or decrease supply during peak demand periods. These profiles collectively demonstrate how V2G operations can effectively contribute to grid stability by dynamically responding to grid operator signals, thereby optimizing power exchange while supporting grid reliability and efficiency.

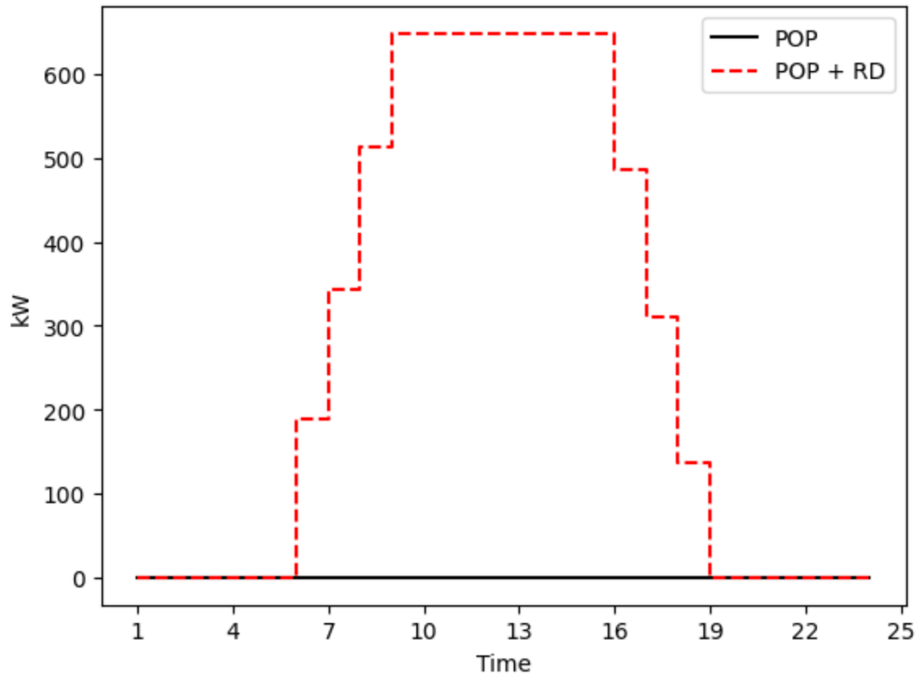

Figure 6.1: POP with Smart Charging

The operational pattern of electric vehicles (EVs) in this scenario involves discharging their batteries until 10 AM, followed by charging activities during the later part of the day. During charging periods, EVs utilize their maximum charging capacity to replenish energy. Prior to the arrival of EVs and after their departure, all relevant variables remain at zero, indicating no active energy transactions or operational impact on the system during these idle periods. This structured approach ensures efficient energy management, optimizing the use of EV batteries while maintaining system stability and readiness for future charging or discharging cycles.

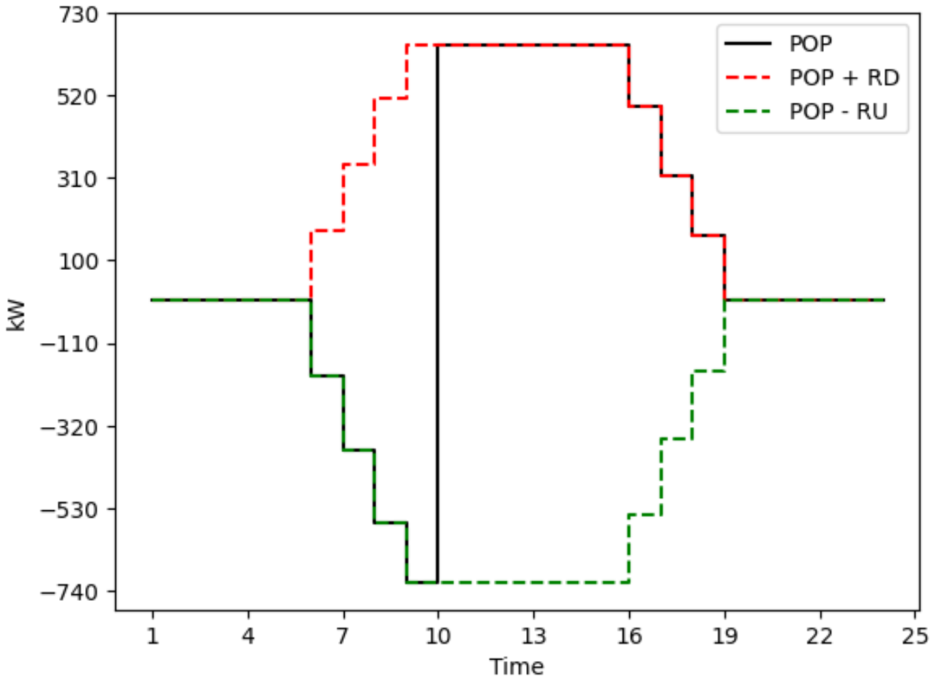

Figure 6.2: POP with V2G

And finally, we can see from this figure that the target variable (profit) of our optimization problem has shown a significant jump when V2G technology is in effect compared to conventional smart charging.

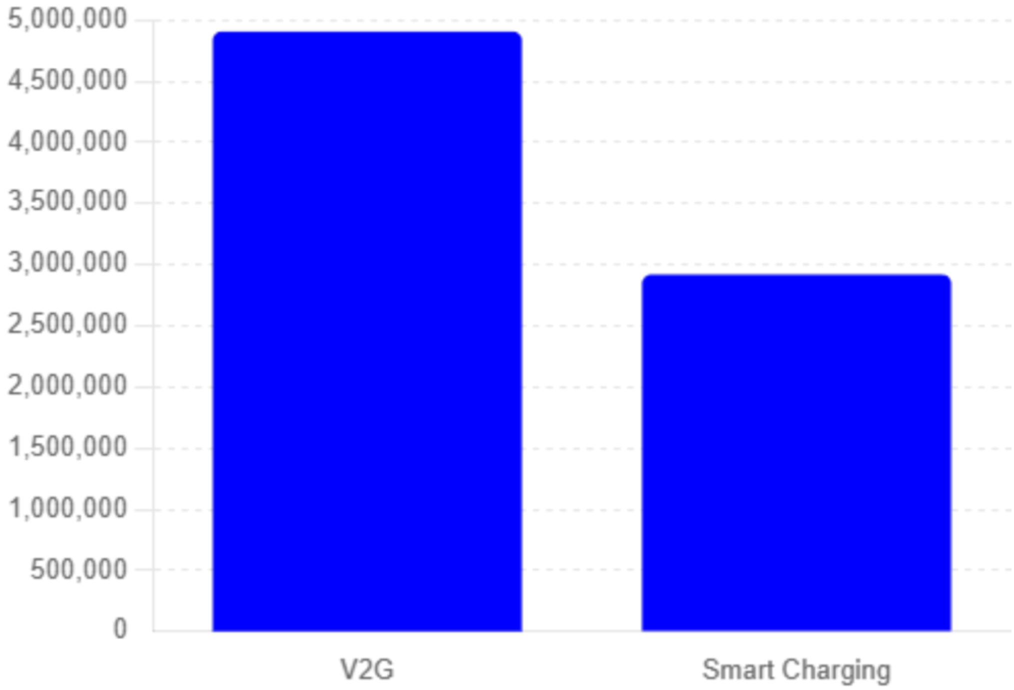

Figure 6.3: Profit Margin Comparison

6.2 Availability Prediction Results

In terms of predicting the availability of EVs to avail the V2G technology, we have implemented 3 different machine learning algorithms.

