The International Journal of Business Management and Technology, Volume 8 Issue 5 September-October 2024
ISSN: 2581-3889

Research Article Open Access

Optimizing Urban Mobility with a Power-Sharing Network for Ground and Aerial Online Electric Vehicles (OLEVs)

Khalil Ahmad Mahmoud Jamous[1,2]

[1]*Department of Computer Science, King Abdullah II School of Information Technology, Jordan University, Amman, Jordan.*

[2]*Department of Computer Science, Faculty of Science and Technology, Al-Quds University, Jerusalem, Palestine.*

Abstract: *With urban transport on the rise and its diverse environmental impacts, Online Electric Vehicles (OLEVs) provide a sustainable mobility solution through wireless power transfer. This paper discusses the feasibility and implications of a power-sharing network for OLEVs in both ground and aerial formats to enhance urban connectivity and efficiency. We focus on designing and evaluating a power-sharing network that includes system design specifications for both vehicle types and a power-sharing model to ensure efficient energy management and distribution. To rigorously test the efficiency of the proposed power-sharing model, we establish a linear programming model that optimizes power allocation among a network of OLEVs using the Simplex algorithm. This model is implemented and solved using Python, and simulations are used to examine its impact on urban traffic flow and environmental sustainability. The outcomes include assessment of the operational efficiency of both ground and aerial OLEVs, potential reductions in energy consumption and emissions, and predictions of enhanced urban traffic management and accessibility. This integration promises to revolutionize urban transport, offering a significant step toward sustainable city planning, although it also highlights the need for further study and pilot projects to overcome technical and regulatory challenges.*

Keywords: *Online Electric Vehicles (OLEVs), Wireless Power Transfer (WPT), Power-sharing Network, Urban Mobility, Energy Management, Aerial Vehicles, Simplex Algorithm, Environmental Sustainability, Urban Traffic Flow.*

I. Introduction

Rapid urbanization and the increased demand for efficient and sustainable modes of transportation pose a huge challenge to the urban transportation network. The growth of urban transport happens to be the maximum contributor to environmental degradation, congestion, and energy consumption. In this context, Online Electric Vehicles (OLEVs) have come up with state-of-the-art development in wireless power transfer to offer a cleaner and more efficient mode than dinosaur-powered ones, which are available on the city streets. This technology covers not only ground transportation but also aerial transportation, giving a wide solution to urban mobility problems [1], [2].

A power-sharing strategy in the urban transportation network would mean developing an intelligent and cooperative technique for power sharing among other connected ground and aerial OLEVs. This paper discusses the design feasibility and impact assessment of a power-sharing network for ground and aerial OLEVs. This network should allow the optimization for efficient power flow management and minimization of the emissions while, at the same time, improving inflow of the traffic and providing seamless connectivity to urban residents [3], [4].

The first and foremost task of the current work is to design and evaluate the performance of a power-sharing network for OLEVs. For the purpose, we hereby provide a detailed system design with vehicle specifications for ground and aerial OLEVs, a power-sharing model to facilitate power-efficient distribution across the network, and a linear programming model to segment power in an optimized manner. We use Python as a modeling language and the Simplex algorithm with linear programming in model implementation and solution. Further on, a simulation test is performed to evaluate its performance on urban transportation networks [5], [6].

In this way, the paper is aimed at making a technically long, environmental, and operationally profound contribution about the integration of Online Electric Vehicles into urban transport networks. We demonstrate that the power network sharing offers a cleaner and energy-efficient transportation but also improves the traffic manageability and connectivity. However, although it provides solutions to some of the problems we have pointed out in the preceding, i.e., technical limitations and the regulatory hurdles, the realization requires new research and piloting [7], [8].

The rest of the paper is organized as follows, where a detailed analysis for developing the entire system for the ground and aerial OLEVs is available. It provides the power-sharing model and much more importantly the optimization and simulation results. A summary follows on findings and implications further to future research recommendations and recommendations for implementation.

II. Literature Review

Online Electric Vehicles (OLEVs) and associated power-sharing networks are critically involved in their development and multidisciplinary implementation that touches on wireless power transfer, energy management, and urban traffic optimization. The literature discussed herein covers the studies and developments in these areas, laying the ground upon which the proposed power-sharing network for ground and aerial OLEVs is based.

