

# ANNEXURE 1

## Humansrus Solar 4: Battery Storage

### DESCRIPTION AND LAYOUT REQUIREMENTS



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## ACCRONYMS AND ABBREVIATIONS

|                |  |
|----------------|--|
| <b>AC</b>      | Alternating Current  |
| <b>CAPEX</b>   | Capital Expenditure  |
| <b>DC</b>      | Direct Current   |
| <b>DEA</b>     | Department of Environmental Affairs                                  |
| <b>DoE</b>     | Department of Energy   |
| <b>EIA</b>     | Environmental Impact Assessment                                      |
| <b>EOL</b>     | End of Life  |
| <b>EPC</b>     | Engineering, Procurement and Construction                            |
| <b>HVAC</b>    | Heating, Ventilating, and Air Conditioning                           |
| <b>IPP</b>     | Independent Power Producer   |
| <b>IRP</b>     | Integrated Resource Plan   |
| <b>Li</b>      | Lithium  |
| <b>Li-ion</b>  | Lithium Ion  |
| <b>KW</b>      | Kilowatt   |
| <b>kWh</b>     | Kilowatt Hour  |
| <b>MW</b>      | Megawatt   |
| <b>MWh</b>     | Megawatt Hour  |
| <b>NaS</b>     | Sodium Sulphur   |
| <b>NERSA</b>   | National Energy Regulator of South Africa                            |
| <b>O&amp;M</b> | Operations & Maintenance   |
| <b>OEM</b>     | Original Equipment Manufacturer                                      |
| <b>OPEX</b>    | Operating Expenditure  |
| <b>PV</b>      | Photovoltaic(s)  |
| <b>REIPPPP</b> | Renewable Energy Independent Power<br>Producer Procurement Programme |

## 1. INTRODUCTION

South Africa has recognised the need to expand electricity generation capacity within the country. This is based on national policy and informed by ongoing planning undertaken by the Department of Energy (DoE) and the National Energy Regulator of South Africa (NERSA).

In recent years, recurring large-scale power cuts (i.e. load shedding) have highlighted the need to improve reliability and resilience of electricity supply.

The Integrated Resource Plan (IRP 2019) sets the direction for the energy sector, with a shift away from coal, increased adoption of renewables and gas, and an end to the expansion of nuclear power. The IRP calls for some 6 000MW of new solar PV capacity and 14 400MW of new wind power capacity to be commissioned by 2030, as current coal generation capacity will be reduced (by over 80%) by 2050.

One of the main challenges faced by Eskom is managing and balancing electricity demand and supply. While renewable sources can now achieve lower costs than fossil fuels, photovoltaic (PV) arrays and wind turbines both have variable electricity production, since they rely on energy inputs that cannot be controlled (i.e. sunshine and wind). For this reason, fossil fuels currently still have a key role in the energy sector as they can provide electricity on demand and when consumption reaches its peak.

However, cost reductions of energy storage technologies and the wider deployment of battery (particularly lithium-ion) installations globally, have now stimulated interest in combining renewable energy generation with energy storage to provide dispatchable energy (i.e. energy on demand) and reliable capacity.

*For example, the production peak of PV facilities occurs around noon, whereas electricity demand normally peaks for about two hours in the morning and two hours in the evening (i.e. when the population is at home and using electrical appliances). By incorporating energy storage technologies into renewable energy facilities, the supply of electricity can be controlled by absorbing/storing during generation peaks and supplying power during demand peaks.*

## 2. UNDERSTANDING THE SOUTH AFRICAN LEGISLATION

In March 2020, the Department of Environmental Affairs (DEA) clarified the applicability of listed activities, under the EIA regulations (as amended), which relate to the development and operation of facilities or infrastructure, for the storage, or storage and handling of a dangerous good, where such storage occurs in containers in volumes that may meet or exceed the thresholds specified under the Listing Notices 1, 2 & 3.

As per the DEA's response, installations, facilities or infrastructure related to the development and operation (or expansion and operation) of battery energy storage will not trigger any of these listed activities. Batteries are not regarded as facilities or infrastructure for the storage or storage and handling of a dangerous good, considering that its inherent purpose or objective is not to store, or store and handle a dangerous good. Furthermore, a battery is not deemed to be a "container".