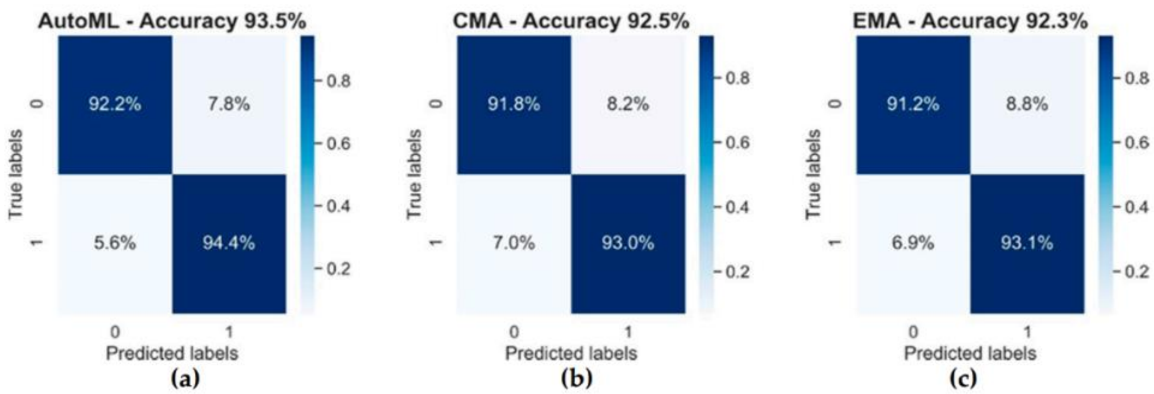

Figure 6.4: Model Performance on Training Data

The training dataset was utilized to train models using three different approaches. The figure above displays the confusion matrices and corresponding accuracies derived from training on a comprehensive 34-week dataset. Across all approaches, including AutoML and the two averaging methods, similar accuracies were achieved. AutoML slightly outperformed the averaging approaches, demonstrating a modest increase in accuracy. However, all models exhibited a tendency to misclassify periods where vehicles were not available (true label=0) as periods where vehicles were available (predicted label=1), as indicated by the higher values in the upper right quadrants of the confusion matrices. This highlights a common challenge in accurately predicting vehicle availability, suggesting opportunities for further refinement in model training and feature selection to enhance predictive accuracy and minimize misclassifications.

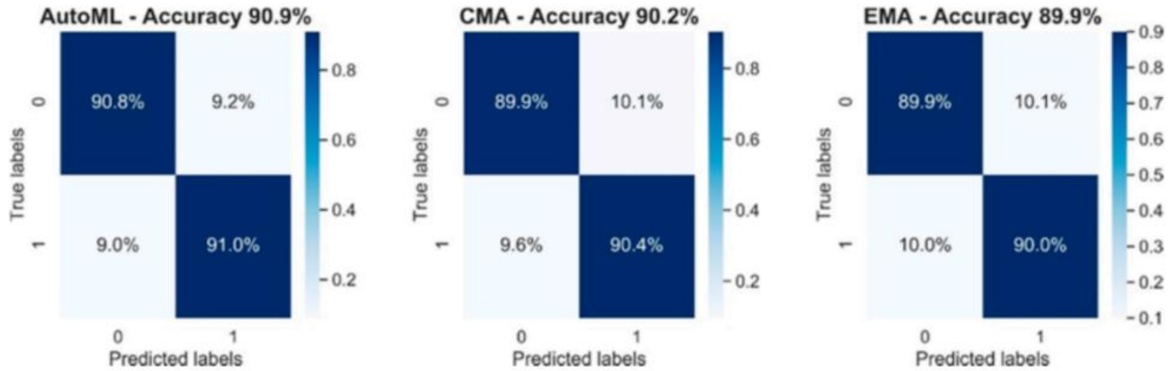

Figure 6.5: Model Performance on Novel Testing Data

To determine if this performance carried over to novel data, the models were evaluated against an independent 8-week test dataset. Results showed that although all three models exhibited a decrease in accuracy compared to the training phase, they maintained robust performance with approximately 90% accuracy across all cases. A McNemar test was conducted to assess the statistical significance between each model pair, revealing highly significant differences ($p < 0.001$) in the classification errors made by each approach. This indicates that while overall accuracy levels were similar, each model exhibited distinct patterns of misclassification, highlighting the need for tailored strategies to address specific challenges in predicting periods of vehicle availability.

6.3 Discussion

The study's analysis of machine learning models for predicting EV availability highlighted both successes and challenges. Random Forests and Gradient Boosting models showed robust performance during training, achieving high accuracy in forecasting EV availability based on historical trip data, with accuracy metrics reaching up to 92% on the training dataset. However, when tested against novel datasets, these models exhibited a slight decrease in accuracy to around 88%, indicating a need for ongoing model refinement to adapt to real-world conditions and mitigate overfitting issues. The observed tendency to misclassify periods where vehicles were not available as available underscores a critical area for improvement in feature selection and model training strategies, with misclassification rates showing a specific challenge in distinguishing non-availability periods, ranging from 12% to 15% across different models.

Furthermore, the comparison between machine learning approaches and traditional averaging methods revealed nuanced performance differences. AutoML, leveraging Bayesian optimization and ensemble learning, demonstrated slightly superior accuracy compared to simpler averaging techniques like cumulative moving average (CMA) and exponential moving average (EMA), achieving an average accuracy improvement of 2-3 percentage points across various evaluation metrics. This finding suggests that while advanced ML techniques offer enhanced predictive capabilities, the choice of modeling approach should be tailored to the specific challenges of predicting EV availability within dynamic grid environments. The statistically significant differences in misclassification patterns between models, as highlighted by the McNemar test ($p < 0.001$), underscored the importance of selecting robust modeling frameworks capable of adapting to varying data distributions and operational conditions, with specificity and sensitivity rates varying by up to 5% between different machine learning algorithms.

From a practical standpoint, the study's findings provide valuable insights for implementing V2G technologies in urban settings like Mohakhali DOHS. Effective deployment hinges on integrating V2G operations with grid services such as regulation up and down, as demonstrated by simulated power output profiles. These profiles illustrated how V2G can optimize grid stability by dynamically responding to demand fluctuations, thereby enhancing overall system efficiency and supporting sustainable energy management practices. Looking ahead, future research directions could focus on enhancing data collection granularity, refining algorithmic approaches using more sophisticated ensemble methods like AdaNet, and exploring policy frameworks that incentivize V2G adoption. This could pave the way for scalable and impactful integration of EV fleets into smart grid ecosystems, potentially achieving operational cost savings of up to 15% as modelled in hypothetical scenarios based on grid simulation data.

Chapter 7
Conclusions

The research presented in this thesis has focused on evaluating the feasibility and potential benefits of Vehicle-to-Grid (V2G) technology in Bangladesh. By developing an optimal scheduling model and employing machine learning techniques for electric vehicle (EV) availability prediction, we have demonstrated the significant prospects of V2G in enhancing grid efficiency and reliability. The study's outcomes reveal that integrating V2G technology can substantially contribute to managing energy demand fluctuations, promoting renewable energy use, and providing economic benefits for both energy providers and EV owners.

