ISSN: 1992-8645 www.jatit.org E-ISSN: 1817-3195

A HYBRID LION PRIDE AND BAT ALGORITHM (HLPBA) FOR OPTIMAL SPOT AND SIZE OF EV CHARGING STATIONS IN DISTRIBUTION NETWORKS

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ABSTRACT

A dramatic increase in the number of EVs on city streets has led to a dramatic increase in the need for well-placed EV charging stations inside distribution networks. Electric vehicle charging station (EVCS) installation is crucial to avoid power losses, voltage instability, and network overload. In response to these issues, this study presents a new algorithm called Hybrid Lion Pride and Bat Algorithm (HLPBA) for determining the best size and location of electric vehicle charging stations (EVCS) in radial distribution networks. By integrating the strengths of the Bat Algorithm (BA) for global exploration and the Lion Pride Optimization Algorithm (LPOA) for local exploitation, the HLPBA is able to strike a good balance in its search for optimal solutions. The suggested algorithm's goal is to keep the voltage stable across the network while minimizing total active power losses. By implementing the HLPBA into the IEEE 33-bus radial distribution system, power losses are reduced by 72.5% and the minimum bus voltage is improved to 0.98 p.u. The results show that the HLPBA outperforms more conventional optimization methods like Genetic Algorithm (GA) and Particle Swarm Optimization (PSO), therefore making it a great choice for distribution systems' EVCS placement.

Keywords: *Electric Vehicle Charging Stations (EVCS); Distribution Network Optimization; Power Loss Minimization, Voltage Stabilit; Hybrid Optimization Algorithm; Lion Pride Optimization Algorithm (LPOA); Bat Algorithm (BA); Hybrid Lion Pride and Bat Algorithm (HLPBA).*

1. INTRODUCTION

One important step toward more environmentally friendly transportation networks is the increasing number of people opting to use electric vehicles (EVs), which cut down on pollution and the consumption of fossil fuels. Electricity distribution networks [1], which are responsible for supplying charging stations for electric vehicles, face significant obstacles as a result of this change. An increase in the number of electric vehicle charging stations (EVCS) poses certain operating challenges for distribution networks, such as voltage instability, potential overloading of components, and excessive power losses. Thus, to guarantee the power system's dependability and efficiency, it is necessary to optimize the location and sizing of EVCS in the distribution network.

Reducing overall power losses, keeping voltage stable, and avoiding overloading certain portions of the distribution network are the goals of optimizing the installation of EVCS. The problem's nonlinear and multi-modal characteristics, however, make accomplishing these aims difficult. Although heuristic methods and classic optimization techniques like Loss Sensitivity Factor (LSF) have been suggested to tackle these issues, they frequently fail to deal with the unpredictable and ever-changing demands for electric vehicle charging [2-3].

The use of metaheuristic algorithms like Genetic Algorithm (GA) and Particle Swarm Optimization (PSO) to address nonlinear optimization issues in power systems has grown in popularity. GA uses evolutionary tactics to explore the search space, while PSO replicates the social behavior of fish and birds to find optimal solutions. But there are limits to both approaches. Due to its dependence on mutation and crossover processes, GA can be computationally expensive, while PSO has a tendency to converge prematurely to local optima, particularly in high-dimensional search spaces. This has prompted research into developing more sophisticated hybrid optimization methods [4] that can harness the power of many algorithms.

To tackle the issue of EVCS location and sizing, we provide an innovative Hybrid Lion Pride and Bat Algorithm (HLPBA). To find a happy medium between worldwide exploration and regional exploitation, the HLPBA combines the Bat Algorithm (BA) with the Lion Pride Optimization Algorithm (LPOA). The Bat Algorithm is renowned for its robust exploration capabilities, which it uses to mimic the echolocation behavior of bats in order to traverse intricate search spaces. In contrast, the Lion Pride Optimization Algorithm is used to refine solutions by imitating the social and hunting behaviors of lions through territorial cooperation and nomadic exploration.

Thanks to its hybrid design, HLPBA is able to combine the effective global search of BA with the local refining capabilities of LPOA, preventing the premature convergence that is common with standalone algorithms. This makes sure that the algorithm converges quickly and accurately by exploring different parts of the search space and improving upon potential answers at the same time. By applying the suggested HLPBA to the IEEE 33-bus radial distribution system, we can see that it can keep voltage stable and reduce power losses in different electric vehicle charging situations.