Although a battery will not trigger these listed activities, the following should be noted:

- There may be instances where the battery is not fully assembled and the electrolyte (or substance making up the electrolyte) intended for the battery, may be stored in a container on site prior to filling. In these instances, these activities would be applicable as the purpose would be the storage of that substance (if indeed a dangerous good), and not the storage of energy.
- Battery storage facilities have the potential to trigger other listed or specified activities. It is therefore important to consider all other listed and/ or specified activities in the context of the development and relevant scenario. All listed or specified activities that will be triggered by the development must be identified, described and assessed in the EIA.

In the case of this application, while other listed activities are triggered, no electrolyte nor dangerous good will be stored in a container on site in volumes that may meet or exceed the thresholds specified in EIA regulations. Therefore, activities relating to the storage and handling of a dangerous good, where such storage occurs in containers, will not be triggered.

### 3. OVERVIEW OF THE ENERGY STORAGE FACILITY

#### 3.1 TECHNOLOGY

Unlike conventional energy storage facilities, such as pumped hydro, battery storage has the advantage of being flexible in terms of site location and sizing. Therefore, they can be incorporated into, and placed in close proximity, to a wind or solar facility. They also have the advantage of being easily scaled and designed to meet specific demands.

Different battery storage technologies, such as lithium-ion (Li-ion), zinc hybrid cathode, sodium ion, flow (e.g. zinc iron or zinc bromine), sodium sulphur (NaS), zinc air and lead acid batteries, can be used for grid applications. Compared to other battery options, Li-ion batteries are highly efficient, have a high energy density and are lightweight. As a result of the declining costs, Li-ion technology now accounts for more than 90% of battery storage additions globally (IRENA, 2019).

Therefore, in line with the above, we propose that Lithium Battery Technologies be considered as the preferred technology.



Figure 1: Tesla's Megapack Li-ion Battery (Modular System).

#### 3.2 SIZE OF THE BATTERY

The size of the battery will depend on the net output (MWAC) of the facility, as well as the amount of dispatchable energy required. For example, a 100 MWAC PV plant that plans to supply an hour of stored energy, would need a 100 MWh (100MWAC x 1 hour) battery.

The table below provides the battery sizes needed for a 100MW facility, based on the required hours of dispatchable energy.



Table 1: Battery Sizes.

| Hours of Dispatchable Energy | Battery Size |
|------------------------------|--------------|
| 1 hour                       | 100 MWh      |
| 2 hours                      | 200 MWh      |
| 4 hours                      | 400 MWh      |
| 8 hours                      | 800 MWh      |

### 3.3 LOCATION AND SIZE OF THE BATTERY STORAGE AREA

The battery storage facility will be constructed preferably adjacent to the on-site substation.

The size of the battery storage area required will depend on the specific manufacturer. Based on our research, the area required typically ranges from 12kWh/m<sup>2</sup> to approximately 120kWh/m<sup>2</sup>. These calculations include all additional support equipment and any necessary clearances between Battery Modules/Containers.

It is customary to develop the final detailed design of the facility only once an Independent Power Producer (IPP) is awarded a successful bid under the Renewable Energy Independent Power Producer Procurement Programme (REIPPPP), after which major contracts are negotiated and final equipment suppliers identified. Therefore, at this stage the exact supplier/manufacturer has not yet been identified.

The figure below illustrates the 100 MW/129 MWh Li-ion battery storage facility at Hornsdale wind farm in Australia. The total battery storage area is less than 1 hectare.



