



# Linking Electric Vehicles to Renewable Energy

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**30<sup>th</sup> October 2019**



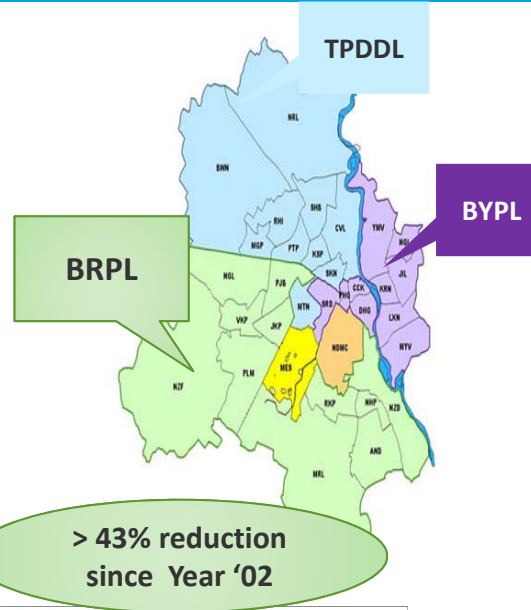
*BSES is a JV of Reliance Infrastructure (51%) and Govt. of Delhi (49%)*

# Agenda

- BRPL – Brief Profile
- EVs at BSES Rajdhani
- Utility's role in RE and EV integration
- Summary

# BSES Rajdhani Power Ltd. – A Profile

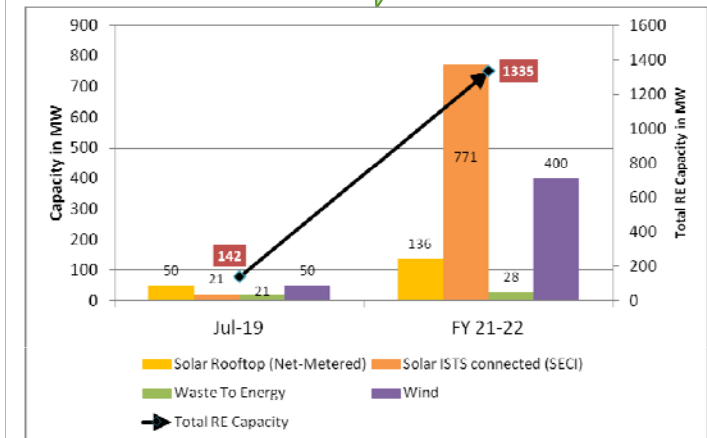
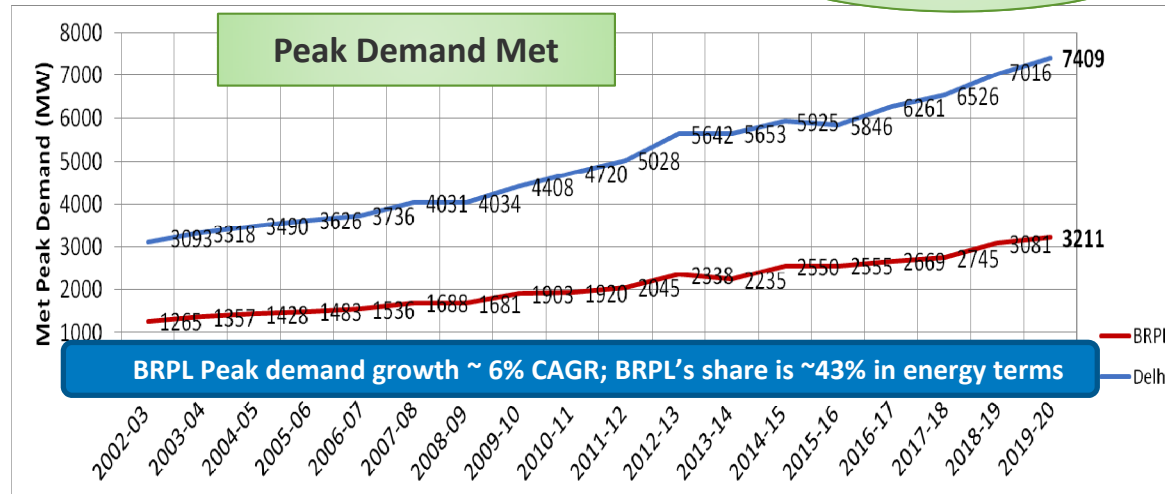
Distribution Area	750 sq. Km
No. of customers	2.55 Mln.
Customer Density	3400 /sq Km
Max Demand met (Till Date)	3211 MW
Annual Billed energy FY19	12,194 MU
AT&C Loss FY19	8.06 %