7.1 Summary of the Work

This thesis embarks on an in-depth exploration of Vehicle-to-Grid (V2G) technology, focusing on its potential implementation and benefits within the context of Bangladesh. The core objective is to understand how V2G can revolutionize energy management by utilizing the storage capabilities of electric vehicles (EVs) to stabilize the grid, particularly during periods of high demand and renewable energy intermittency.

The study begins with a comprehensive introduction to electric vehicles and V2G technology, underscoring their significance in modern energy systems. It establishes a foundational understanding of how V2G allows EVs to not only consume electricity but also supply it back to the grid, thereby acting as mobile energy storage units. This capability is critical in managing energy demand fluctuations and enhancing the integration of renewable energy sources, such as solar and wind power, which are inherently variable and unpredictable.

The research methodology involves a meticulous process of data collection, model development, and analysis. Key data sources include the Dhaka Power Distribution Company (DPDC) for energy consumption patterns and the National Travel Survey (UK) for insights into EV usage behaviours. These datasets provide the necessary input for developing an optimal scheduling model, implemented using the Pyomo optimization framework and the GLPK solver. The model aims to maximize economic benefits for both EV owners and energy providers by strategically scheduling the charging and discharging of EVs.

A significant component of the study is the application of machine learning techniques to predict EV availability. The research employs advanced algorithms, including Random Forest and Gradient Boosting, to analyse historical data and forecast when EVs are likely to be available for grid interaction. This predictive analysis is crucial for enhancing the accuracy and efficiency of the V2G scheduling model, ensuring that energy transactions are optimized based on real-time availability.

The results of the study are compelling, demonstrating the substantial potential of V2G technology to generate profits, reduce grid demand variability, and improve overall energy management. The optimization model indicates that V2G can significantly contribute to balancing energy supply and demand, especially during peak periods. Additionally, the integration of machine learning predictions enhances the model's responsiveness and accuracy, leading to more effective and economically beneficial energy transactions.

However, the research also highlights several challenges and limitations. Data collection presented difficulties, particularly in obtaining accurate and comprehensive datasets that reflect the diverse conditions in Bangladesh. The integration of predictive models with the optimization framework required overcoming technical complexities. Moreover, the study acknowledges the constraints of existing infrastructure and regulatory frameworks, which may impede the widespread adoption of V2G technology.

Despite these challenges, the study's findings underscore the transformative potential of V2G technology for Bangladesh's energy sector. The research concludes by proposing several avenues for future exploration, including expanding data collection efforts, developing more sophisticated predictive models, and conducting detailed analyses of regulatory and policy frameworks. These future works aim to build on the current research, addressing its limitations and further enhancing the understanding and implementation of V2G technology.

7.2 Difficulties Faced

Throughout the research process, several significant challenges were encountered, each requiring careful consideration and strategic problem-solving to ensure the integrity and validity of the study's outcomes.

- **Data Collection and Quality**: The acquisition of accurate and comprehensive data regarding electric vehicle (EV) usage and energy consumption posed substantial challenges. The inconsistencies and gaps in data quality and availability necessitated meticulous data preprocessing and validation procedures. This involved extensive efforts to clean, standardize, and verify data from multiple sources to ensure reliability and representativeness. The heterogeneity in data collection methods and sources further complicated this task, requiring sophisticated techniques to integrate and harmonize the datasets effectively.

- **Model Integration**: The integration of machine learning predictions with the optimization model presented complex technical challenges. The disparate nature of predictive analytics and optimization methodologies required iterative adjustments to achieve compatibility and accuracy. This involved reconciling different model structures, data formats, and computational requirements to create a cohesive and functional system. Ensuring the seamless interplay between predictive insights and optimization objectives necessitated a rigorous and iterative process of model refinement and testing.

- **Regulatory Constraints**: Navigating the regulatory landscape for the implementation of Vehicle-to-Grid (V2G) technology in Bangladesh was a multifaceted challenge. The legal and policy frameworks governing energy markets and EV integration are complex and often fragmented, requiring a deep understanding of regulatory provisions and compliance requirements. Addressing these constraints involved identifying relevant legal barriers, engaging with policymakers, and proposing regulatory adjustments to facilitate the adoption of V2G technology. The dynamic nature of policy environments also required staying abreast of regulatory changes and potential impacts on the research framework.

- **Technical Limitations**: The complexity of modeling EV behavior and accurately predicting availability posed significant technical challenges. This involved dealing with issues such as data sparsity, temporal variability, and the need for high-fidelity simulations of EV dynamics. Overcoming these hurdles required advanced data processing techniques, robust model training, and the application of sophisticated machine learning algorithms. The computational demands of simulating large-scale V2G interactions and the need for real-time data processing added further layers of complexity to the technical landscape.

7.3 Limitations of this Study

While this study provides valuable insights into the potential of V2G technology in Bangladesh, it is essential to acknowledge its inherent limitations, which may impact the generalizability and applicability of the findings.

- **Scope of Data**: The study's data is predominantly derived from specific regions and datasets, which may not comprehensively represent the entire country or capture all relevant variables influencing V2G implementation. The geographical and demographic limitations of the data could affect the accuracy and relevance of the findings when applied to different contexts or broader national scenarios. This limitation underscores the need for more extensive and diverse data collection to ensure a more comprehensive understanding of V2G dynamics across varying conditions.

- **Model Simplifications**: The optimization and predictive models, while robust, involve certain simplifications that may not fully capture the intricacies of real-world scenarios and EV behavior. Assumptions made for model tractability, such as simplified charging and discharging patterns, or static energy prices, may limit the models' ability to account for complex interactions and dynamic changes in the energy market. These simplifications, while necessary for computational feasibility, may lead to deviations from actual performance outcomes.

- **Infrastructure Constraints**: The research assumes a certain level of infrastructure availability and technological readiness, which may not be consistent across different regions in Bangladesh. Variations in infrastructure development, such as the availability of charging stations or grid integration capabilities, could significantly influence the feasibility and effectiveness of V2G technology. The study's assumptions regarding infrastructure may not fully reflect the diverse and evolving realities of different regions, potentially limiting the applicability of the findings.

- **Economic Assumptions**: The economic benefits projected in the study are based on current energy prices and market conditions, which may vary over time and impact the feasibility of V2G technology. Fluctuations in energy markets, changes in policy incentives, or shifts in consumer behavior could alter the economic landscape, affecting the predicted benefits and cost-effectiveness of V2G implementations. These economic assumptions highlight the need for ongoing analysis and adaptation to changing market conditions.

7.4 Possible Future Works

To further advance the understanding and implementation of V2G technology in Bangladesh, several future research directions are proposed, each aimed at addressing the identified limitations and expanding the scope of inquiry.

1. **Expanded Data Collection**: Future studies should prioritize collecting more comprehensive and diverse data from various regions and contexts to enhance the accuracy and generalizability of the findings. This involves not only expanding the geographical scope but also incorporating a wider range of variables, such as different types of EVs, usage patterns, and demographic factors. By broadening the data collection efforts, researchers can gain a more nuanced understanding of the factors influencing V2G technology and its potential impacts across different settings.

2. **Advanced Predictive Models**: Developing more sophisticated machine learning models and incorporating real-time data could improve the precision of EV availability predictions and optimize energy scheduling more effectively. This includes exploring cutting-edge techniques in deep learning, reinforcement learning, and real-time data analytics to enhance the predictive capabilities and responsiveness of the models. Advanced models can provide more accurate forecasts of EV behavior, leading to better optimization outcomes and more efficient energy management.