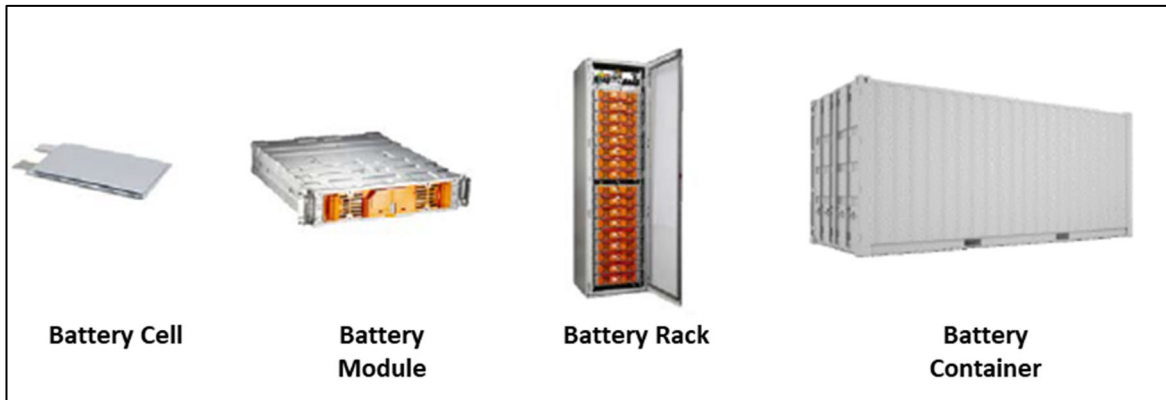
Figure 2: The 100 MW/129 MWh Li-ion battery coupled with the Hornsdale wind farm in Australia.

### 3.4 GENERAL COMPONENTS

The exact design will depend on the manufacturer, however traditional utility-scale Li-ion battery storage facilities include the following main components:

1. Battery cells → modules → packs → racking system (DC).
2. Storage container (HVAC system, thermal management, monitors and controls, fire suppression, switchgear, and energy management system).
3. Power conversion system (bidirectional inverter to convert AC to DC for battery charging and DC to AC for discharging).
4. Transformer (to step up 480-V inverter output to 12–66 kV).

Figure 3 illustrates the components that generally make up the primary battery system, Figure 4 is a typical flow diagram of a PV plant with battery storage and Figure 5 is a conceptual example of a typical battery storage facility.