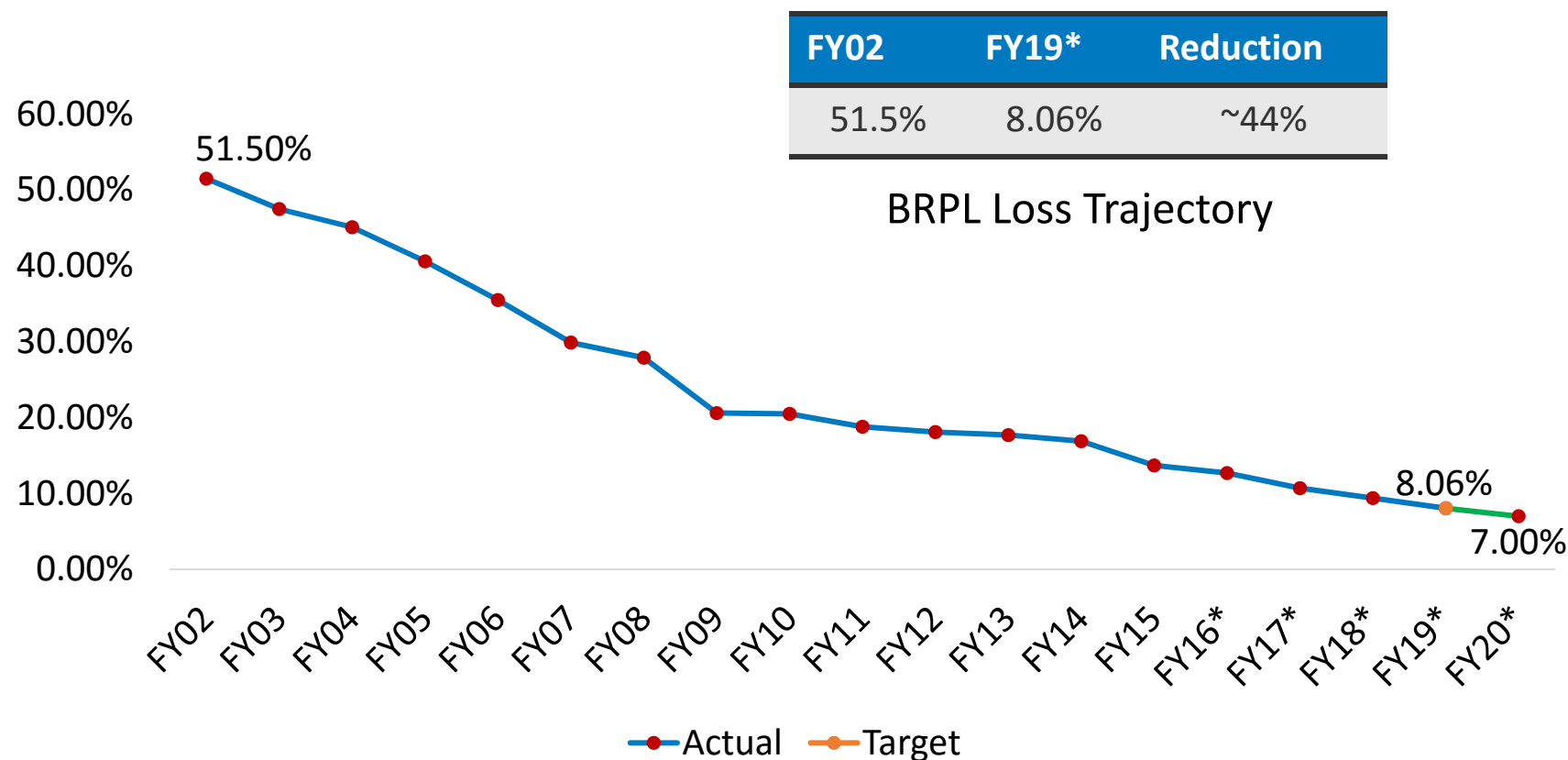
## Consumer Mix

About 86% residential contributing to ~70% consumption

RE ~ 29% of portfolio (1300MW+) by '21-22



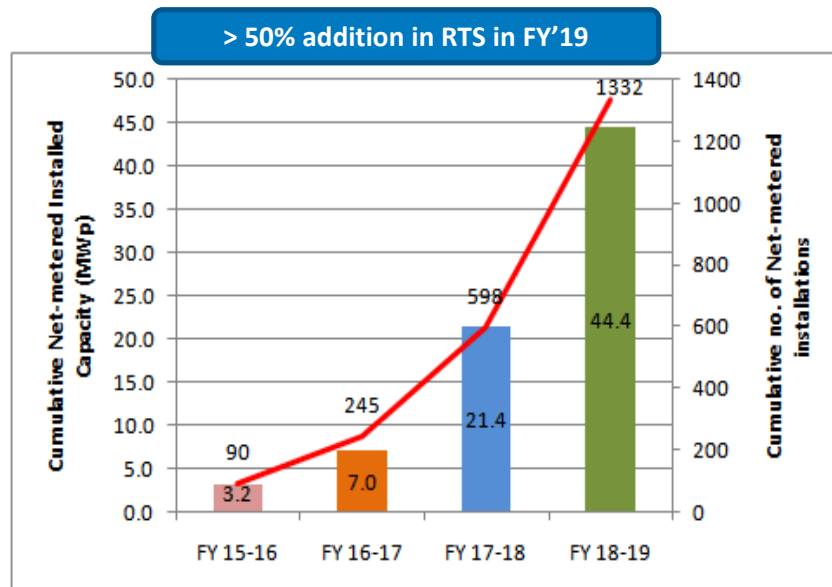
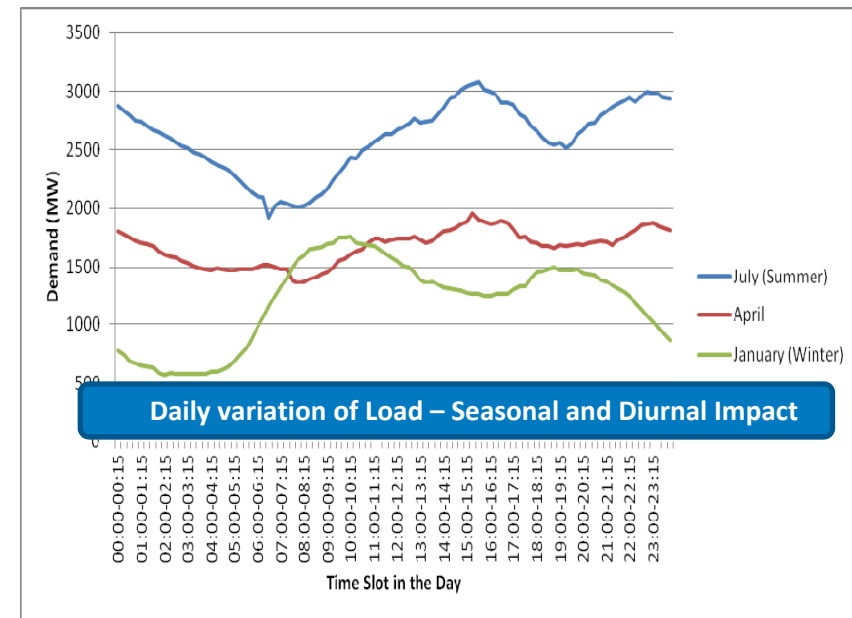
# Steep Loss reduction post- privatization