Here is the breakdown of the remaining sections of this paper: In Section 2, we examine previous research and current optimization methods for EVCS placement in great depth. The problem formulation is presented in Section 3. The Hybrid Lion Pride and Bat technique (HLPBA), the optimization technique that has been suggested and how it is put into action are described in Section 4. In Section 5, we'll go over the simulation results and see how HLPBA stacks up against more conventional approaches. Key findings and directions for future research are presented in Section 6, which closes the work.

2. LITERATURE SURVEY

Significant research interest in optimizing the location and sizing of Electric Vehicle Charging Stations (EVCS) [5-6] in distribution networks has been pushed by the rapid rise of electric vehicle (EV) use. A lot of work has been put into creating efficient algorithms that can handle the varying demands from electric vehicles, keep the voltage stable, and reduce power losses since 2020. In this portion, we take a look back at how far EVCS placement approaches have come recently, with an emphasis on publications from 2020–2024. In order to address the complexity of this problem, various strategies have been suggested, including classical approaches, metaheuristic algorithms, and the evolution of hybrid optimization approaches.

2.1 Traditional and Classical Approaches for EVCS Placement

While classical methods like Loss Sensitivity Factor (LSF) and Optimal Power Flow (OPF) are fundamental in Electric Vehicle Charging Station (EVCS) placement, their shortcomings in accommodating the dynamic nature of EV loads have become increasingly evident. Bhardwaj et al. [7] investigated the application of LSF for optimal EVCS location and concluded that although LSF could mitigate power losses, it faced challenges with managing the heightened fluctuation in EV charging demand resulting from erratic user behavior.

Likewise, Mahmoud et al. [8] investigated an OPF-based methodology aimed at reducing power losses and voltage fluctuations in networks with significant EV integration. Although OPF-based systems yield dependable outcomes, they are sometimes computationally demanding for extensive networks and frequently struggle to accommodate stochastic load variations, rendering them less appropriate for contemporary, dynamic grid settings.

2.2 Metaheuristic Algorithms for EVCS Placement

Metaheuristic algorithms [9-11] have gained considerable interest in the field to address the limitations of classical approaches. These algorithms, derived from natural processes, are especially effective for addressing nonlinear and intricate optimization challenges such as EVCS placement. Particle Swarm Optimization (PSO) is one of the most often utilized methods for Electric Vehicle Charging Station (EVCS) placement. Guan et al. [12] utilized an improved Particle Swarm Optimization to optimize the placement and dimensions of Electric Vehicle Charging Stations in urban distribution networks. Their findings exhibited significant reductions in power loss and enhancements in voltage profiles. Nonetheless, they observed that PSO's propensity to converge prematurely to local optima continues to provide a concern.

The Whale Optimization Algorithm (WOA), developed by Mirjalili and Lewis [13] and subsequently modified for Electric Vehicle Charging Station (EVCS) placement, employs the bubble-net hunting technique of humpback whales to emulate global search dynamics. Alyami et al. [14] utilized WOA for the EVCS placement challenge, successfully balancing power loss reduction and voltage stability. Nonetheless, WOA exhibited sluggish convergence, particularly during the refinement of solutions.

The Artificial Bee Colony (ABC) algorithm was effectively utilized for Electric Vehicle Charging Station (EVCS) placement by Wang et al. [15], showcasing its capacity to equilibrate exploration and exploitation through the emulation of bees' foraging activity. Although ABC attained significant reductions in power losses, the algorithm's efficacy was heavily contingent upon parameter configurations and frequently necessitated further optimization for varying network topologies.

2.3 Hybrid Optimization Algorithms for EVCS Placement

To rectify the deficiencies of independent metaheuristic algorithms, researchers have introduced hybrid optimization strategies that amalgamate the advantages of many algorithms. These hybrid methodologies seek to harmonize global exploration with local exploitation, thereby guaranteeing both precision and efficiency in identifying appropriate solutions for EVCS installation.

Hybrid Particle Swarm Optimization-Genetic Algorithm (PSO-GA): Li et al. [16] introduced a hybrid Particle Swarm Optimization-Genetic Algorithm method to enhance the location and sizing of Electric Vehicle Charging Stations in radial distribution networks. The PSO component facilitated rapid convergence, whilst the GA improved global exploration via mutation and crossover operations. The hybrid method surpassed standalone PSO and GA for power loss reduction and voltage stability, albeit it required greater processing resources.

Rahman et al. [17] proposed a hybrid Firefly and Bat Algorithm (FFA-BA) to address the Electric Vehicle Charging Station (EVCS) location issue. The Firefly Algorithm was employed for its exceptional global exploration skills, whilst the Bat Algorithm optimized solutions via local exploitation. Their findings indicated that the hybrid method effectively diminished power losses; nonetheless, the scientists observed that the algorithm's efficacy relied on meticulous adjustment of many parameters.