*Figure 3: Typical Battery System Components.*

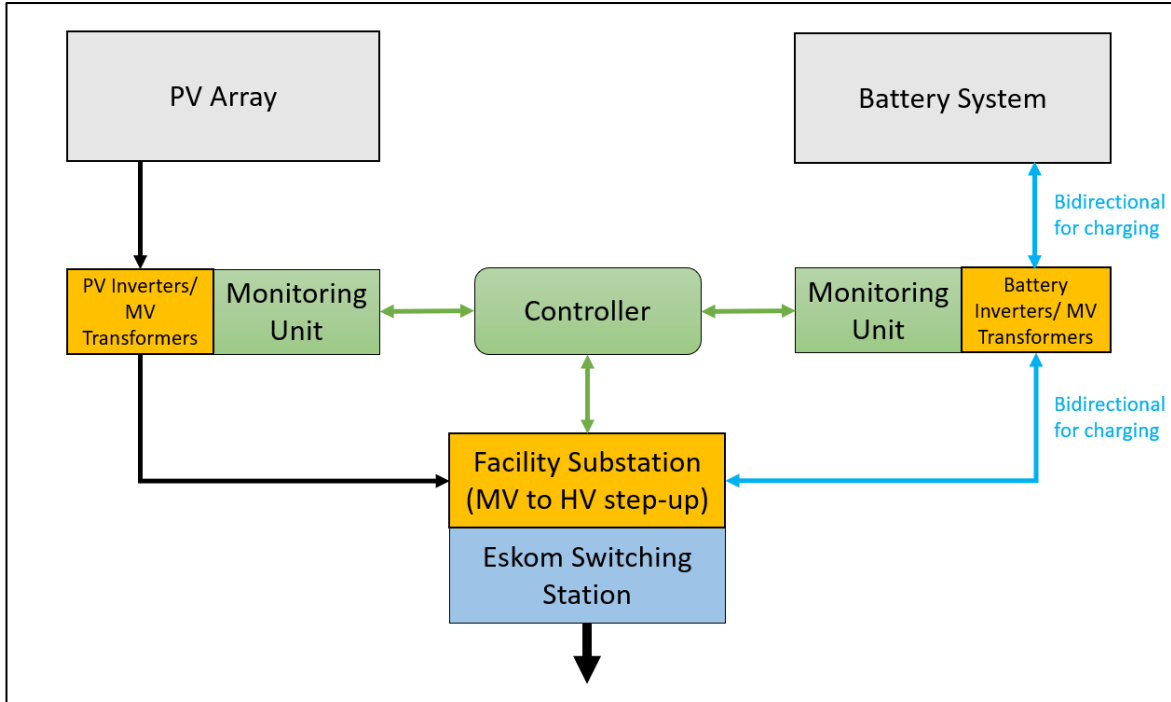


Figure 4: Typical flow diagram of PV plant with battery storage



Figure 5: Pivot Power's proposed 50MW lithium-ion battery in Kemsley, Kent.

In the case of Tesla's new Megapack Modular System (Figure 6), each Megapack arrives from the factory fully-assembled and pre-tested in one containerised/modular enclosure—including battery modules, bi-directional inverters, a thermal management system, an AC main breaker and controls.

No assembly is required on site which significantly reduces complexity and ensures an easy installation and connection process. These compact modules also increase the energy density of

the battery, reducing the amount of space required (Tesla, 2020). Figure 6 C) is a conceptual design of a 160 Tesla Megapack BESS with a potential storage capacity of between 320 MWh and 480 MWh.

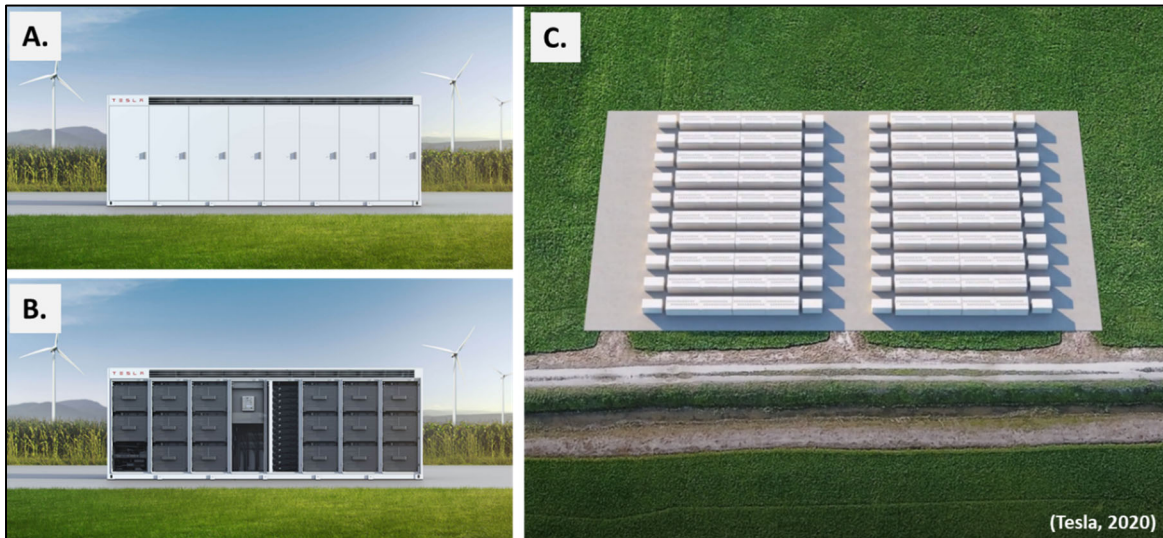


Figure 6: A & B) Single Megapack. C) Conceptual design of Megapack battery storage facility containing 160 Megapacks.

#### 3.4.1 Battery module/container dimensions

Based on our research each manufacturer has slightly different individual battery container/module dimensions, however they all typically fall within the following ranges:

- Length: 6m – 12m
- Width: 1.5m – 2.5m
- Height: maximum of 3m

#### 3.4.2 Foundation

It is likely that the batteries will require a solid foundation/ plinths, such as a concrete pad, grade beams or a structural steel deck. These will need to be strong enough to support the equipment and large enough to account for any necessary equipment clearances.

The final foundation design will be undertaken by a relevant qualified civil or structural engineer. The design will be in accordance with local building standards.