*~44% reduction in losses post takeover against 20% rise in a decade up-to privatization*

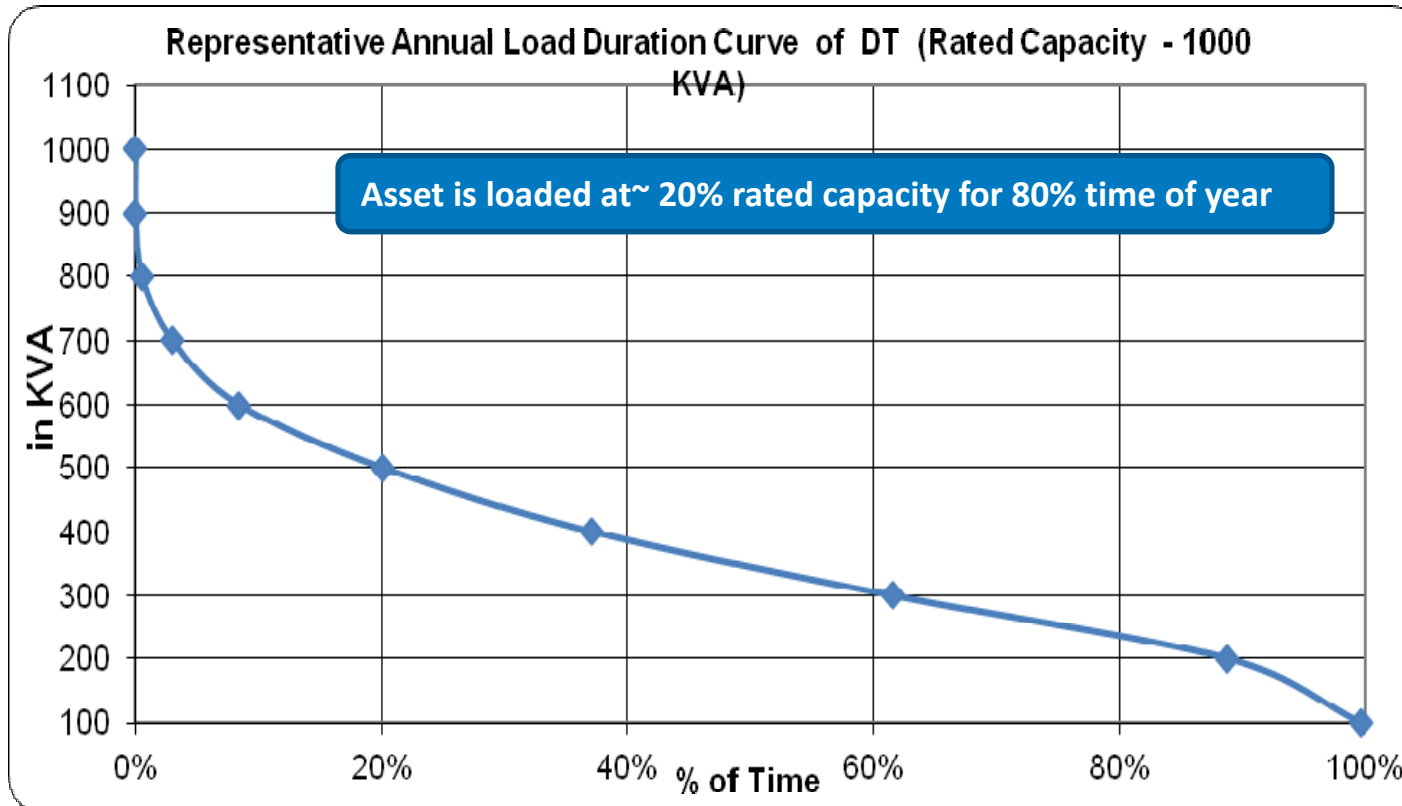
# Power Portfolio & Network Landscape (1/2)

- Large seasonal and diurnal variation in demand and hence loading of assets
- High RE share including robust growth in Roof Top Solar