1.1 Technologies of Wireless Power Transfer

This technology is vital to OLEVs as it allows constant provision of power without physical contacts. Jang, presents an extensive survey of WPT systems for electrical vehicles, touching on their operation modes and system configurations [1]. Suh, evaluates critically the present automotive applications for WPT with emphasis placed on recent improvements in coil design and power electronics considering a solution to electromagnetic compatibility [2]. These two studies stress the importance of efficiency and safety of the WPT systems for practical application of the OLEV.

1.2 Energy Management and Optimization

OLEVs can only be sustainable and cost-effective with efficient energy management. Liu, on the other hand, introduced a dynamic optimization method based on WPT at electrical vehicles keen on maximizing the efficiency and minimizing the loss of energy [5]. Zhang, and Zhu developed a linear programming model dedicated to the management of energy in electrical vehicles, with noticeable advancements in the use of energy and the cuts in cost [6]. The application of these optimization techniques is tantamount to the sharing of ground and aerial OLEVs to ensure that energy is optimally distributed among the vehicles.

1.3 Urban Traffic Flow and Smart Mobility

OLEVs are often integrated into the urban transport system, and the traffic flow and mobility pattern should be well laid out. Park, studied issues in regulatory frameworks of the wireless charging infrastructure and made a discussion on the establishment of standardized regulations and policies supporting its wide adoption [7]. Manjunath and Shashidhar, also review energy management systems for electric vehicles and discuss this communication in coordinating vehicle movements to optimize the flow of traffic [9]. These studies draw attention to the importance of regulatory support and sophisticated communication technologies to be developed to allow for OLEV deployment in urban environments.

1.4 Aerial OLEVs and Air Traffic Management

Aerial OLEVs represent a new frontier in urban mobility. The integration of such systems in urban airspace will create novel opportunities for traffic decongestion and the development of new transit grids. Mollah, discusses state-of-the-art in wireless power transfer technologies for aerial vehicles, the challenges to be met and the potential solutions to the latter to be integrated in the urban airspace [10]. Kaminski, discussed state-of-the-art research works in the topic of flight control and the autonomous landing of UAVs, the technical and operational challenges and solutions to facilitate the safe and efficient future of aerial mobility [11]. Swindle hurst, surveys research efforts on air-to-ground communication technologies for UAVs, discusses challenges and potential solutions, and offers a roadmap for urban aerial communication networks [12]. These works offer useful insights into technical issues to be addressed and the regulatory framework that will need to be put in place for the deployment of aerial OLEVs.

1.5 Environmental Impact and Sustainability

The environmental benefit OLEVs are the driver of the development. Several, studies showed its potential to reduce greenhouse gas emissions and improved air quality. For instance, power distribution and rechargers and the use of renewable sources in OLEVs reduce the environmental footprint significantly compared to conventional internal combustion vehicles.

III. Methodology

3.1 System Design for Ground and Aerial OLEVs

The OLEVs to be incorporated into urban transportation systems require some level of systems design incorporation that will cater to peculiar needs of both the surface and aerial vehicles. This section defines the specification and design considerations of these two types of OLEVs, bringing to light their operational mandates and technological advancements required in order to have an effective implementation in place.

3.1.1Ground OLEVs

Ground OLEVs operate within urban environments, often interacting with existing infrastructure and traffic systems. The design of ground OLEVs focuses on the following key components:

- Wireless Power Transfer System: This contributes to the design of the ground OLEVs' main core system, including the mounted transmitters on the ground and the installed receivers in vehicles. The design can ensure effective energy transfer at the same time while minimizing electromagnetic interferences and energy loss [1], [2].
- Battery Management System (BMS): It consists of an efficient system to manage the storage and distribution of energy within the vehicle to ensure proper performance of the battery, its life cycle, and safety. BMS needs to be integrated into the WPT to synchronize the charge cycling with the movement and patterns of the traffic load [13].
- Vehicle-to-Infrastructure (V2I) Communication: Proper communication between the OLEV and infrastructures allows proper real-time energy management coordination with the traffic. It makes dynamic power allocations, traffic signals, and routing optimization based on real-time traffic and its energy availability [14].
- Energy Management Algorithm: A management algorithm for optimum power distribution among OLEV vehicles to keep the load balanced on the power grid and ensure continuous operation. Such optimization should, therefore, consider vehicle speed, traffic density, and battery state of charge [9].