#### 3.4.3 Perimeter Fence

A perimeter fence of approximately 2.1m high will be installed around the battery facility. Only authorised persons will be allowed to enter the battery storage facility.

## 4. INSTALLATION

### 4.1 SEQUENCE

The installation process typically includes the following activities:

1. Site clearing;
2. Site preparation (laying foundations etc.);
3. Delivery (transported to site on a flatbed trailer);
4. Unloading (with the use of cranes and the necessary rigging equipment);
5. Anchoring Containers/ Modules;
6. Wire and cable connections;
7. Commissioning and miscellaneous fine tuning; and
8. Electrical inspection and testing.

It is important to note that this is an iterative process, as can be seen in Figure 7.



*Figure 7: Installation of the 100 MW/129 MWh Li-ion battery at the Hornsdale wind farm.*

## 4.2 TRAFFIC VOLUMES

The original traffic calculation estimated that the total trips would be between 3 000 and 4 000 heavy vehicle trips, which will be made over an estimated period of 9 to 12 months. Choosing the worst case scenario of 4 000 heavy vehicles over this period travelling on an average of 22 working days per month, the resulting daily number of vehicle trips will be in the order of 15-20. The impact of this on the general traffic would therefore be negligible as the additional peak hour traffic would be at most 2 trips.

### 4.2.1 *Traffic as a result of the BESS*

The exact design of the BESS will depend on the specific manufacturer. It is customary to develop the final detailed design of the facility only once an Independent Power Producer (IPP) is awarded a successful bid under the Renewable Energy Independent Power Producer Procurement Programme (REIPPPP), after which major contracts are negotiated and final equipment suppliers identified. Therefore, at this stage the exact supplier/manufacturer has not yet been identified. However, a BESS typically includes batteries that have been assembled in containerised/modular enclosures.

Based on research it is estimated that for BESS with a capacity of up to 400MWh, approximately 160- 240 pre-assembled containers/modules would be required. Each one of these pre-assembled containers/modules would be transported to site on a flatbed trailer. 240 heavy vehicles over a 9-12 month construction period travelling on an average of 22 working days per month, results in daily number of vehicle trips in the order of 0.9 -1.2.

Based on the above a BESS system of up to 800MWh, could be expected to add up to 500 additional trips or up to 2.5 additional trips per day over the construction period. The additional impact on general traffic of a BESS system up to 800MWh is therefore deemed negligible.

## 4.3 INDICATIVE COSTS

The indicative cost of a battery storage system is expected to range between ZAR 5,680 and ZAR 9,480 per kWh, inclusive of the battery modules/ containers, inverters, controllers, battery management system, cabling, delivery, warranties and commissioning supervision. This is over and above the cost of the conventional solar PV facility.

The indicative installation cost of a battery storage system is expected to range between ZAR 840 and ZAR 2,520 per kWh, over and above the cost of the conventional solar PV facility and cost of the battery storage system.

The indicative operating expenditure (OPEX) of the battery storage system is expected to range between 2 and 3% of CAPEX per annum.

#### 4.4 INDICATIVE EMPLOYMENT FIGURES

It is estimated that the construction of the battery storage system will require a maximum of 50 personnel including the proprietary equipment supplier's installation and supervisory team. This is over and above the total Engineering, Procurement and Construction (EPC) workforce required to construct the solar PV facility. Furthermore, it is expected that a maximum of 5 personnel will be required to operate and maintain the battery storage system, over and above the Operations & Maintenance (O&M) workforce required for the solar PV facility.

#### 5. MAINTENANCE

Any maintenance, service or repairs required to be carried out on the proprietary battery storage equipment will be conducted by the supplier's personal or their authorised agent. This includes any preventative maintenance that is identified to be carried out on the plant.

Any necessary maintenance equipment and spares will be kept in the renewable energy facility general maintenance building and/or storage area. No hazardous or dangerous goods will be stored in a container on site in volumes that may meet or exceed the thresholds specified in EIA regulations.

