

List of Figures

1.1	Major Producer GHG	2
1.2	Components of virtual power plants (VPPs)	5
1.3	Impacts of EVs and DERs	6
2.1	Daily miles driven by PHEV	31
2.2	Charging/discharging of single PHEV	34
2.3	Simulated 24-Hour loading profile at 90% DR for different penetration levels of PHEVs	35
2.4	Simulated 24-Hour loading profiles at 62% penetration of PHEVs for dif- ferent DR levels	35
2.5	Percentage of vehicles versus <i>daily-distance-travelled</i>	37
2.6	Percentage of vehicles versus <i>start-trip-time</i>	38
2.7	Percentage of vehicles versus <i>last-trip-arrival-time</i>	38
2.8	Flow chart of stochastic simulation of PHEVs	40
3.1	Solution procedure of <i>MCINR</i>	54
3.2	The 38-bus distribution system	56
3.3	Average load demand	56
3.4	Power mismatch $\max(\Delta P)$ on each iteration for <i>EVLM-I</i>	59
3.5	Power mismatch $\max(\Delta P)$ on each iteration for <i>EVLM-II</i>	60
3.6	Power mismatch $\max(\Delta P)$ on each iteration for <i>EVLM-III</i>	60
3.7	Power mismatch $\max(\Delta P)$ on each iteration for 18-Bus test systems	62
3.8	Power mismatch $\max(\Delta P)$ on each iteration for 84-Bus test systems	62
3.9	Power mismatch $\max(\Delta P)$ on each iteration for 140-Bus test systems	63
3.10	Power mismatch $\max(\Delta P)$ on each iteration for 24-Bus test systems	64

3.11	Power mismatch $\max(\Delta P)$ on each iteration for 118-Bus test systems	65
3.12	Power mismatch $\max(\Delta P)$ on each iteration for 300-Bus test systems	65
3.13	Loading factor vs iteration for 18-Bus test system.	67
3.14	Loading factor vs iteration for 84-Bus test system.	67
3.15	Loading factor vs iteration for 140-Bus test system.	68
3.16	Loading factor vs iteration for 24-Bus system.	69
3.17	Loading factor vs iteration for 118-Bus system.	69
3.18	Loading factor vs iteration for 300-Bus system.	70
3.19	R/X ratio vs iteration for 18-Bus test system.	71
3.20	R/X ratio vs iteration for 84-Bus test system.	71
3.21	R/X ratio vs iteration for 140-Bus test system.	72
3.22	R/X ratio vs iteration for 24-Bus system.	73
3.23	R/X ratio vs iteration for 118-Bus system.	73
3.24	R/X ratio vs iteration for 300-Bus system.	74
3.25	Scheduled DGs power	75
3.26	Hourly ILP at 35% penetration level of EVs	76
3.27	Hourly ILP at 54% penetration level of EVs	77
3.28	Hourly ILP at 62% penetration level of EVs	77
3.29	Hourly ILQ at 35% penetration level of EVs	78
3.30	Hourly ILQ at 54% penetration level of EVs	79
3.31	Hourly ILQ at 62% penetration level of EVs	79
3.32	Voltage profile index at different penetration level of EVs	80
3.33	MVA capacity index at different penetration level of EVs	81
4.1	Flow chart of Differential Evolution	88
4.2	Illustration of crossover process for D=6	90
4.3	Average load demand	91
4.4	Case-I: Hourly minimum voltage	95
4.5	Case-I: Voltage profiles during peak (20^{th} hour) and valley load periods (04^{th} hour)	96
4.6	Case-I: Hourly energy losses	96
4.7	Residential load demand at 62% penetration level	97
4.8	Residential load demand at 90% DR	98

4.9	Case-II: Hourly Minimum voltage at 62% penetration level	99
4.10	Case-II: Hourly Minimum voltage at 90% DR	99
4.11	Comparison of bus wise-Voltage profiles during peak (20 th hour) and valley load periods (04 th hour).	100
4.12	Case-II: Hourly energy losses at 90% DR.	101
4.13	Comparison of energy losses without DGs based on DR at 62% level.	101
4.14	Case-II System cost.	102
4.15	Case-II Energy losses.	102
4.16	Overall load pattern and reduced load demands due to DGs	103
4.17	Total scheduled power of DGs.	104
4.18	Comparison of hourly system minimum voltages at 62% PHEV penetration.	104
4.19	Case-III Comparison of voltage based on DR at 62% penetration level.	105
4.20	Comparison of bus wise voltage profile at 62% penetration levels and 90% DR	106
4.21	Hourly scheduled power of DGs (Legends show the DGs indices)	107
4.22	Comparison of energy losses at 90% DR	108
4.23	Comparison of energy losses based on DR at 62% penetration level	108
4.24	Case-III System cost	109
4.25	Case-III Energy losses	110
5.1	Flow chart diagram of Effective Butterfly Optimizer (EBO)	120
5.2	Process of patrolling and perching	123
5.3	Flow chart of proposed method	127
5.4	Case:I Overall load demand	129
5.5	Case:I Unscheduled PHEV power	130
5.6	Case:I Voltage profile during peak hours (12 th Hour) and valley hours (04 th hour)	130
5.7	Case:I Hourly minimum voltage	131
5.8	Hourly energy loss	131
5.9	Case:II Comparison of overall loading pattern	132
5.10	Case:II Hourly PHEV power scheduling	134
5.11	Case:II Hourly BESS power scheduling	134
5.12	Case:II Hourly energy losses	135

5.13 Case:II Bus wise voltage	135
5.14 Case:II Hourly minimum voltage	136
5.15 Case:III Hourly PHEV power scheduling	138
5.16 Case:III Hourly BESS power scheduling	139
5.17 Case:III Hourly DG power scheduling	139
5.18 Case:III Flatten load	140
5.19 Case:III Hourly energy losses	140
5.20 Case:III Hourly minimum voltage	141
5.21 Hourly SOC availability at departure time on residential bus	142
6.1 Single-phase PHEV charger operational characteristics	152
6.2 Hourly current at root node	155
6.3 Hourly maximum and minimum PVUI with unbalance and PAR constraint	156
6.4 Hourly maximum and minimum PVUI without unbalance and PAR constraint	156
6.5 Hourly total energy losses	157
6.6 Optimal G2V and V2G active power scheduling of PHEVs	158
6.7 Optimal G2V and V2G reactive power scheduling of PHEVs	159
6.8 Hourly total active power scheduling of DGs	160
6.9 Hourly reactive power scheduling of DGs	161