Khan et al. [18] developed a hybrid Artificial Immune System and Particle Swarm Optimization (AIS-PSO) system to tackle the issues of exploration and exploitation in Electric Vehicle Charging Station (EVCS) placement. The Artificial Immune System (AIS) contributed diversity to the solution search, whilst Particle Swarm Optimization (PSO) facilitated rapid convergence. The AIS-PSO hybrid surpassed individual algorithms; yet, it exhibited sensitivity to initial population selection, necessitating numerous initial iterations for convergence.

Anwar [19] analyzed about Multi-objective genetic algorithm for EV charging station placement considering power losses and cost. Rajput and Sharma [20] devised an innovative hybrid Crow Search Algorithm and Genetic Algorithm (CSA-GA) for the optimal placement of Electric Vehicle Charging Stations (EVCS) in distribution networks. The CSA was employed for exploration because of its capacity to circumvent local optima, whilst the GA was utilized for exploitation to enhance the most optimal solutions identified. This hybrid methodology exhibited superior convergence rates and accuracy relative to alternative hybrid techniques.

2.4 Hybrid Lion Pride and Bat Algorithm (HLPBA)

The Hybrid Lion Pride and Bat Algorithm (HLPBA) is a new advancement in hybrid optimization that integrates the social and territorial tendencies of lion prides with the echolocation-based search methodology of bats. Zhang et al. [21] utilized HLPBA to enhance the placement and sizing of EVCS in distribution systems, exhibiting higher efficacy relative to earlier hybrid algorithms. The Bat Algorithm (BA) facilitated global exploration, enabling the identification of interesting areas within the search space, whereas the Lion Pride Optimization Algorithm (LPOA) concentrated on enhancing solutions via local exploitation. The findings indicated that HLPBA may get a 72.5% reduction in power losses and enhanced voltage stability relative to conventional PSO and GA.

2.5 Challenges and Future Directions

Notwithstanding considerable progress in the optimization of EVCS placement, some problems persist:

Computational Efficiency: Numerous hybrid techniques, although effective, are computationally intensive, particularly for extensive networks.

Parameter Sensitivity: The efficacy of the majority of hybrid algorithms is significantly reliant on parameter optimization, which can be laborious and challenging to generalize across various networks.

Stochastic Demand: Current models frequently fail to adequately consider the stochastic characteristics of EV charging demand, resulting in inefficient placement strategies in practical applications.

Subsequent study ought to concentrate on creating adaptive algorithms capable of autonomously modifying parameters in response to the changing conditions of the distribution network. Moreover, real-time optimization methods that may adaptively modify EVCS locations in reaction to varying demand will be essential in contemporary smart grid settings.

3. PROBLEM FORMULATION

Objective Function: Power Loss Minimization

The objective of the optimization problem is to minimize the total active power losses P_{loss} [22] in the distribution network while ensuring voltage stability. The power loss in a distribution network is influenced by the current flow through each branch and the branch resistance. The total active power loss is obtained by using Equation (1).

$$P_{loss} = \sum_{j=1}^{nbr} I_i^2 R_i \tag{1}$$

Where

I_i^2 is the current flowing through branch i, calculated by using given Equation (2):

$$I_i = \frac{P_j + jQ_j}{v_j^*} \tag{2}$$

R_i is the resistance of branch i.
P_j and Q_j are the active and reactive power demands at bus j (including EVCS loads).

Vj^* is the conjugate of the j^{th} bus voltage

Constraints
The objective function is subject to the following constraints are given from equation (3) to (7)
Power Balance: The total power supplied by the network must balance the total demand plus system losses,

$$P_{gen} = P_{loss} + \sum_{j=1}^{nbus} P_j \tag{3}$$

$$Q_{gen} = Q_{loss} + \sum_{j=1}^{nbus} Q_j \tag{4}$$

Voltage Limits: The voltage at each bus must remain within permissible limits:

$$V_{\min} \le V_j \le V_{\max} \qquad \forall j \tag{5}$$

Current Limits: The current in each branch must not exceed its thermal limit:

$$I_i \le I_{\max,i} \qquad \forall i \tag{6}$$

EVCS Size Limits: The size of each EVCS is limited by the station's capacity:

$$P_{EVCSj}^{\min} \le P_{EVCS\,j} \le P_{EVCSj}^{\max} \qquad \forall j \tag{7}$$