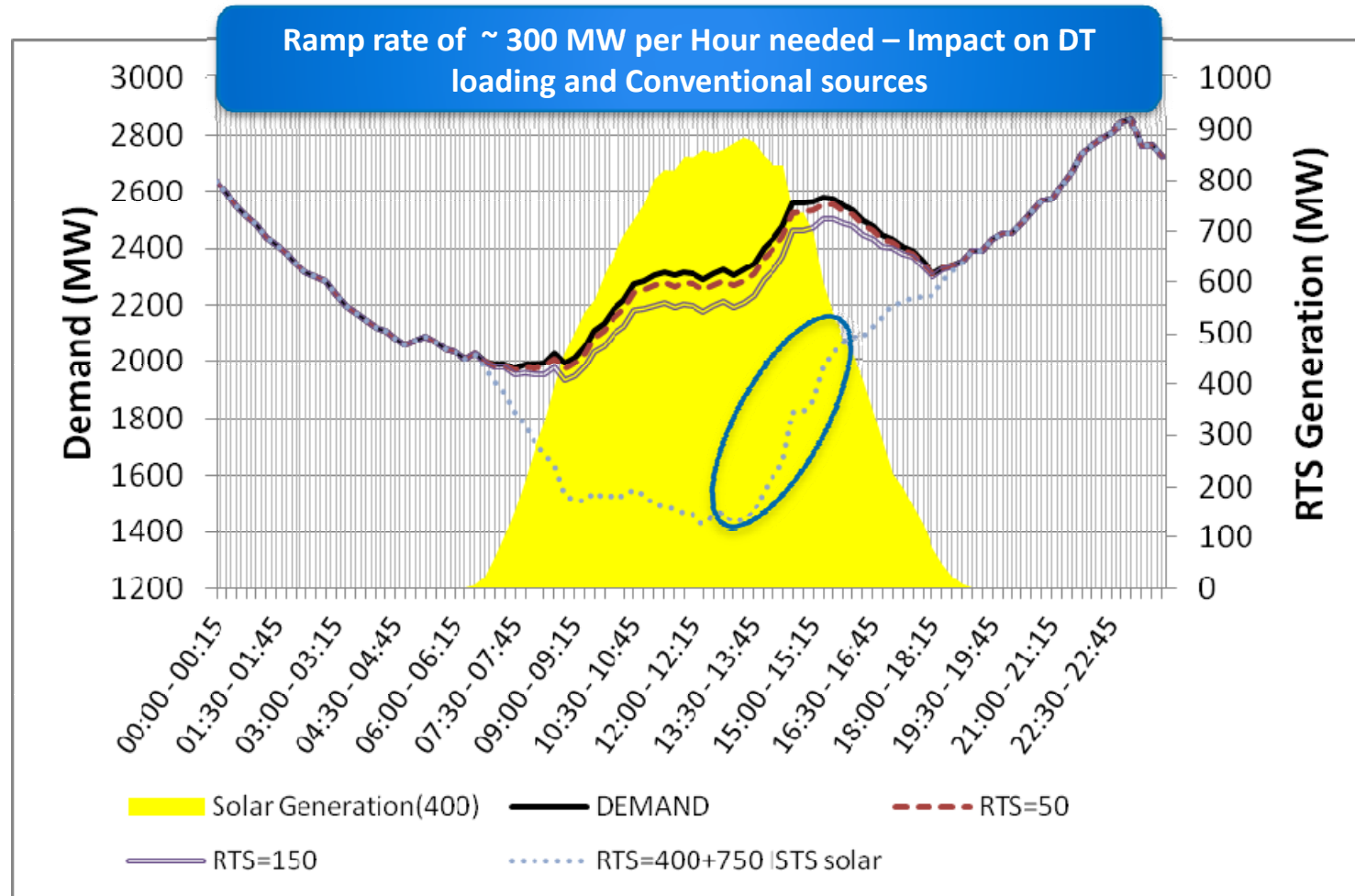
Daily variation in load	
Summer (Jul)	~1160 MW
Winter (Jan)	~1200 MW
Fall/Spring (Oct/ Apr)	~600 MW

## Power Portfolio & Network Landscape (2/2)



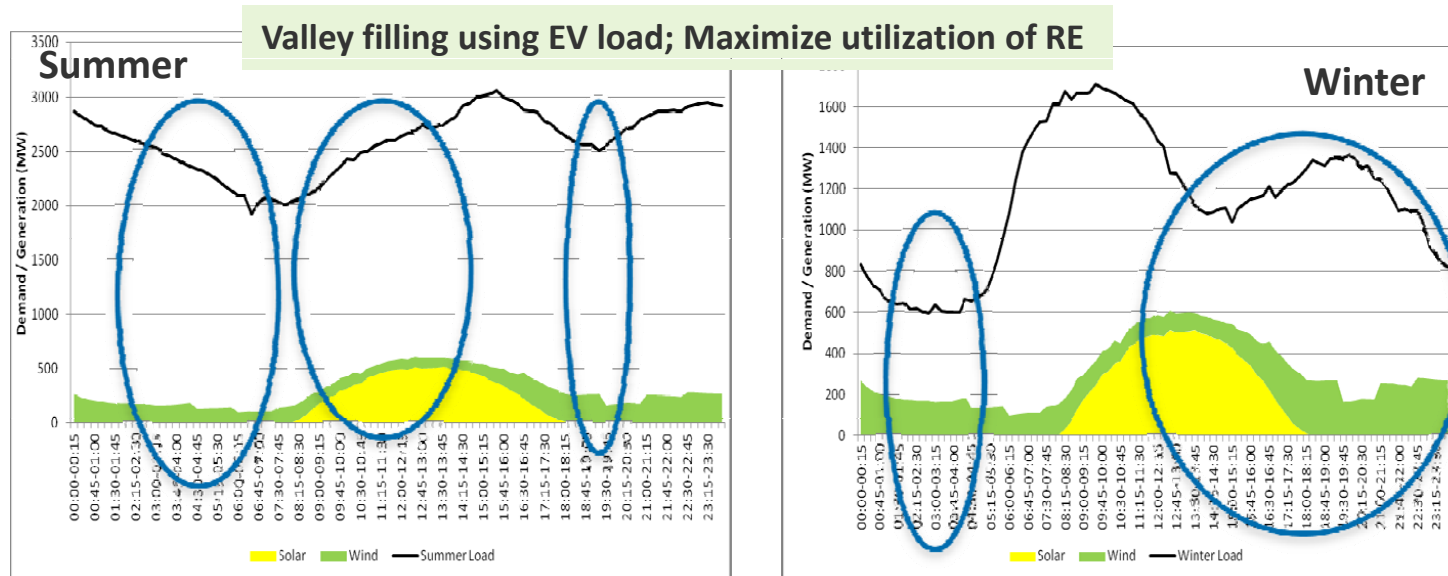
- Space constraints for network upgradation
- Overall lower utilization of assets
- Rooftop Solar can help reduce day peak loading of assets