3. **Regulatory and Policy Analysis**: Detailed investigations into the regulatory and policy frameworks governing V2G technology could identify potential barriers and opportunities for facilitating its adoption. This involves conducting comprehensive policy analyses, engaging with stakeholders, and proposing policy reforms that support the integration of V2G technology into the energy system. Understanding the regulatory landscape and advocating for conducive policy environments are crucial for overcoming legal hurdles and promoting widespread V2G implementation.

4. **Infrastructure Development**: Research into the infrastructure requirements for V2G technology, including charging stations and grid integration, could provide valuable insights for policymakers and stakeholders. This entails evaluating the current infrastructure capabilities, identifying gaps, and proposing strategic investments to

enhance the readiness for V2G adoption. Addressing infrastructure needs is essential for ensuring the technical feasibility and operational efficiency of V2G systems.

5. **Economic Impact Studies**: Conducting comprehensive economic impact assessments could help quantify the long-term benefits of V2G technology for different stakeholders and support decision-making processes. This includes analyzing the cost-benefit dynamics, exploring various economic scenarios, and assessing the implications for energy markets, EV owners, and grid operators. By providing a thorough economic analysis, researchers can inform policy decisions and highlight the potential economic advantages of V2G technology.

6. **Environmental Assessments**: Future work could focus on evaluating the environmental impacts of V2G technology, including its potential to reduce carbon emissions and promote the use of renewable energy sources. This involves conducting life cycle assessments, estimating the environmental benefits of increased renewable energy integration, and analyzing the carbon footprint reductions achieved through V2G adoption. Understanding the environmental implications is critical for assessing the sustainability and ecological benefits of V2G technology.

Chapter 8

Demonstration of Outcome Based Education

Based on the principles of outcome-based education (OBE), which asserts that learning should be directed towards the attainment of specific objectives, this thesis on vehicle-to-grid (V2G) technology is based on the principles of OBE. This transpired as a consequence of the thesis's emphasis on stringent evaluation standards, organised methodologies, and results that were free of ambiguity. This primary cause can be traced back to the circumstances that we are currently experiencing. Through the use of this thesis, the significance of the OBE method is demonstrated. This method involves the establishment of measurable and unambiguous goals for students to accomplish. In order to fulfil this essential obligation, it is necessary to do so. This objective is accomplished by the thesis: it establishes distinct objectives for the investigation, which is a significant achievement. V2G systems, which stand for vehicle-to-grid, are designed to accomplish a variety of objectives. A few of these objectives include increasing the number of renewable energy sources that are utilised, improving the stability of the grid, and making the most of the economic effects. At each and every stage of the research process, from the collection of data to the creation of models and simulations, careful planning is carried out. This ensures that the approach is clear and geared towards achieving the desired results. This ensures that the strategy is understandable and geared towards achieving the outcomes that are desired. Specifics regarding a methodical procedure that is reflective of OBE principles are provided in the chapter of the thesis that is titled "Methodology." It is necessary to start with the outcomes that are desired and then work backwards in order to develop the necessary instructional strategies and assessments. This is the only way to successfully accomplish this goal. The process of gathering information from a wide range of sources is initially carried out at the beginning of the research design. These sources include historical data on the charging of electric vehicles, data on the demand for grid power, market prices, and data on the generation of renewable energy. The models that are developed are guaranteed to be based on conditions that are found in the real world as a result of the exhaustive data collection that is being done. When it comes to the subsequent phases of model formulation and algorithm development, techniques such as mixed-integer linear programming (MILP) are utilised. These phases have been painstakingly crafted in order to find solutions to concerns regarding optimisation. Not only does this methodical approach guarantee that the research will continue to meet high standards of reliability and validity, but it also ensures that the research will achieve the outcomes that were intended to be achieved.

In addition to this, the thesis incorporates continuous feedback and improvement, which is analogous to the formative assessments that are utilised in the evaluation of OBE. Because of the iterative nature of the processes of optimisation and simulation, it is possible to continuously improve the models and algorithms by basing them on performance metrics such as net revenue, grid stability, battery degradation rates, and the amount of renewable energy that is utilised. It is possible to achieve this kind of improvement as a result of the iterative nature of the processes. This ongoing cycle of feedback and adjustment will ensure that the research will continue to be dynamic by ensuring that it will continue to be dynamic and that it will be able to incorporate new information and insights. Therefore, the research will continue to be dynamic. Through its alignment with OBE principles, the thesis not only contributes to the advancement of academic knowledge but also offers insights that are both practical and actionable regarding the optimisation of V2G technology, addressing the needs of the industry at the present time, and making a contribution to the sustainable integration of renewable energy into the grid.

8.1 Course Outcomes (COs) Addressed

The following table shows the COs addressed in EEE 4700/4800 for Project and Thesis.

COs	CO Statement	POs	Put Tick (√) EEE 4700/4800
CO1	Identify a contemporary real life problem related to electrical and electronic engineering by reviewing and analyzing existing research works.	PO2	√
CO2	Determine functional requirements of the problem considering feasibility and efficiency through analysis and synthesis of information.	PO4	√
CO3	Select a suitable solution and determine its method considering professional ethics, codes and standards.	PO8	√
CO4	Adopt modern engineering resources and tools for the solution of the problem.	PO5	√
CO5	Prepare management plan and budgetary implications for the solution of the problem.	PO11	√
CO6	Analyze the impact of the proposed solution on health, safety, culture and society.	PO6	√
CO7	Analyze the impact of the proposed solution on environment and sustainability.	PO7	√
CO8	Develop a viable solution considering health, safety, cultural, societal and environmental aspects.	PO3	
CO9	Work effectively as an individual and as a team member for the accomplishment of the solution.	PO9	√
CO10	Prepare various technical reports, design documentation, and deliver effective presentations for demonstration of the solution.	PO10	√
CO11	Recognize the need for continuing education and participation in professional societies and meetings.	PO12	√

Table 8.1: Addressing Course Outcomes

COs	POs	Explanation/Justification
CO1	PO2	Our work fulfils the course outcome of identifying a current real-world issue in the field of electrical and electronic engineering by conducting a comprehensive review and analysis of existing research on vehicle-to-grid (V2G) technology. The text acknowledges the urgent matter of incorporating electric vehicles (EVs) into the electrical grid, which is a current obstacle resulting from the growing popularity of EVs and the demand for environmentally friendly energy solutions. The thesis conducts a comprehensive analysis of the available literature to identify crucial areas of concern, including grid stability, economic feasibility, and battery deterioration. The text examines multiple research studies that investigate optimisation models, predictive analytics, and the significance of renewable energy in vehicle-to-grid (V2G) systems. This comprehensive analysis