It should be noted that it is highly unlikely that battery modules will be stored on site for strategic spares purposes. Most Lithium Battery Technologies have a recommended depth of discharge of 80%, meaning that the life of the battery will significantly increase if the depth of each discharge is limited to 80% of the rated capacity. It is therefore detrimental for battery cells to be stored for long periods on site, as they may discharge below their recommended limit (potentially down to 100% depth of discharge) and potentially become unusable. It is therefore very likely that battery modules will be shipped to site on a needs-be basis during operation of the plant.

#### 6. DECOMMISSIONING AND DISPOSAL PROCEDURES

Lithium battery products contain several recyclable materials (e.g. nickel, cobalt, copper, aluminium, steel, and lithium), and the majority of proprietary suppliers advocate recycling of their products. When a battery module reaches its end of life (EOL) or needs to be replaced for a specific technical reason, it will be returned to the supplier's facility for disassembly and further processing.

Decommissioning and disposal of batteries will always be in accordance with South African Regulations. In some cases, batteries will be disposed of without returning to the supplier. In this instance, local recycling processors may be used adhering to appropriate methods for disposal and recycling, and where required, under surveillance from the original equipment manufacturer (OEM).

It must be noted that the specific Lithium Battery Technologies under consideration do not contain heavy metals such as lead, cadmium, or mercury, which therefore facilitates the safe use and disposal of these technologies.

Our research shows that the majority of OEMs operate a formal battery recycling plan as they strive to retrieve all batteries out in the field that have reached EOL for purposes of recycling. These plans are constantly evolving as OEMs work to further improve their methods of recycling their products.

## 7. SAFETY AND ENVIRONMENT

### 7.1 GENERAL CARE DURING CONSTRUCTION AND OPERATION

Batteries are energy storage devices, whether single cell batteries or a collection of battery packs which assembled with other systems, make up a high-capacity containerised battery solution. As with most battery products, care should be taken not to short circuit, puncture, crush, immerse, force discharge or expose to temperatures outside of the recommended safe operating temperature range of the Lithium Battery Technology. Standard measures will need to be implemented to ensure the safe installation and operation of battery modules, as well as to prevent unauthorised entry into the battery storage area during construction and operation.

### 7.2 HIGH VOLTAGE HAZARD RISKS

A battery storage system poses standard high voltage hazard risks that need to be managed during construction and operation. A significant high voltage and electrocution risk will exist if the various equipment enclosures and/or safety circuits are compromised or damaged. A battery pack contains a substantial electrical charge and can lead to injury or death if mishandled. If a component in the battery module has been significantly visibly damaged or its enclosure compromised, then it is recommended to follow appropriate high-voltage preventative measures until the danger has been assessed by a suitably qualified person.

### 7.3 OPERATING TEMPERATURE RANGES

The various Lithium Battery Technologies are designed to operate within recommended safe operating temperature ranges. The final supplier selection will therefore need to consider site climatic conditions to ensure the health of the unit. Prolonged exposure to temperatures outside of the safe operating range can drive battery cells into thermal runaway and result in a fire.

### 7.4 THERMAL MANAGEMENT SYSTEMS

Lithium Battery Technologies include sealed thermal management systems which contain coolants and/or refrigerants. Mechanical damage of the sealed thermal management system may result in leakage of the coolant. Considering that the battery modules are containerised solutions, it is highly probable that any spillage will occur only within the confines of the enclosure, and therefore pose a negligible risk of contamination to the environment.

### 7.5 RISK OF ELECTROLYTE LEAKAGE

There is a very low risk associated with leaked electrolyte from battery cells. This may vary depending on the specific Lithium Battery Technology. In the case of a Li-ion cell, the electrolyte is



largely absorbed in the electrodes within individual sealed cells. There is therefore little free liquid electrolyte, and hence a negligible risk of spillage. Should this occur, it would be within the confines of the enclosure. It is assumed that this would be the case for most Lithium Battery Technologies.

## 8. CONCLUSION

Renewable energy can currently achieve lower costs than fossil fuels. By incorporating energy storage technologies into renewable energy facilities, electricity can be stored during generation peaks and supplied during demand peaks.

Lower costs coupled with improved efficiencies, high energy density, lightweight design and low environmental risks, make Lithium Battery Technologies the preferred alternative.

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