# Impact of RTS and ISTS Solar on Demand



# EV charging during High RE share slots

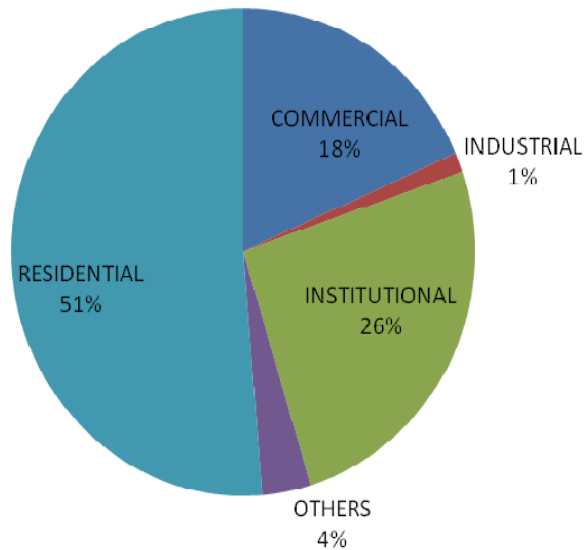
- EV TOU tariff could align with high RE (Wind + Solar) slots for EV charging
- Overnight EV charging to promote Wind power absorption
- Similarly day charging (barring peak hours) to promote Solar power absorption
- EV charging coupled / synchronized with Rooftop solar to promote RTS penetration in Grid