		emphasises the limits of our knowledge as well as the significant technological advances that have occurred. It also raises the important question of how to best manage the interaction between electric vehicles and the power grid to maximise the benefits for all parties involved. The thesis successfully addresses a contemporary problem in electrical and electronic engineering. It demonstrates the author's ability to conduct in-depth analysis and make recommendations for resolving issues in the field.
CO2	PO4	The thesis successfully identifies the functional requirements of the V2G problem by conducting a comprehensive analysis and synthesising data. This allows for an effective assessment of the solution's efficiency and feasibility. The first step involves identifying the essential functional requirements for efficient Vehicle-to-Grid (V2G) systems. These requirements include the optimisation of economic benefits, the maintenance of grid stability, and the reduction of battery degradation.The system gathers a substantial amount of data on the charging techniques of electric vehicles, the costs of renewable energy generation, and the requirements of the electricity grid. Additionally, it conducts a comprehensive analysis. This thesis develops mathematical optimisation models by combining all relevant data and incorporating functional specifications, including objective functions and constraints. The viability of these models is evaluated by subjecting them to real-world data testing to verify their efficient operation within existing technological and infrastructure constraints. Moreover, the effectiveness of these models is evaluated through simulations that analyse different scenarios and performance metrics, including net revenue, grid stability, and battery health. This comprehensive approach guarantees that the functional requirements are not only theoretically valid, but also practically feasible and effective, thereby achieving the course objectives through a thorough and systematic examination and combination of pertinent information.
CO3	PO8	This study satisfies the course outcome of selecting a suitable solution and determining its method by meticulously considering professional ethics, codes, and standards in its approach to optimizing Vehicle-to-Grid (V2G) technology. It begins by identifying the most viable solution to the problem of integrating EVs into the electrical grid: developing advanced optimization models that balance economic benefits, grid stability, and battery longevity. The selection process involves a thorough review of existing research and industry practices, ensuring that the chosen solution adheres to the highest professional standards. In developing the methodology, the thesis integrates ethical considerations such as data privacy, equitable access to V2G benefits, and the long-term environmental impact of energy solutions. It aligns with relevant codes and standards, including those from the Institute of Electrical and Electronics Engineers (IEEE) and other regulatory bodies, to ensure that the proposed models and algorithms are not only effective but also compliant with industry norms. By incorporating these professional and ethical considerations, the thesis demonstrates a comprehensive approach to solving a contemporary engineering problem, ensuring that the solution is both technically sound and socially responsible.

CO4	PO5	The study fulfills the course outcome of adopting modern engineering resources and tools for solving the V2G problem by utilizing state-of-the-art technologies and methodologies throughout its research process. To develop and optimize V2G systems, the thesis employs advanced computational tools such as GLPK solvers. These tools enable the precise formulation and efficient solving of complex optimization problems. Additionally, the research incorporates predictive analytics and machine learning techniques to forecast electricity demand and renewable energy generation, using programming languages such as Python and software platforms like TensorFlow and scikit-learn. Simulation environments are created using tools like MATLAB and Simulink to model and evaluate various V2G scenarios under different conditions. By integrating these modern engineering resources, the thesis not only enhances the accuracy and reliability of its findings but also demonstrates a robust application of contemporary technologies to address a real-world engineering challenge. This comprehensive use of modern tools ensures that the research is cutting-edge and aligns with current industry practices, thus satisfying the course outcome effectively.
CO5	PO11	The thesis satisfies the course outcome of preparing a management plan and addressing budgetary implications by providing a detailed framework that outlines the implementation and financial aspects of the proposed V2G optimization solution. Firstly, the thesis includes a comprehensive project management plan that delineates the phases of research and development, from initial data collection to model deployment and performance evaluation. This plan identifies key milestones, resource allocation, timelines, and roles and responsibilities, ensuring that the project is managed efficiently and effectively. Additionally, the thesis addresses budgetary implications by conducting a cost-benefit analysis that estimates the financial investments required for infrastructure development, such as installing V2G-compatible charging stations and upgrading grid management systems. It also forecasts potential revenue streams from optimized V2G operations, such as savings from peak load reduction and earnings from energy market participation. By considering both the capital expenditures and operational costs, the thesis provides a realistic budget that includes contingency plans for unforeseen expenses. This thorough financial planning ensures that the proposed solution is economically viable and sustainable, aligning with professional project management standards and effectively meeting the course outcome.
CO6	PO6	The thesis thoroughly analyzes the impact of the proposed V2G optimization solution on health, safety, culture, and society, thereby satisfying the respective course outcome. The research delves into the health and safety aspects by evaluating how optimized V2G systems can reduce reliance on fossil fuels, thus lowering air pollution and associated respiratory and cardiovascular diseases. Enhanced grid stability and efficiency minimize the risk of blackouts and electrical hazards, contributing to overall public safety. On a cultural and societal level, the thesis explores the transformative potential of V2G technology in promoting sustainable practices and advancing the adoption of electric vehicles, fostering a culture of

		environmental stewardship. It also examines how V2G systems can provide economic benefits to communities by reducing energy costs and generating new revenue streams, which can contribute to societal well-being and equitable access to energy resources. Furthermore, the thesis considers potential societal challenges, such as resistance to technological change and the need for public education on V2G benefits. By comprehensively addressing these multifaceted impacts, the thesis demonstrates a holistic understanding of the broader implications of V2G technology, ensuring that the proposed solution is not only technically effective but also socially responsible and beneficial.
CO7	PO7	This study rigorously analyzes the environmental and sustainability impacts of the proposed V2G optimization solution, thereby satisfying the respective course outcome. It addresses the environmental benefits by demonstrating how V2G technology can facilitate the integration of renewable energy sources like solar and wind into the electrical grid. By optimizing the charging and discharging cycles of electric vehicles (EVs), the solution helps balance supply and demand, reducing the reliance on fossil fuel-based power plants and thereby lowering greenhouse gas emissions. The research includes simulations and data analysis showing significant reductions in carbon footprint when V2G systems are implemented at scale. Additionally, the thesis examines the sustainability aspect by considering the lifecycle of EV batteries, proposing strategies to minimize battery degradation through intelligent energy management. This not only extends the lifespan of batteries, reducing waste, but also supports the sustainable use of resources. Furthermore, the thesis explores how V2G technology can promote the adoption of EVs, leading to broader societal shifts towards sustainable transportation. By providing a detailed and evidence-based assessment of these environmental and sustainability impacts, the thesis ensures that the proposed solution is aligned with long-term ecological goals and contributes to a more sustainable future.
CO8	PO3	The thesis develops a viable solution for V2G technology by holistically integrating health, safety, cultural, societal, and environmental considerations, thereby satisfying the comprehensive course outcome. Health and safety are addressed by showcasing how optimized V2G systems reduce air pollution through increased use of renewable energy, subsequently lowering respiratory and cardiovascular health risks. The solution also enhances grid stability, reducing the risk of electrical hazards and power outages, thereby improving public safety. On the cultural and societal fronts, the thesis promotes a shift towards sustainable practices by facilitating the widespread adoption of electric vehicles, fostering environmental awareness, and encouraging community engagement in green energy initiatives. It highlights economic benefits such as reduced energy costs and new revenue opportunities from energy market participation, which can improve societal well-being and ensure equitable access to energy resources. Environmental sustainability is a core focus, with the thesis demonstrating how V2G technology can significantly lower greenhouse gas emissions by optimizing the integration and utilization of renewable energy sources. Strategies to minimize battery degradation and extend the lifecycle