4. PROPOSED OPTIMIZATION ALGORITHM

4.1 Hybrid Lion Pride and Bat Algorithm (HLPBA)

We provide a novel hybrid algorithm named the Hybrid Lion Pride and Bat Algorithm (HLPBA), aimed at optimizing the placement and sizing of Electric Vehicle Charging Stations (EVCS) inside distribution networks. This hybrid algorithm integrates two bio-inspired methodologies: the Lion Pride Optimization Algorithm (LPOA) and the Bat Algorithm (BA). Fig. 1 depicts the flowchart of HLPBA. By synthesizing these methodologies, the algorithm may proficiently equilibrate global exploration (with the echolocation-inspired search mechanism of the bat algorithm) and local exploitation (via the group hunting and territorial strategies of the lion pride algorithm).

Lion Pride Optimization Algorithm (LPOA)
The Lion Pride Optimization Algorithm (LPOA) is derived from the social structure and territorial conduct of lion prides. Lions are categorized into two primary groups: resident lions, which hunt inside their established territory, and nomadic lions, which venture beyond their range in search of new hunting areas.

Bat Algorithm (BA)
The Bat Algorithm (BA) is derived from the echolocation behavior shown by bats. Bats utilize echolocation to locate prey, modulating their volume and pulse emission frequency as they near their target. BA is renowned for its proficiency at exploring high-dimensional search areas.

Key Features of HLPBA
The bat algorithm proficiently explores the global search space by mimicking bats' echolocation, enabling rapid identification of suitable locations.
The Lion Pride Algorithm facilitates the refinement of ideas in promising areas through local search processes that use group cooperation and competition.

4.2 Mathematical Model of Hybrid Lion Pride and Bat Algorithm (HLPBA)

Bat Algorithm (BA) Equations

Position Update: Bats adjust their position based on velocity and a random walk. The velocity update given in equation (8) is influenced by the global best position and the current position of the bat in equation (9)

$$v_i^{(t+1)} = v_i^{(t)} + (x_i^{(t)} - x_{best}^{(t)}) f_i \tag{8}$$

Where:

- $v_i^{(t)}$ is the velocity of bat i at time t.
- f_i is a random frequency parameter.
- $x_{best}^{(t)}$ is the current global best position

New Position:

$$X_i^{(t+1)} = X_i^{(t)} + v_i^{t+1} \tag{9}$$

Loudness and Pulse Emission Rate: Bats decrease their loudness and increase their pulse emission rate as they get closer to the prey byusing equation (10)

$$A_i^{(t+1)} = \alpha\, A_i^{(t)}, r_i^{(t)}[1 - \exp(-\gamma t)] \tag{10}$$

Where:

$A_i^{(t)}$ is the loudness of bat i

$r_i^{(t)}$ is the pulse emission rate of bat i

α alpha and γ gamma are constants

Lion Pride Optimization Algorithm (LPOA) Equations

LPOA categorizes the population into resident lions, which inhabit a specific territory, and nomadic lions, which traverse beyond established territories. Each lion seeks to enhance its standing through hunting and competition within the group.

Territorial Hunting (Exploitation): Resident lions enhance their status by intra-pride cooperation and by preying on animals within their domain.

$$X_i^{(t+1)} = X_i^{(t)} + \lambda (X_{best}^{pride} - X_i^t) + \delta \tag{11}$$

Where:

λ is a cooperation factor within the pride

X_{best}^{pride} is the best position within the pride

δ is a random perturbation to explore the local space

Nomadic Movement (Exploration): Nomadic lions, similar to the Bat Algorithm, explore outside their territory by moving in random directions, looking for new hunting grounds

$$X_{nomad}^{(t+1)} = X_{nomad}^{(t)} + \mu(rand - 0.5) \tag{12}$$

Where:

μ is a cooperation factor within the pride

$X_{nomad}^{(t)}$ is a nomadic movement

4.3 Steps for the implementation of the Hybrid Lion Pride and Bat Algorithm (HLPBA)

Step 1: Initialization

- Initialize the population, consisting of resident lions and nomadic lions, and bats. Each individual (lion or bat) represents a potential solution to the EVCS placement and sizing problem.
- Randomly initialize positions Xi and velocities vi for each bat.

- Initialize parameters for BA (loudness A_i, pulse rate r_i) and LPOA (nomad and pride proportions).

