

Microgrid Layout Design for Cost Minimization UNIVERSITÄT in Conventional Diesel Backup Systems SAARLANDES

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iesel Generators (DGs) are commonly used in developing countries as backup power sources to overcome the problem of inadequate grid connectivity and frequent outages. However, power from DGs is highly expensive and environmentally harmful. Obviously, systems based on solar generation and batteries offer a good opportunity to offset this high DG cost.

A systematic Layout design of a hybrid microgrid is investigated in this work aiming at simultaneously integrating the energy management and the capacity of each component of the system. This work proposes an optimization framework targeted to reduce the running costs associated with the grid and DG, in the presence of outages, and the overall costs of installing new resources such as PVs and batteries.

[Opportunities and Challenges]

DES

Microgrid Model]

- Green Energy Resources has almost no running cost beside its cleanness.
- Offering an affordable power supply can assist weak utility systems (inadequate grid infrastructure or/and frequent interruption of the grid).
- Conventional backup systems depend mainly on diesel fuel [POLLUTION]
- DGs are greedy consumer of fuel [High running cost <u>BUT</u> Low investment]
- Sizing a system based on elementary statistics leads to OVERSIZING > HIGH COST
- Hybrid generation compromises between cost and cleanness [PV-BESS-Diesel]





- ► The system is assumed supplying the essential/critical load of a facility, (i.e. the loads of high priority are ranked as critical).
- Legacy (current) system Diesel generator and the utility grid.
- New (additional) system: PV Array, Battery Energy Storage System (BESS), Bi-directional power inverter and the Energy Management System (EMS).



C Optimization Framework

Case Study



- Al-Shifa' Hospital is the largest healthcare facility in Gaza-city.
 - The region faces a frequent power outages in a daily basis.

Prolonged grid blackouts are scheduled across Gaza per day (16 - 20 Hrs) [2].

► A part of the essential load with the same characteristics is considered.



r [Simulation Results]

0.46 г	Best: 0.22 Mean: 0.23	Optimized Microgrid Components	
	Best penalty value	Number of storage units	140 units
	Mean penalty value	Number of PV panels	922 panels
υ		Rated power of the diesel generator	100 kW

Net Savings and Conclusion

- The annual payments of installation and replacement count 75×10^3 US-\$
- ► The long-term annual savings will be **145×10³ US-\$**
- Means that the net annual saving will be 70×10^3 US-\$, that is:

approx. **half the fuel cost in the old configuration** $\approx 149,8 \times 10^3$ US-\$



Fig. 6 Convergence of penalty function over GA generations

Fitness function is converged to a final value 0.22

This value expresses mainly the levelized cost of energy (LCoE) per kWh and the inherent increasing due to the non-utilized PV energy.

Minimum allowable state of charge	40 %
Stop charging threshold from GenSet	89 %

Purchased Energy and Fuel Savings				
Parameter	Diesel & Grid	Hybrid Microgrid		
Purchased energy from grid (MWh)	124,98	116,12		
Gross purchasing from grid $($\times10^3)$	22,45	20,90		
Total fuel consumption $(L \times 10^3)$	80,98	3,31		
Operation Hours (Hr)	5840	153		
Total fuel costs (\$×10 ³)	149,8	6,12		

▶ In old configuration, diesel operates 2/3 year \approx 5840 Hrs

 \blacktriangleright With the microgrid, diesel operates \approx 153 Hrs

Annual produced and utilized energy (MWh) Net Energy Sharing (PL) Hybrid **Diesel &** Grid Annual Energy (MWh) Diesel Microgrid Grid Gross purchased energy from grid 124,98 116,12 34% Net load supplied from grid 124,98 96,87 Gross produced energy from diesel 11,50 249,9 Net load supplied from diesel 249,9 10,225 66% **Total produced energy from PV** 404,16 ____ Net load supplied from PV 267,78 ____ Total energy of the load 374,88 (a) Legacy backup system

Fig. 7 Net share of each power source (b) Hybrid Microgrid system

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Grid

Diesel

PV