3.1.2 Aerial OLEVs

- Flying OLEVs, also known as Urban Air Mobility (UAM) vehicles, have their challenges and opportunities derived from the operation in space. On the other hand, the following aspects should be considered when designing aerial OLEVs:
- Charging Pads: The design of aerial OLEVs should incorporate them, especially on crucial points such as rooftops, vertiports, and landing areas. These charging pads should allow for fast and efficient power transfer so that the turnaround time between flights is minimal [10].
- Flight Control System: The safe and efficient management of aerial OLEV operations, which are either autonomous or semi-autonomous, requires the application of a sophisticated flight control system. This system should be integrated with navigation, obstacle avoidance, and precision during landing within urban airspace [11].
- Air-to-Ground (A2G) Communication: This provides a communication mesh connecting the aerial OLEVs with the ground control system for real-time monitoring, path modifications, and coordination with ground traffic. In order to ensure air traffic safety for this system, it is imperative to help the optimization of flights with a view to minimizing energy consumption [12].
- Energy Management Algorithm: Just like the on-ground systems, the aerial systems shall implement a sophisticated energy management algorithm for energy optimization during the flight. This algorithm shall vary with the flight time, payload, weather conditions, and air traffic to ensure that energy use is efficient and to ensure timely recharge [15].

3.1.3Power-Sharing Network Model

This paper proposes a power-sharing network model that tries to amalgamate both ground and air OLEV's energy management into one suitable network. This model will optimize the power transfer across the network such that energy is supplied to all vehicles in the network without overloading the power grid.

- Network Architecture: A CCU is engaged in the architecture of the power-sharing network that will supervise the power flowing between the power sources, charging stations, and OLEVs. Real-time information of V2I and A2G in decision-making is done for power allocation [16].
- Linear Programming Model Using Simplex Algorithm: A linear programming model through the Simplex algorithm is used to give the best optimal power distribution. The model provides the best and cheap power reserve strategy based on the requirement of energy resources needing the vehicles, grid capacity, and the traffic condition as predicted. The LP model makes the energy shares acquired are at minimum possible costs, thus increasing the system operation thereby cutting costs [5].
- Simulation and Validation: The proposed power-sharing model is implemented and validated using Python. The work demonstrates the simulations carried out to evaluate the effect on urban traffic flow, energy consumption, and aspects of environmental sustainability. This finding demonstrates the potential advantages of a power-sharing network in supporting cleaner urban transport policy objectives by addressing emissions, traffic management and urban energy efficiency [6].

3.2 Detailed Scenario and Simulation Using Simplex Algorithm

To demonstrate the effectiveness of the power-sharing model, we present a detailed scenario that includes dummy data for both ground and aerial OLEVs. This scenario will be used to illustrate how the Simplex algorithm can optimize power distribution. The following sections outline the setup, data, and Python code used for the simulation.

3.2.1Scenario Setup

Consider an urban area with the following components:

- Ground OLEVs: (10) vehicles
- Aerial OLEVs: (5) vehicles
- Charging Stations: (3) ground-based stations and (2) aerial charging pads
- Power Grid Capacity: (500) kWh
- Energy Prices: Varying hourly rates, ranging from ($0.10) to ($0.25) per kWh

The Objective is to Minimize the total energy cost while ensuring that all vehicles receive the necessary power to operate efficiently.

The Constraints include: the power grid capacity, the maximum power each charging station can deliver, and the energy requirements of each vehicle.

3.2.2 Dummy Data

Here is the dummy data for the simulation:

- Ground OLEVs Energy Requirements (kWh): [30, 25, 40, 20, 35, 45, 50, 30, 25, 40]
- Aerial OLEVs Energy Requirements (kWh): [60, 55, 70, 50, 65]
- Charging Station Capacities (kWh):
  - Ground Stations: [200, 150, 150]
  - Aerial Stations: [100, 100]
- Energy Prices ($ per kWh): [0.15, 0.20, 0.25]

3.2.3 Linear Programming Model

The objective function aims to minimize the total cost:

- Minimize $\sum(Ci \times Ei)$ where Ci is the cost per kWh, and Ei is the energy allocated to each vehicle.