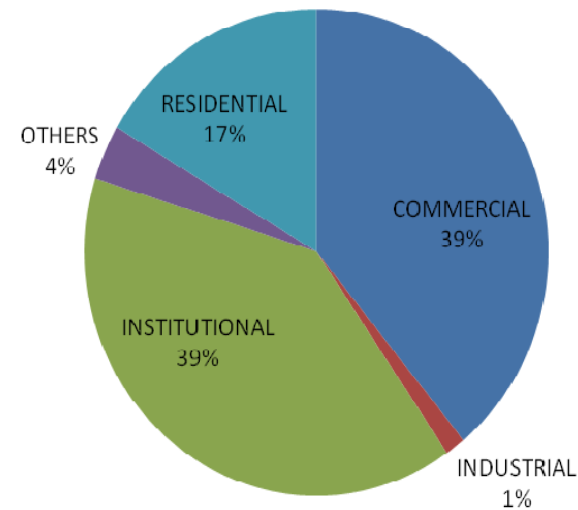


# BRPL's Rooftop Journey till YTM Jun19

**No. of net-metered installations**



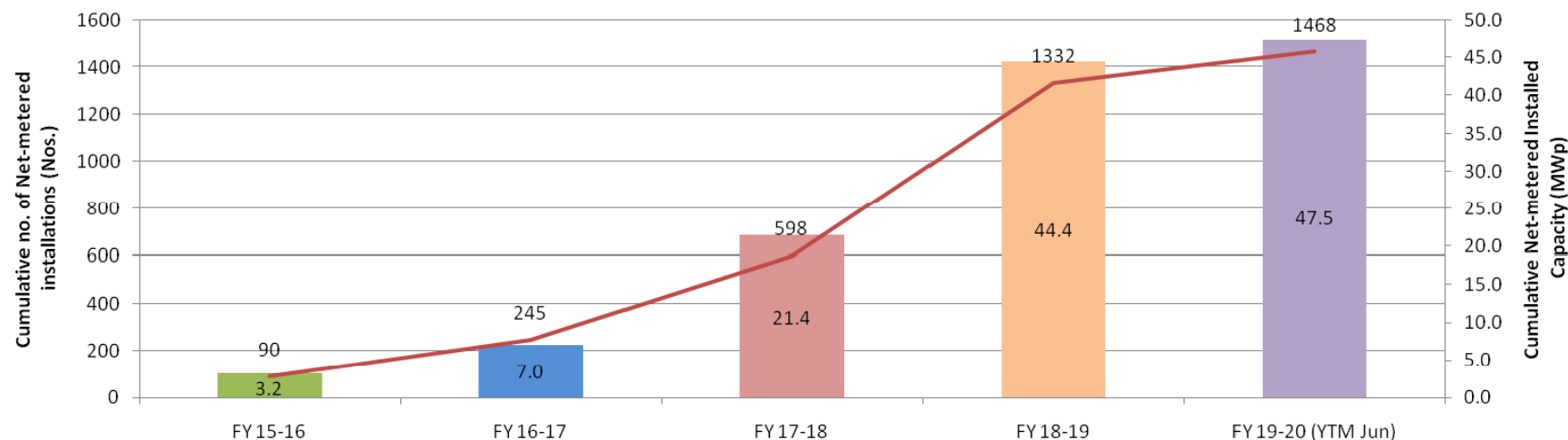
**Installed solar capacity**



- 1468 Installations completed, 47.47 MWp ; Another 18.30 MWp in Progress
  - Y1: 90 Nos, 3.1 MWp, Y2: 155 Nos., 3.8 MWp , Y3: 353 Nos., 14.4 MWp, Y4: 734 Nos., 23.0 MW
- Capacity of Solar 47.47 MWp against sanctioned load of 155.1 MW (~31%)

# BRPL's Rooftop Journey till YTM Jun19

## RTS installations capacity crossed 50 MWp in Aug '19



**No. of net-meter installations in FY18-19 is higher than cumulative no. of installations in last 3 FYs**

**Waste-to-Energy , Hybrid Solar, Wind Plants in Pipeline**

## EVs at BSES Rajdhani

- Member of EV100



**THE CLIMATE GROUP**

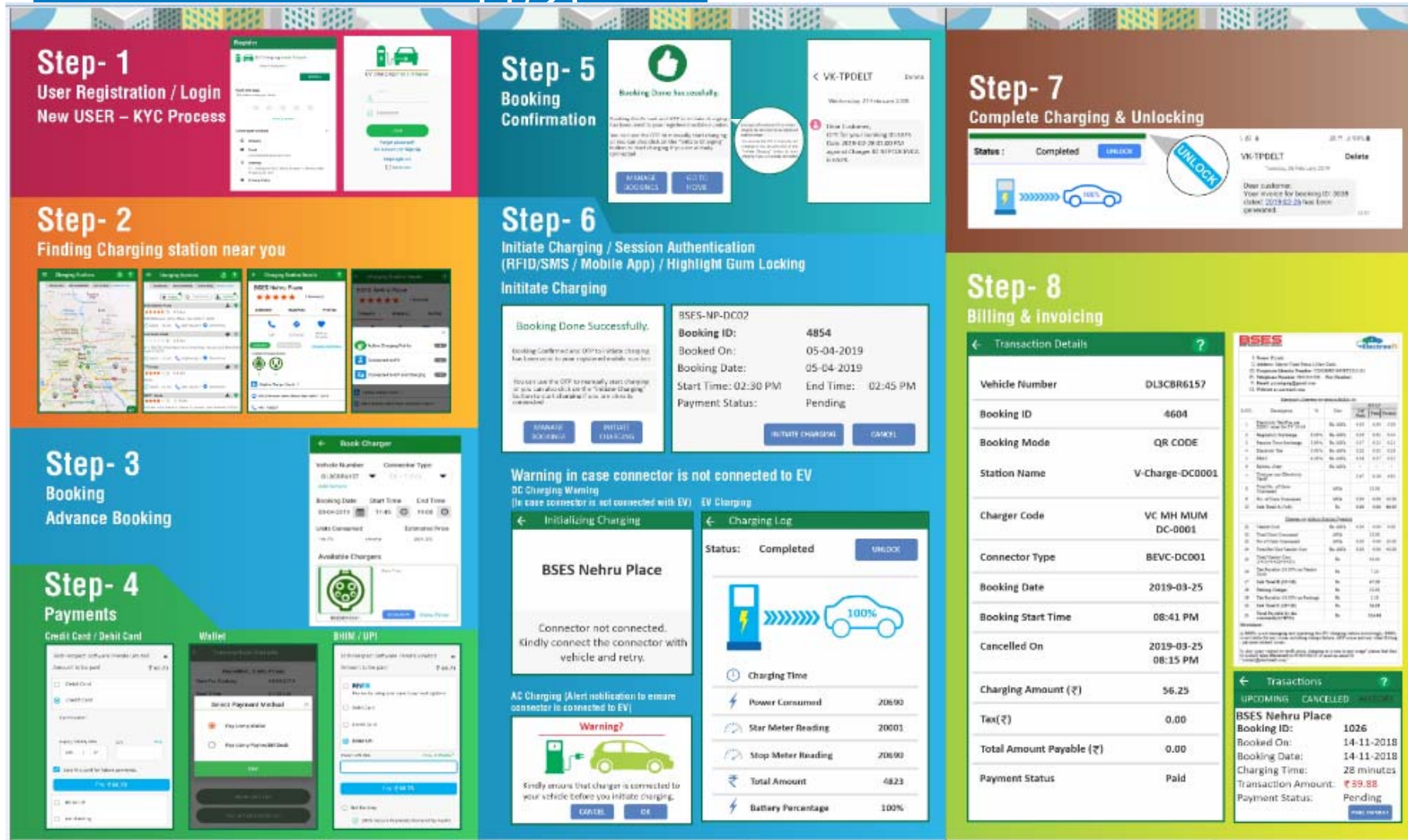
- Phased transition of corporate fleet
- Roll-out of Public EV CI in collaboration with Land owning agencies
- EODB for EV charging connection support
- Participating in Freight pilot in Delhi
- Facilitating legal charging and battery swapping infra for 3W / e-Rickshaws
- App based booking and EV charging
- Managed charging of EVs – Integration with Distribution systems control

# EVs at BSES Rajdhani





# Process for EV charging (1/2)



# Process for EV charging ...(2/2)

## Exceptions

### 1. NO Show by EV consumer

Feb-4, 3:45PM

Booking Reminder! Dear customer, you have an upcoming booking with ID: 1540 for vehicle charging scheduled at 04-02-2019 03:45 PM.