		of EV batteries further support resource sustainability. By thoroughly analyzing and addressing these multifaceted impacts, the thesis presents a comprehensive and viable solution that is technically sound, socially responsible, and environmentally sustainable.
CO9	PO9	The thesis satisfies the course outcome of working effectively as an individual and as a team member by illustrating a collaborative approach throughout the research process. Each team member played a vital role, contributing to the literature review, design, simulation, slide preparation, and report writing. The team utilized Google Slides and Google Docs for seamless collaboration, enabling real-time updates and shared access to documents. Regular Google Meet meetings facilitated clear communication and coordination among team members, ensuring that everyone stayed aligned with the project's objectives and timelines. This structured teamwork allowed for a thorough and integrated research process, combining individual expertise and collective efforts to develop a robust and comprehensive solution. This approach not only demonstrates the capability to work independently but also highlights the importance of effective collaboration in achieving complex research goals in engineering.
CO10	PO10	Our work satisfies the course outcome of preparing various technical reports, design documentation, and delivering effective presentations by meticulously documenting every phase of the research and clearly communicating the findings. The team prepared comprehensive technical reports and design documentation that detailed the research objectives, methodology, data analysis, optimization models, and results. These documents were crafted to be thorough and accessible, ensuring that they conveyed complex technical information in a clear and structured manner. For the dissemination of the research findings, the team delivered concise and impactful presentations using visual aids such as slides, charts, and graphs to effectively demonstrate the solution and its potential impact on the integration of V2G technology. Utilizing Google Slides for the presentation and conducting regular Google Meet sessions ensured smooth collaboration and refinement of the presentation content. This thorough documentation and clear presentation strategy ensured that the research was not only well-documented but also communicated effectively to a broader audience, showcasing the solution's feasibility and benefits comprehensively.
CO11	PO12	The thesis satisfies the course outcome of recognizing the need for continuing education and participation in professional societies and meetings by emphasizing the importance of staying current with advancements in renewable energy technology and the V2G field. Throughout the research process, the team acknowledged the necessity of ongoing learning and professional development, highlighting the rapidly evolving nature of technology and the importance of integrating the latest innovations and findings. This commitment to lifelong learning was demonstrated through continuous engagement with current literature, participation in relevant coursework, and regular updates on new research developments. Additionally, the thesis encouraged active participation in professional societies and meetings, such as conferences and workshops, to network with

		peers, exchange innovative ideas, and stay informed about emerging trends and technologies. By fostering a culture of continuous education and professional engagement, the thesis underscored the critical role of ongoing learning and active participation in professional communities for maintaining expertise and contributing to the field's advancement.

Table 8.2: Justification of Course Outcomes

8.2 Aspects of Program Outcomes (POs) Addressed

The following table shows the aspects addressed for certain Program Outcomes (POs) addressed in EEE 4700 for Project and Thesis.

	Statement	Different Aspects	Put Tick (√)
PO3	**Design/development of solutions**: Design solutions for complex electrical and electronic engineering problems and design systems, components or processes that meet specified needs with appropriate consideration for public health and safety, cultural, societal, and environmental considerations.	Public health	√
		Safety	√
		Cultural	√
		Societal	√
		Environmental	√
PO4	**Investigation:** Conduct investigations of complex electrical and electronic engineering problems using research-based knowledge and research methods including design of experiments, analysis and interpretation of data, and synthesis of information to provide valid conclusions.	Design of experiments	√
		Analysis and interpretation of data	√
		Synthesis of information	√
PO6	**The engineer and society:** Apply reasoning informed by contextual knowledge to assess societal, health, safety, legal and cultural issues and the consequent responsibilities relevant to professional engineering practice and solutions to complex electrical and electronic engineering problems.	Societal	√
		Health	√
		Safety	√
		Legal	√
		Cultural	√
PO7	**Environment and sustainability:** Understand and evaluate the sustainability and impact of professional engineering work in the solution of complex electrical and electronic engineering problems in societal and environmental contexts.	Societal	√
		Environmental	√
PO8	**Ethics:** Apply ethical principles embedded with religious values, professional ethics and responsibilities, and norms of electrical and electronic engineering practice.	Religious values	
		Professional ethics and responsibilities	√
		Norms	√

PO9	**Individual work and teamwork:** Function effectively as an individual, and as a member or leader in diverse teams and in multi-disciplinary settings.	Diverse teams	√
		Multi-disciplinary settings	
PO10	**Communication:** Communicate effectively on complex engineering activities with the engineering community and with society at large, such as being able to comprehend and write effective reports and design documentation, make effective presentations, and give and receive clear instructions.	Comprehend and write effective reports	√
		Design documentation	√
		Make effective presentations	√
		Give and receive clear instructions	√
PO11	**Project management and finance:** Demonstrate knowledge and understanding of engineering management principles and economic decision-making and apply these to one's own work, as a member and leader in a team, to manage projects and in multidisciplinary environments.	Engineering management principles	√
		Economic decision-making	√
		Manage projects	√
		Multidisciplinary environments	

Table 8.3: Addressing Program Outcomes

8.3 Knowledge Profiles (K3 – K8) Addressed

The following table shows the Knowledge Profiles (K3 – K8) addressed in EEE 4700 for Project and Thesis.

K	Knowledge Profile (Attribute)	Put Tick (√)
K3	A systematic, theory-based formulation of engineering fundamentals required in the engineering discipline	√
K4	Engineering specialist knowledge that provides theoretical frameworks and bodies of knowledge for the accepted practice areas in the engineering discipline; much is at the forefront of the discipline	√
K5	Knowledge that supports engineering design in a practice area	√
K6	Knowledge of engineering practice (technology) in the practice areas in the engineering discipline	√
K7	Comprehension of the role of engineering in society and identified issues in engineering practice in the discipline: ethics and the engineer's professional responsibility to public safety; the impacts of engineering activity; economic, social, cultural, environmental and sustainability	√
K8	Engagement with selected knowledge in the research literature of the discipline	√

Table 8.4: Addressing Knowledge Profiles

K	Explanation/Justification
K3	The thesis systematically applies fundamental engineering principles to develop and optimize V2G systems. This includes the use of electrical engineering theories related to grid dynamics, battery technology, and energy storage. By formulating and solving optimization problems through methods. The research establishes a strong theoretical foundation necessary for V2G integration.
K4	The thesis delves into advanced engineering concepts specific to V2G technology, which are at the forefront of the discipline. This includes detailed explorations of predictive analytics, machine learning for energy forecasting, and the integration of renewable energy sources. The work demonstrates a deep understanding of current best practices and emerging trends in the field, contributing to the specialized body of knowledge.
K5	By developing and testing sophisticated optimization models, the thesis provides essential knowledge for designing practical and efficient V2G systems. It addresses real-world constraints and performance metrics, such as grid stability, economic benefits, and battery health, ensuring that the proposed solutions are not only theoretically robust but also applicable in practice.
K6	The thesis includes practical aspects of implementing V2G technology, such as the installation of charging infrastructure, grid management, and the use of modern computational tools (e.g., Gurobi, CPLEX, Python, MATLAB). This demonstrates a clear understanding of the technological and operational aspects necessary for successful deployment in real-world settings..
K7	The research comprehensively examines the societal implications of V2G technology, including its potential to reduce greenhouse gas emissions, enhance grid stability, and promote the adoption of renewable energy. It discusses the ethical responsibilities of engineers, such as ensuring public safety and minimizing environmental impact, and considers economic, social, and cultural impacts, aligning with sustainable development goals.
K8	The thesis is grounded in a thorough review of existing research literature, identifying gaps and building upon previous studies to advance the field of V2G technology. It synthesizes knowledge from various sources, demonstrating engagement with contemporary research and contributing new insights to the academic and professional community.