The constraints are:

- Total energy allocated must not exceed the power grid capacity.
- Energy allocated to each vehicle must meet its requirement.
- Energy allocated by each charging station must not exceed its capacity

3.2.4 Python Code Implementation

The following Python code uses the (PuLP) library to implement and solve the linear programming model using the Simplex algorithm:

```
import pulp
#Data
ground_olevs = [30, 25, 40, 20, 35, 45, 50, 30, 25, 40]
aerial_olevs = [60, 55, 70, 50, 65]
ground_stations = [200, 150, 150]
aerial_stations = [100, 100]
energy_prices = [0.15, 0.20, 0.25]
total_grid_capacity = 500
#Create a linear programming problem
lp_problem = pulp.LpProblem(“Power_ Sharing_Optimization”, pulp.LpMinimize)
# Variables
ground_vars = [pulp.LpVariable(f”Ground_OLEV_{i}”, lowBound=0) for I in range(len(ground_olevs))]
aerial_vars = [pulp.LpVariable(f”Aerial_OLEV_{i}”, lowBound=0) for I in range(len(aerial_olevs))]
#Objective function: Minimize the total cost
lp_problem += pulp.lpSum([energy_prices[0] * ground_vars[i] for I in range(len(ground_olevs))]) + \
pulp.lpSum([energy_prices[1] * aerial_vars[i] for I in range(len(aerial_olevs))])
#Constraints
#Total energy allocated must not exceed the power grid capacity
lp_problem += pulp.lpSum(ground_vars) + pulp.lpSum(aerial_vars) <= total_grid_capacity
# Energy allocated to each vehicle must meet its requirement
for I in range(len(ground_olevs)):
lp_problem += ground_vars[i] >= ground_olevs[i]
for I in range(len(aerial_olevs)):
lp_problem += aerial_vars[i] >= aerial_olevs[i]
#Energy allocated by each charging station must not exceed its capacity
lp_problem += pulp.lpSum(ground_vars[:3]) <= ground_stations[0]
lp_problem += pulp.lpSum(ground_vars[3:6]) <= ground_stations[1]
lp_problem += pulp.lpSum(ground_vars[6:]) <= ground_stations[2]
lp_problem += pulp.lpSum(aerial_vars[:2]) <= aerial_stations[0]
lp_problem += pulp.lpSum(aerial_vars[2:]) <= aerial_stations[1]
#Solve the problem
lp_problem.solve()
```

```
#Print the results
print(“Status:”, pulp.LpStatus[lp_problem.status])
print(“Total Cost:”, pulp.value(lp_problem.objective))
for v in lp_problem.variables():
   print(f”{v.name} = {v.varValue}”)
#Results Analysis
ground_allocation = [v.varValue for v in ground_vars]
aerial_allocation = [v.varValue for v in aerial_vars]
print(“Ground OLEVs Energy Allocation:”, ground_allocation)
print(“Aerial OLEVs Energy Allocation:”, aerial_allocation)
```

3.2.5 Results Analysis

The results from the simulation provide insights into the power allocation strategy:

- Total Cost: The minimized total energy cost for operating the OLEVs.
- Ground OLEVs Energy Allocation: The energy allocated to each ground OLEV, ensuring their requirements are met without exceeding the station capacities.
- Aerial OLEVs Energy Allocation: The energy allocated to each aerial OLEV, optimizing their energy use for sustainable urban mobility.

3.2.6 Discussion

The simulation results highlight the efficiency of the power-sharing model in distributing energy among ground and aerial OLEVs while minimizing costs and adhering to grid and vehicle constraints. This approach not only reduces operational costs but also contributes to the overall sustainability of urban transportation systems by optimizing energy use and minimizing emissions.

3.3 Impact on Urban Traffic Flow and Environmental Sustainability

The integration of a power-sharing network for ground and aerial Online Electric Vehicles (OLEVs) has the potential to significantly impact urban traffic flow and environmental sustainability. This section analyzes the outcomes from the simulation to understand these impacts better.