Feb-4, 4:08PM

Dear Customer, Your booking with booking ID: 1540 dated: 04-02-2019 03:45 PM has been cancelled. Amount of INR 1 has been refunded to your wallet.

← Notifications

3 notifications Clear

Booking Cancel

04/02/2019 3:45 PM

Dear Customer, Your booking with booking ID: 4843 dated: 05/04/2019 05:30 PM has been cancelled. Amount of INR 1 will be refunded to your account within 2-3 working days.

Transaction

04/02/2019 3:45 PM

Transaction successfully done

Transaction

04/02/2019 3:45 PM

Transaction failed

### 2. Cancellation by EV user

NEW CANCELLED COMPLETED

**BSES Nehru Place**  
(Charger Code : BSES-NPDC02)

Booking ID: 4854

Booked On: 05-04-2019

Booking Date: 05-04-2019

Start Time : 02:30 PM End Time: 02:45 PM

Payment Status: Pending

INITIATE CHARGING CANCEL

Confirm Cancellation

Are you sure you want to cancel this booking?

CANCEL OK

← Charging Details ?

NEW CANCELLED COMPLETED

NEW	CANCELLED	COMPLETED
<b>BSES Nehru Place</b>		
Booking ID:	4854	
Booked On:	05-04-2019	
Charging Date:	05-04-2019	
Transaction Amount:	₹0.00	
Payment Status:	N/A	
<b>BSES Nehru Place</b>		
Booking ID:	4853	
Booked On:	05-04-2019	
Charging Date:	05-04-2019	
Transaction Amount:	₹0.00	
Payment Status:	N/A	
<b>BSES Nehru Place</b>		
Booking ID:	4843	
Booked On:	05-04-2019	
Charging Date:	05-04-2019	
Transaction Amount:	₹0.00	
Payment Status:	N/A	

Payment Refund / credit back payment

### 3. Over payment / Under Payment from EV User

← Transaction Details

Vehicle Number	UP08KD8989
Charging Station	TRFSLT1
Connector Type	TYPE - 1 (AC)
Date For Booking	05-04-2019
Actual In Time	02:33:18 PM
Actual Out Time	02:33:56 PM
Charging Amount (₹)	250.00
Total Amount Paid Before Charging (₹)	44.90
Applied Promo Value (₹)	0.00
Tax Amount (₹)	49.13
Total Amount Payable (₹)	254.23