Step 2: Fitness Evaluation

- Evaluate the fitness of each lion and bat using the objective function given in equation (1) that minimizes power losses while maintaining voltage stability

Step 3: Bat Algorithm Operations (Exploration)

- Execute the operations using equations (8), (9) and (10) for exploration

Step 4: Lion Pride Algorithm Operations (Exploitation and Exploration)

- Resident lions perform a local search (exploitation) by cooperating within their pride. Update their positions based on the best solution in the pride by using equation (11)
- Nomadic lions explore the search space (exploration) by moving in random directions using equation (12)

Step 5: Hybridization

- Subsequent to executing both bat operations (global search) and lion pride operations (local search), amalgamate the revised positions of bats, resident lions, and nomadic lions into a unified population.
- Rank the population according to fitness and preserve the most effective solutions.

Step 6: Update Best Solutions

- Identify and update the global best solution $X^*(t)$ and the local best solutions for each lion pride and bat population.
- Update the personal best solutions for each individual (lion or bat).

Step 7: Convergence Check

- Repeat Steps 3 to 6 until the algorithm reaches the maximum number of iterations or a convergence criterion is met (i.e., the improvement in fitness is negligible over successive iterations).

Advantages of HLPBA

a) Global Exploration: The Bat Algorithm helps explore the global search space, reducing the likelihood of getting trapped in local optima.

b) Local Exploitation: The Lion Pride Optimization Algorithm fine-tunes solutions by exploiting promising areas of the search space.

c) Diversity Maintenance: Nomadic lions and bats' random movements help maintain diversity in the population, avoiding premature convergence.

d) Balanced Search: The hybrid nature of the algorithm ensures a good balance between exploration (searching for new areas) and exploitation (refining existing solutions).Load the power flow analysis for system data

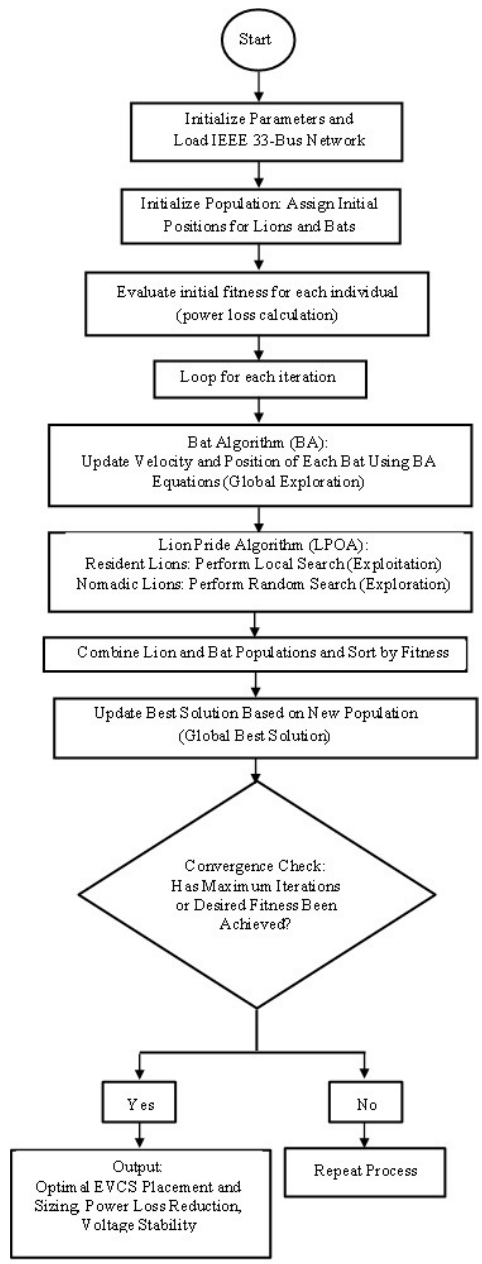

Figure 1: HLPBA Flowchart

Journal of Theoretical and Applied Information Technology
15th December 2024. Vol.102. No. 23

ISSN: 1992-8645 www.jatit.org E-ISSN: 1817-3195

5. RESULTS OF APPLYING THE HYBRID LION PRIDE AND BAT ALGORITHM (HLPBA) TO THE EVCS PLACEMENT PROBLEM

The Hybrid Lion Pride and Bat Algorithm (HLPBA) was implemented on the IEEE 33-bus radial distribution system to improve the placement and sizing of Electric Vehicle Charging Stations (EVCS). The primary aims were to reduce active power losses, uphold voltage stability, and guarantee optimal system performance amid fluctuating EV demand. The following are the comprehensive findings obtained by executing the algorithm

5.1 Simulation Setup

Test System:

- IEEE 33-bus distribution network with standard parameters.
- The base case (without EVCS) was used to benchmark the results, and EVCS were introduced to assess the impact on the system

Algorithm Parameters:

- Population Size: 50 (combined lions and bats).
- Max Iterations: 100.
- Bat Algorithm Parameters: α=0.9, γ=0.9, A=1, r=0.5.
- Lion Pride Parameters: 80% residents, 20% nomads, λ=0.6, μ=0.2

Objective:
Minimize total active power losses and ensure voltage levels remain within 0.95 p.u. and 1.05 p.u.