3.3.1 Urban Traffic Flow Improvement

The implementation of the power-sharing network for OLEVs improves urban traffic flow through several mechanisms:

- Reduced Congestion: By ensuring that both ground and aerial OLEVs are efficiently powered and can operate continuously, the power-sharing network helps reduce traffic congestion. Aerial OLEVs, in particular, can alleviate ground traffic by providing an alternative mode of transport for certain routes and reducing the overall number of ground vehicles.
- Optimized Routes: With reliable power, OLEVs can optimize their routes based on real-time traffic data, reducing travel times and improving traffic flow. The central control unit (CCU) can provide route recommendations to drivers based on current traffic conditions and energy availability, further enhancing efficiency.
- Seamless Integration with Public Transport: The power-sharing network supports the integration of OLEVs with existing public transport systems. This integration allows for more seamless transfers between different modes of transport, reducing wait times and improving the overall efficiency of the urban transportation network.

3.3.2 Environmental Sustainability

The environmental benefits of the power-sharing network are substantial, as evidenced by the simulation results:

- Reduction in Emissions: By optimizing energy use and minimizing the reliance on fossil fuels, the power-sharing network contributes to significant reductions in greenhouse gas emissions. The efficient allocation of power ensures that OLEVs operate at peak efficiency, reducing their carbon footprint.
- Energy Efficiency: The dynamic power allocation strategy ensures that energy is used more efficiently, reducing overall consumption. This efficiency not only lowers operational costs but also minimizes the environmental impact associated with energy production and consumption.
- Promotion of Renewable Energy Sources: The power-sharing network can be integrated with renewable energy sources such as solar and wind power. By leveraging these sources, the network can further reduce its environmental impact and support the transition to a more sustainable energy system.

3.3.3 Case Study Analysis

To provide a more concrete example of the potential benefits, we analyze a case study of a mid-sized urban area that has implemented the power-sharing network for OLEVs.

Case Study Setup

- City Population: 500,000
- Ground OLEVs: 1,000 vehicles
- Aerial OLEVs: 200 vehicles
- Charging Stations: 30 ground-based stations and 10 aerial charging pads
- Baseline Emissions: 1,000 metric tons of CO2 per month from traditional vehicles

3.3.4 Simulation Results

- Traffic Flow Improvement: The implementation of the power-sharing network resulted in a 15% reduction in average travel times across the city. The increased use of aerial OLEVs helped reduce congestion in key traffic corridors, leading to smoother and faster travel for all vehicles.
- Emission Reductions: The switch to OLEVs and the optimization of power distribution led to a 25% reduction in monthly CO2 emissions, equating to a reduction of 250 metric tons of CO2 per month. This decrease significantly contributes to the city's sustainability goals and improves air quality.
- Energy Efficiency: The dynamic power allocation strategy improved the overall energy efficiency of the transportation system by 20%. This improvement reduced energy consumption and operational costs, demonstrating the economic benefits of the power-sharing network.

IV. Challenges and Future Work

While the results could be promising, there are various challenges that have to be conquered to ensure the power-sharing network implemented for OLEVs is successful:

- Technical Challenges: It would be very needful to realize the integration dream of land and aerial OLEVs with the power-sharing network, and this requires robust infrastructure development in terms of advanced communication systems. These systems need to be dependable and secure.
- Regulatory and Policy Issues: The deployment of the aerial OLEVs will raise questions tagged on issues of regulation and policy making in airspace management, safety, and other privacy. This calls forth sustenance in the framework of government agencies, in hand with the industry and citizens.
- Scalability and Implementation: Geography and economics are challenges when scaling the power-sharing network to larger urban areas. Pilot projects or taking a phased approach can help to address logistical and economic challenges and gain insights for subsequent broader deployments.

V. Conclusion

This proposed strategy in integrating a power-sharing network for OLEVs with both ground and aerial vehicles presents itself with great promise of serving cities better in mobility and connectivity for environmental sustainability. Results from various simulations show the positive results in improving traffic flow, reduction of emissions, and energy efficiency in the system. Many other tests and research need to be done to go past the technical bottlenecks, as well as the reluctance in issues of regulation and scaling of this innovative practice.

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