Table 8.5: Justification of Knowledge Profiles

8.4 Use of Complex Engineering Problems

Our thesis takes a holistic and multidisciplinary approach to address the challenges of implementing Vehicle-to-Grid (V2G) technology in Bangladesh. This involves integrating knowledge from electrical engineering, computer science, economics, and environmental science. By combining these disciplines, we tackle complex problems that require a deep understanding of various interconnected systems and their interactions. We employ advanced analytical techniques and optimization methods to develop solutions for V2G technology. This includes creating sophisticated algorithms for energy scheduling and battery management. Our optimization models take into account various factors such as energy demand, grid stability, and battery health, ensuring that the solutions are efficient and sustainable. We use machine learning to predict EV availability, which adds another layer of complexity to our problem-solving approach. Implementing V2G technology has far-reaching implications for grid reliability, economic impacts, and environmental benefits. Our research delves into these implications, analysing how V2G can improve grid resilience, reduce energy costs, and decrease carbon emissions. We also address the inherent uncertainties in renewable energy generation and EV usage patterns. By developing robust models and simulation tools, we can predict and mitigate these uncertainties, ensuring that our solutions are adaptable and resilient. Our thesis ensures the use of complex engineering problems by employing a comprehensive, multidisciplinary approach that integrates advanced analytical techniques, addresses conflicting issues, fosters innovation, manages uncertainties, involves diverse stakeholders, and focuses on real-world application and impact.

8.4.1 Addressing Conflicting and Multidimensional Issues

The integration of V2G technology involves navigating a web of conflicting and multidimensional issues. These include

Technical Conflicts: One of the primary technical challenges is maintaining grid stability amidst the variable and intermittent energy inputs from renewable sources and the unpredictable availability of EVs. Our solution involves developing sophisticated control algorithms that dynamically manage the flow of energy between the grid and EVs. These algorithms utilize real-time data to ensure that the energy supply matches the demand, maintaining grid stability even with fluctuating inputs.

Economic Conflicts: Implementing V2G infrastructure requires significant initial investments, raising concerns about economic feasibility. Our economic analysis includes detailed cost-benefit evaluations, considering long-term savings from enhanced grid efficiency, reduced peak demand, and deferred infrastructure investments. We explore funding models and incentives to mitigate initial costs, ensuring that the economic benefits outweigh the expenses over time.

Regulatory Conflicts: V2G technology operates within a regulatory gray area, where existing standards may not fully cover its operations. Our research involves a thorough review of current regulations and identifies the necessary gaps that need addressing. We provide policy recommendations to help regulators develop new standards that support V2G technology while ensuring safety, reliability, and consumer protection.

Societal and Environmental Conflicts: Public skepticism and lack of awareness can hinder the adoption of V2G technology. To address this, our thesis includes strategies for public engagement and education, aiming to raise awareness about the benefits of V2G. We propose pilot projects and community involvement initiatives to demonstrate the technology's value, thereby building public trust and facilitating broader acceptance.

8.4.2 Addressing Diverse Stakeholder Involvement

The successful implementation of V2G technology requires the involvement of a diverse range of stakeholders, including:

EV Owners: Electric vehicle owners are crucial stakeholders in the implementation of V2G technology. They must find the technology user-friendly and beneficial to participate actively. Our thesis emphasizes creating solutions that are convenient and financially attractive for EV owners. This includes developing easy-to-use interfaces for managing energy exchange and ensuring that EV owners receive adequate compensation for their participation. By addressing the needs and concerns of EV owners, we aim to increase their engagement and support for V2G technology.

Utility Companies: Utility companies play a pivotal role in integrating V2G technology into the existing grid infrastructure. Our research involves close collaboration with these companies to develop solutions that enhance grid reliability and efficiency. We propose advanced energy management systems that allow utility companies to optimize the flow of energy between the grid and EVs, improving overall grid performance. By working together with utility companies, we ensure that our solutions are practical and implementable within the current energy infrastructure.

Regulators: Regulatory bodies are essential in establishing the standards and policies required for V2G technology. Our thesis includes a comprehensive review of existing regulations and identifies areas where new policies are needed. We provide detailed policy recommendations to help regulators create a supportive framework for V2G integration. This includes safety standards, financial incentives, and guidelines for data privacy and security. Engaging with regulators ensures that our solutions are compliant with legal requirements and promote the widespread adoption of V2G technology.

Consumers: Consumers, as end-users of electricity, are indirect stakeholders who benefit from the improved grid reliability and potential cost savings associated with V2G technology. Our research focuses on ensuring that these benefits are realized and communicated effectively to consumers. We analyze the potential for reduced electricity bills and enhanced grid stability, making a compelling case for the public support of V2G initiatives. By demonstrating tangible benefits to consumers, we aim to build broader societal support for V2G technology.

8.4.3 Addressing High-Level Challenges and Interdependencies

The V2G integration problem encompasses a range of high-level challenges, each with its own set of sub-problems. These include:

Energy Scheduling: One of the high-level challenges in V2G technology is the optimization of energy scheduling between EVs and the grid. This involves determining the best times for EVs to charge and discharge based on grid demand, energy prices, and battery health. Our research develops advanced optimization algorithms that take into account real-time data on grid conditions, EV availability, and energy prices. These algorithms ensure that energy exchange is conducted at the most efficient times, maximizing benefits for both EV owners and utility companies. By optimizing energy scheduling, we improve grid stability and efficiency while reducing operational costs.

Battery Degradation Management: Battery degradation is a critical concern in V2G technology, as frequent charging and discharging can reduce the lifespan of EV batteries. Our thesis addresses this issue by developing strategies to minimize battery wear and tear. We incorporate battery health parameters into our optimization models, ensuring that the scheduling of energy exchange does not excessively degrade the batteries. Additionally, we explore advanced battery management techniques, such as adaptive charging protocols and state-of-health monitoring, to further extend battery life. By effectively managing battery degradation, we enhance the economic viability and sustainability of V2G technology.

Grid Impact Analysis: Understanding the impact of V2G technology on grid stability and performance is essential for its successful implementation. Our research includes comprehensive grid impact analysis, evaluating how V2G operations affect various aspects of grid performance, such as voltage levels, frequency stability, and load balancing. We use simulation tools to model different scenarios and assess the potential benefits and challenges of V2G integration. This analysis helps identify potential risks and develop mitigation strategies to ensure that V2G technology enhances, rather than compromises, grid stability. By conducting thorough grid impact analysis, we provide a solid foundation for the safe and effective deployment of V2G systems.

8.5 Socio-Cultural, Environmental, And Ethical Impact

8.5.1 Socio-Cultural Impact

Promoting Sustainability Culture:
Our research on Vehicle-to-Grid (V2G) technology actively promotes a culture of sustainability within Bangladesh. By integrating renewable energy sources and demonstrating the practical benefits of V2G systems, we aim to shift public perception and behavior towards more environmentally friendly practices. This cultural shift is essential for fostering long-term environmental stewardship and encouraging communities to adopt sustainable technologies. As more people understand and see the benefits of V2G technology, they become more inclined to support and engage in broader sustainability initiatives.

Community Empowerment and Education:

The implementation of V2G technology involves significant community engagement and education efforts. By conducting workshops, pilot projects, and public demonstrations, we aim to educate individuals and communities about the benefits and functioning of V2G systems. This educational component empowers people with the knowledge needed to make informed decisions about their energy use and encourages active participation in energy conservation efforts. Educating the public about V2G also helps build trust and acceptance, which are crucial for the successful adoption of new technologies.