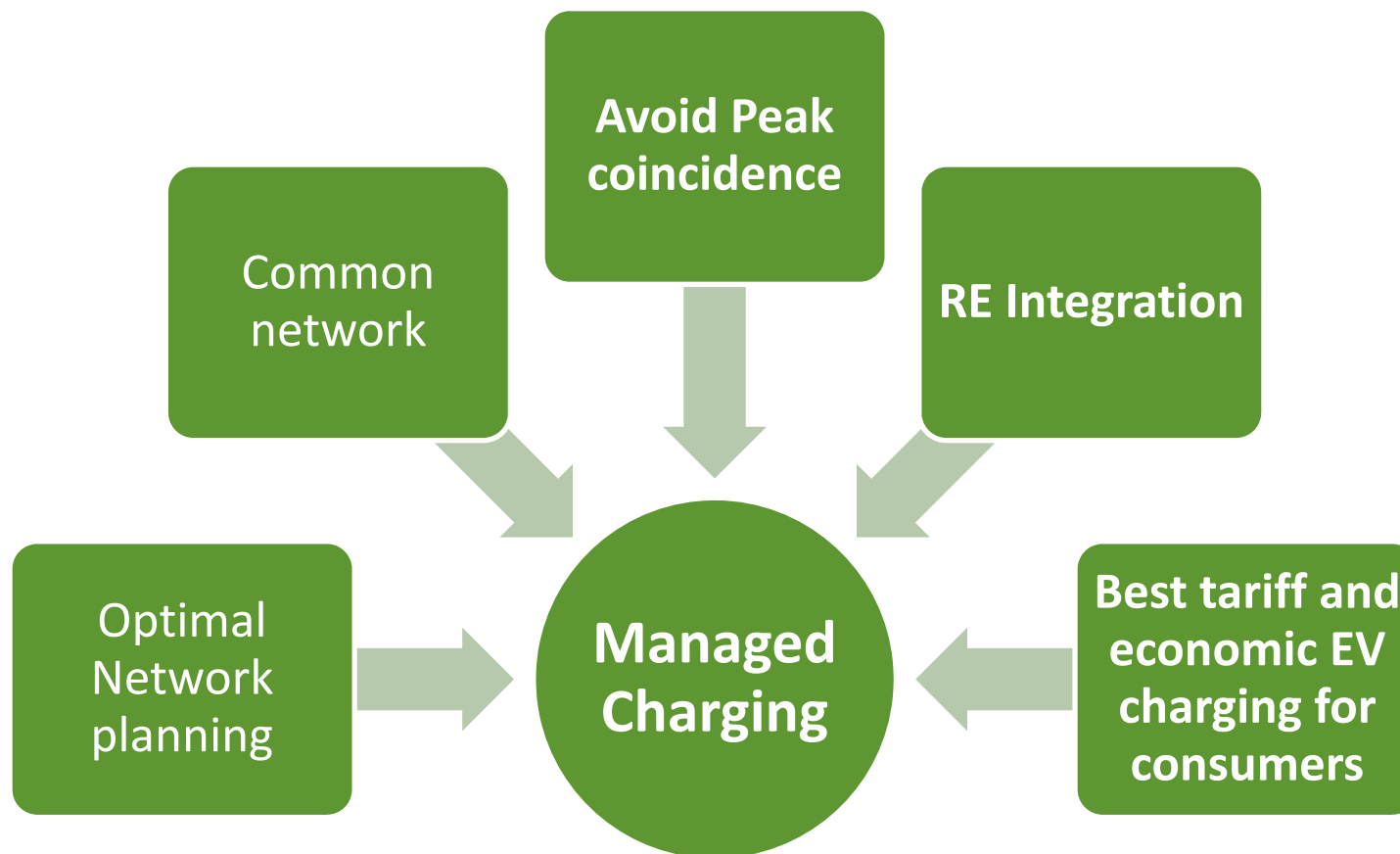
Enter Promo Code

EV Charging made Simpler

## DESCRIPTION OF CHARGING PROCESS

# Managed Charging - Drivers

- Key Drivers for Managed Charging:



# Forms of Managed Charging

**Passive** managed charging relies on customer behavior to affect charging patterns.

**Active** managed charging relies on communication (i.e., “dispatch”) signals originating from a utility or aggregator to be sent to a vehicle or charger to control charging in a predetermined specific way.

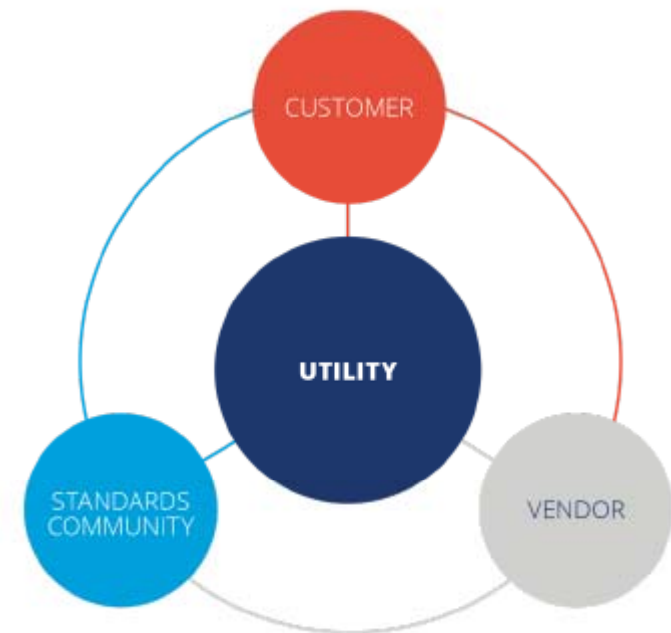
Passive	Active
EV time-varying rates, including time-of-use rates and hourly dynamic rates	Direct load control via the charging device
Communication to customer to voluntarily reduce charging load (e.g., behavioral demand response event)	Direct load control via automaker telematics
Incentive programs rewarding off-peak charging	Direct load control via a smart circuit breaker or panel

Source: Smart Electric Power Alliance, 2019.



# Role of Utility

- Provide EV education and awareness to their consumers
- Participate in the managed charging communication standards development process
- Engage vendors to share utility needs and learnings from other comparable DER efforts
- Provide a test bed or pilot effort for new solutions
- Develop solutions to integrate EV charging into demand response systems
- Continue to evolve rate structures matched with active load management strategies
- Encourage greater deployment of managed charging-capable infrastructure among customers



Source: Smart Electric Power Alliance, 2019

## Proposed EV TOD tariff - Delhi

S.No	Period	Applicable Off Peak Rebate during identified off peak time slots	Applicable Peak Surcharge during identified peak time slots
1	May – September (Other categories of consumers)	05:00 – 09:00 (30%)	00:00 – 02:00 (40%) 14:00 – 18:00 18:00 – 24:00
2	April – November & February - March (For EV charging)	02:00 – 10:00 (45%) 18:00 – 22:00	22:00 – 24:00 (46%)
3	December – January (EV Charging)	00:00 – 05:00 (32%) 18:00 – 24:00	05:00 – 10:00 (44%)

**TOD Tariff for EVs along with Active Managed Charging expected to promote stable distribution, RE integration and cost economics for EVs**

# Summary

- Distributed Public EV charging Infrastructure across city (near to Electric sub-stations) to enable optimal network requirements, optimal costs and space use
- Active and Passive managed charging to play key role in grid integration of EV and RE
- EV specific rate plans to induce better network utilization and optimal costing of backend infrastructure
- Integration of EV charging with DERMS shall be key
- Discoms in partnerships with land owning agencies can be new “fuel provider” for electrified mobility



**BSES**  
BSES Rajdhani Power Limited

**Thank You**

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