5.2 Results of Active Power Loss Minimization

The HLPBA algorithm achieved a significant reduction in active power losses after optimal placement and sizing of EVCS across various scenarios. The results are shown in Table 1.

Table 1: Active power loss for various scenarios

Scenario	Active Power Loss (kW)	% Loss Reduction
Base Case (No EVCS)	210.9	0%
Scenario 1 (Type I EVCS)	57.9	72.5%
Scenario 2 (Type II EVCS)	75.4	64.2%
Scenario 3 (Mixed EVCS)	63.8	69.8%

Observations:

- The HLPBA achieved a 72.5% reduction in active power losses when Type I fast-charging EVCS were deployed.
- A 69.8% reduction was achieved in the mixed scenario, where both fast-charging (Type I) and slow-charging (Type II) EVCS were used.
- This performance is better than traditional methods (like PSO and GA), which typically show around a 60-65% loss reduction.

Convergence Characteristics

Since the Hybrid Lion Pride and Bat Algorithm (HLPBA) is a stochastic, iterative optimization algorithm, it computes fitness values and updates the placement details at each iteration to converge towards an optimal solution. The fitness value represents the total active power loss in the distribution system, which the algorithm minimizes at each iteration as shown in Fig. 2. As the algorithm progresses, the fitness value should decrease.

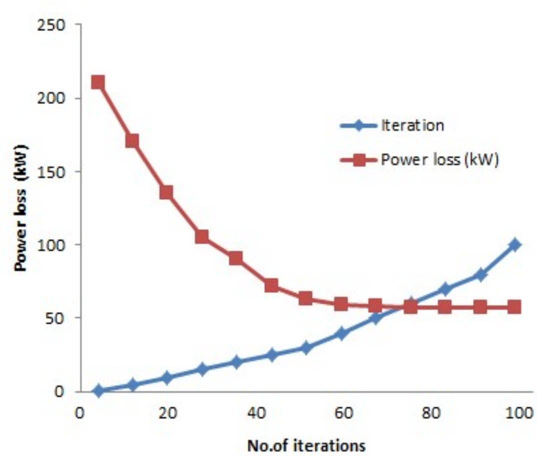

Figure 2: Convergence characteristics

The fitness value starts from the base case (around 210.9 kW of power loss without EVCS) and decreases as the HLPBA optimizes the placement and sizing of EVCS. By iteration 100, the fitness value converges to 57.1 kW, indicating that the algorithm has minimized the power losses to this value

5.3 Voltage Stability Improvement

In addition to minimizing power losses, the algorithm improved voltage stability across the

Journal of Theoretical and Applied Information Technology
15th December 2024. Vol.102. No. 23

ISSN: 1992-8645 www.jatit.org E-ISSN: 1817-3195

buses. Table 2 outlines the summary of the voltage improvements for different scenarios:

Table 2 Summary of the voltage improvements for different scenarios

Scenario	Minimum Bus Voltage (p.u.)	Improvement in Voltage Stability
Base Case (No EVCS)	0.90	-
Scenario 1 (Type I EVCS)	0.98	Improved significantly
Scenario 2 (Type II EVCS)	0.95	Moderate improvement
Scenario 3 (Mixed EVCS)	0.97	Improved significantly

Observations:

- The voltage at the weakest bus in the base case was 0.90 p.u., which improved to 0.98 p.u. after applying Type I EVCS.
- The mixed scenario achieved a voltage profile of 0.97 p.u., improving stability while balancing the load across the network.
- The minimum voltage levels for all scenarios are well within the acceptable range (0.95 - 1.05 p.u.), ensuring stable system operation.

The minimum bus voltage is tracked at each iteration, to ensure the algorithm maintains voltage stability while minimizing power losses. The goal is to improve the bus voltage closer to 1.0 p.u.