8.5.2 Environmental Impact

Reduction in Greenhouse Gas Emissions:

One of the most significant environmental impacts of our work is the reduction in greenhouse gas emissions. By facilitating the integration of renewable energy sources through V2G technology, we reduce reliance on fossil fuels, which are the primary source of carbon emissions. Our research demonstrates how EVs can serve as distributed energy resources, allowing for the storage and use of renewable energy more efficiently. This not only helps in cutting down emissions but also improves air quality, contributing to a healthier environment. Additionally, by optimizing energy usage and reducing waste, V2G technology plays a crucial role in mitigating the adverse effects of climate change.

8.5.3 Ethical Impact

Energy Equity and Accessibility:

Our work addresses critical ethical issues related to energy equity and accessibility. In many regions, access to reliable and affordable energy remains a significant challenge. By optimizing energy distribution and usage through V2G technology, we aim to make clean energy more accessible and affordable to a broader segment of the population. This focus on energy equity ensures that even marginalized and underserved communities can benefit from advancements in energy technology, reducing disparities and promoting social justice. Ensuring equitable access to energy is not just a technical goal but a moral imperative, aligning with broader objectives of fairness and inclusivity.

Data Privacy and Security:

In the implementation of V2G technology, respecting user privacy and ensuring data security are paramount. Our research adheres to high standards of data privacy, ensuring that personal and usage data collected from EV owners is protected and used responsibly. By incorporating robust data security measures, we safeguard against potential breaches and misuse of information. This ethical commitment to privacy and security helps build trust among users and stakeholders, which is essential for the widespread acceptance and success of V2G systems.

8.6 Attributes of Ranges of Complex Engineering Problem Solving (P1 – P7) Addressed

The following table shows the attributes of ranges of Complex Engineering Problem Solving (P1 – P7) addressed in EEE 4700 for Project and Thesis.

P	**Range of Complex Engineering Problem Solving**	**Put Tick (√)**
Attribute	Complex Engineering Problems have characteristic P1 and some or all of P2 to P7:	
Depth of knowledge required	**P1:** Cannot be resolved without in-depth engineering knowledge at the level of one or more of K3, K4, K5, K6 or K8 which allows a fundamentals-based, first principles analytical approach	√
Range of conflicting requirements	**P2:** Involve wide-ranging or conflicting technical, engineering and other issues	√
Depth of analysis required	**P3:** Have no obvious solution and require abstract thinking, originality in analysis to formulate suitable models	√
Familiarity of issues	**P4:** Involve infrequently encountered issues	√
Extent of applicable codes	**P5:** Are outside problems encompassed by standards and codes of practice for professional engineering	
Extent of stakeholder involvement and conflicting requirements	**P6:** Involve diverse groups of stakeholders with widely varying needs	√
Interdependence	**P7:** Are high level problems including many component parts or sub-problems	√

Table 8.6: Addressing Attributes of Ranges of Complex Engineering Problem Solving

P	**Explanation/Justification**
P1	The V2G optimization problem requires comprehensive knowledge in several advanced engineering areas. The thesis integrates fundamentals of electrical engineering (K3), specialized V2G knowledge (K4), engineering design principles (K5), practical technology applications (K6), and engagement with current research (K8). This knowledge is essential for applying first principles and analytical approaches to develop optimization models and predict energy needs accurately.
P2	The thesis addresses a variety of technical, engineering, and societal issues. These include optimizing the economic benefits of V2G systems, ensuring grid stability, managing battery degradation, and integrating renewable energy sources. Additionally, the research balances these technical considerations with broader societal impacts, such as reducing greenhouse gas emissions and promoting sustainable energy use, which often have conflicting requirements.
P3	The problem of optimizing V2G systems does not have a straightforward solution. It requires abstract thinking and original analysis to develop suitable models. The thesis

	employs advanced optimization techniques, such as Mixed-Integer Linear Programming (MILP), and incorporates machine learning for predictive analytics, demonstrating the need for innovative problem-solving approaches.
P4	V2G technology is an emerging field with unique challenges that are not frequently encountered in traditional engineering problems. The thesis tackles issues like integrating large numbers of electric vehicles into the grid and the complex dynamics of renewable energy sources, which require novel solutions and approaches.
P6	The thesis involves diverse groups of stakeholders with varying needs, including EV owners, utility companies, policymakers, and the general public. Each group has different priorities, such as economic benefits, grid reliability, policy compliance, and environmental sustainability. The research addresses these varying needs through comprehensive stakeholder analysis and scenario modeling.
P7	The V2G optimization problem is a high-level issue with numerous sub-problems and components, such as energy demand forecasting, real-time grid management, economic analysis, and battery lifecycle management. The thesis systematically breaks down these components, addressing each through detailed modeling, simulation, and analysis to provide a cohesive solution.

Table 8.7: Justification of Attributes of Ranges of Complex Engineering Problem Solving

8.7 Attributes of Ranges of Complex Engineering Activities (A1 – A5) Addressed

The following table shows the attributes of ranges of Complex Engineering Activities (A1 – A5) addressed in EEE 4700 for Project and Thesis.

A	**Range of Complex Engineering Activities**	**Put Tick (√)**
Attribute	Complex activities means (engineering) activities or projects that have some or all of the following characteristics:	
Range of resources	**A1:** Involve the use of diverse resources (and for this purpose resources include people, money, equipment, materials, information and technologies)	√
Level of interaction	**A2:** Require resolution of significant problems arising from interactions between wide-ranging or conflicting technical, engineering or other issues	√
Innovation	**A3:** Involve creative use of engineering principles and research-based knowledge in novel ways	√
Consequences for society and the environment	**A4:** Have significant consequences in a range of contexts, characterized by difficulty of prediction and mitigation	√
Familiarity	**A5:** Can extend beyond previous experiences by applying principles-based approaches	√

Table 8.8: Addressing Attributes of Ranges of Complex Engineering Activities

A	Explanation/Justification
A1	In our thesis, we have coordinated and utilized a variety of resources essential for the implementation of Vehicle-to-Grid (V2G) technology. This includes engaging with EV owners, utility companies, financial investments, setting up charging infrastructure, and using advanced simulation tools. These diverse resources are integral to our study and highlight the complexity of the project.
A2	Our research addresses significant and complex problems, such as balancing grid stability, optimizing battery usage, ensuring economic viability, and meeting regulatory standards. These challenges involve resolving interactions and conflicts between various technical and engineering issues, demonstrating the complexity and depth of our work.
A3	We have demonstrated innovation in our thesis by developing optimization algorithms for V2G energy and ancillary services scheduling. This represents a creative application of engineering principles and research-based knowledge, addressing the unique challenges posed by V2G technology in a novel and effective manner.
A4	The implementation of V2G technology, as explored in our thesis, has significant implications for grid reliability, economic impacts, and environmental benefits. The unpredictable nature of renewable energy generation and EV usage patterns adds to the complexity of prediction and mitigation, underscoring the challenging and impactful nature of our research.
A5	Our project goes beyond traditional grid management practices by applying principles-based approaches to integrate V2G technology. We have introduced innovative solutions tailored to the future energy systems in Bangladesh, thereby expanding the scope of conventional grid management experiences and contributing to the advancement of this field.

Table 8.9: Justification of Attributes of Ranges of Complex Engineering Activities

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