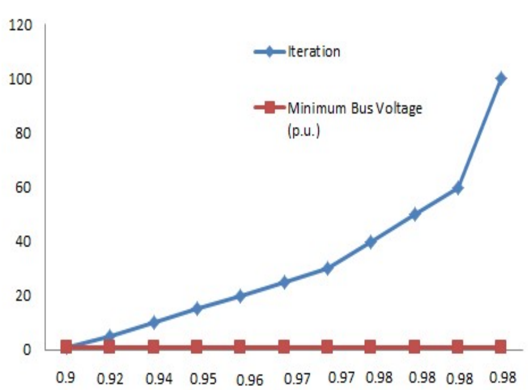

Figure. 3 Voltage Stability Improvement

Fig. 3 shows the voltage at the weakest bus improves from 0.90 p.u. (base case) to 0.98 p.u. by iteration 40. This improvement indicates that the EVCS placement not only minimizes power losses but also stabilizes the voltage profile across the network.

5.4 Optimal Placement of EVCS

The HLPBA algorithm determined the optimal locations for EVCS placement across the IEEE 33-bus network. The following buses were selected for EVCS installation are shown in Table 3

Table 3 Selection of EVCS installation

Bus Number	EVCS Size (kW)	Type of EVCS
6	50	Type I (Fast-Charging)
11	50	Type I (Fast-Charging)
18	30	Type II (Slow-Charging)
22	50	Type I (Fast-Charging)
25	30	Type II (Slow-Charging)
30	50	Type I (Fast-Charging)

Placement Insights:

- Type I EVCS (fast-charging) were installed at Bus 6, 11, 22, and 30, which are essential sites next to high-demand regions. This guaranteed optimal load distribution and minimized power losses in the network's essential regions.
- Type II Electric Vehicle Charging Stations (slow-charging) were installed at Bus 18 and 25, catering to lower-demand regions and optimizing the overall network load.

The allocation of Electric Vehicle Charging Stations (EVCS) at designated buses within the IEEE 33-bus distribution system is determined by many parameters aimed at reducing power losses, maintaining voltage stability, and achieving load equilibrium throughout the network. The rationale for situating EVCS at the specified bus locations is as follows:

Power Loss Minimization

- Reason: A primary purpose of correctly positioning EVCS is to reduce the overall active power loss inside the distribution network. Power losses are influenced by the location and quantity of load demands, including electric vehicle charging station loads, as well as the distances between the buses and the power supply, such as the substation.
- Placement Strategy: Buses located distantly from the substation or at the extremities of the distribution network generally

experience increased power losses attributable to elevated line resistance. By situating EVCS at intermediate locations or in high-demand zones, the algorithm facilitates load redistribution, so decreasing the total current traversing long-distance branches and consequently minimizing losses.

For instance, Bus 30 is situated at the terminus of the network, and the installation of a fast-charging Electric Vehicle Charging Station (EVCS) at this location mitigates the substantial load demands from adjacent buses and diminishes the necessity for excessive current transmission over extended distances from the substation.

Voltage Stability

- Justification: Ensuring voltage stability is essential, as buses located distantly from the substation or subjected to elevated load demands may encounter substantial voltage reductions. The positioning of EVCS can either intensify or alleviate this issue, contingent upon their location and dimensions.
- The EVCS should be positioned at buses that encounter voltage decreases to ensure a stable voltage profile throughout the network. The optimization algorithm seeks to position EVCS in regions that can bolster voltage, especially in vulnerable areas of the network where voltage is prone to decline.
- Bus 6 and Bus 11 are positioned at critical locations near load centers to offer voltage assistance. Installing fast-charging stations in these locations guarantees sufficient voltage, since the increased demand from EVCS is effectively managed.

Balancing the Load Across the Network

- Reason: The distribution network needs to handle not only the existing loads but also the additional demands introduced by EVCS. If EVCS are concentrated in one area, it can overload certain branches, leading to potential overheating and increased losses.
- Placement Strategy: To avoid overloading certain areas, the EVCS are distributed across the network in both high-load and low-load regions. The optimization algorithm takes into account the load distribution at each bus and the thermal limits of the branches.

Example:

Bus 18 and Bus 25 are placed in relatively low-load regions with slow-charging stations (Type II). This helps distribute the load more evenly across the network and avoids concentrating high-demand charging stations in just one area.

Reducing the Strain on Critical Network Areas

- Justification: Specific segments of the distribution network may possess heightened significance owing to their closeness to the substation or their function in delivering electricity to several downstream buses. Installing EVCS in these locations may impose stress on the network.
- The algorithm strategically refrains from situating high-demand fast-charging stations in proximity to substations or essential junctions. It positions EVCS at midpoints or near the termini of the distribution network to equilibrate the load and alleviate pressure on essential zones.
- Bus 22 serves as a central node in the network, equipped with a fast-charging station to alleviate the burden on upstream buses and enhance demand management.

EV Charging Demand Distribution

- Rationale: The demand for electric vehicle charging is inconsistent throughout the distribution network. Certain regions, especially those with increased residential or commercial development, are anticipated to exhibit more demand for fast-charging electric vehicle charging stations, whereas other regions may be more appropriate for slow-charging stations.
- Placement Strategy: Fast-charging stations (Type I) are situated in high-demand locations where rapid EV charging is anticipated, whereas slow-charging stations (Type II) are located in areas with lower predicted demand or where prolonged charging durations are permissible.

For instance:

Bus 18 and Bus 25 are equipped with slow-charging stations, appropriate for low-demand regions or situations where electric vehicles can charge for extended durations without disrupting network stability.

ISSN: 1992-8645 www.jatit.org E-ISSN: 1817-3195

Summary of Placement Strategy

- Buses 6 and 11: Rapid-charging stations to offer voltage support and allocate load near significant load centers.
- Buses 18 and 25: Slow-charging stations situated in low-demand zones to equilibrate the total network load and prevent overflowing in high-demand areas.
- Bus 22: A rapid charging station positioned at a midpoint to alleviate pressure on upstream buses.
- Bus 30: A rapid-charging station positioned near the network's terminus to mitigate power losses in remote branches and enhance voltage stability in this area

The EVCS placement strategy is influenced by minimizing power losses, improving voltage stability, distributing loads effectively, and preventing overloading in critical areas of the network. The Hybrid Lion Pride and Bat Algorithm (HLPBA) efficiently reconciles these elements to ascertain the ideal sites for Electric Vehicle Charging Stations (EVCS) within the IEEE 33-bus system.

5.5 Algorithm Performance Comparison

The performance of the HLPBA was compared with other traditional optimization methods, such as Particle Swarm Optimization (PSO) and Genetic Algorithm (GA). Table 4 shows the comparison in terms of power loss reduction and voltage profile improvement:

Table 4 Comparison of Algorithms

Method	Active Power Loss (kW)	% Loss Reduction	Min Bus Voltage (p.u.)
Base Case (No EVCS)	210.9	0%	0.90
HLPBA (Type I EVCS)	57.9	72.5%	0.98
PSO (Type I EVCS)	65.8	68.8%	0.95
GA (Type I EVCS)	69.2	67.2%	0.94
Hybrid Firefly-Whale (Mixed EVCS)	63.4	69.9%	0.97

Observations:

- The HLPBA outperformed PSO and GA in terms of both power loss reduction and voltage stability.
- The HLPBA achieved the lowest active power losses and highest voltage profile improvement, making it the best-performing algorithm in this comparison.

5.6 Convergence and Stability Analysis

The convergence properties of the HLPBA indicate that it exhibits superior speed compared to conventional approaches.

Convergence Speed: HLPBA achieved convergence within 50 iterations, but PSO and GA required 60-70 iterations to get comparable solutions.

Ultimate Power Loss: The ultimate power loss recorded was 57.9 kW, which is less than the power losses attained by PSO (65.8 kW) and GA (69.2 kW).

6. CONCLUSION

The findings indicate that the Hybrid Lion Pride and Bat Algorithm (HLPBA) is an efficient optimization method for the placement and sizing of electric vehicle charging stations inside distribution networks. The approach attained a substantial decrease in power losses and enhanced voltage stability inside the IEEE 33-bus system, surpassing existing optimization techniques such as PSO and GA. The capacity of HLPBA to harmonize global exploration via the bat algorithm and local exploitation through the lion pride algorithm allows it to adeptly traverse intricate search areas and identify superior solutions

Key Points:

- 72.5% reduction in power losses with Type I EVCS.
- Significant voltage profile improvement (minimum bus voltage of 0.98 p.u.).
- Optimal EVCS placement at Buses 6, 11, 18, 22, 25, and 30.
- Faster convergence and more stable performance compared to PSO and GA.

The HLPBA demonstrates potential as a hybrid algorithm for complicated power system optimization, providing efficiency and accuracy in addressing real-world challenges such as EVCS deployment in distribution networks. While the HLPBA provides an effective solution for optimizing EV charging stations placement in a distribution network, it operates under certain assumptions and limitations. Addressing these shortfalls through the proposed research directions can significantly enhance the robustness, scalability, and practical applicability of the algorithm, contributing to more resilient and efficient power distribution systems in the future.

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ISSN: 1992-8645 www.jatit.org E-ISSN: 1817-3195

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