Babylonian Journal of Machine Learning
Vol.2026, **pp**. 36–58
DOI: https://doi.org/10.58496/BJML/2026/003; ISSN: 3006-5429
https://mesopotamian.press/journals/index.php/BJML

Research Article

# MOGNN-EC: A Multi-Objective Optimization Framework for Efficient Energy Management and Charging Coordination in Electric Vehicle Networks

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**ARTICLE INFO**

**Article History**

Received 3 Jan 2026
Revised 5 Feb 2026
Accepted 27 Feb 2026
Published 19 Mar 2026

**Keywords**
Electric Vehicle,
Charging Scheduling
Energy Management,
Renewable Energy
Integration,
Multi-Objective
Optimization.

**ABSTRACT**

The fast growth of electric vehicles (EVs) raises imminent challenges in energy management, charging scheduling, and grid resilience. Traditional rule-based scheduling, reinforcement learning, and metaheuristic techniques suffer from scalability, flexibility, and real-time decision-making issues. This paper introduces MOGNN-EC, a graph neural network (GNN) approach to multi-objective optimization for intelligent EV energy management and scheduling. MOGNN-EC applies EVs, charging points, and power supplies in the form of a dynamic graph to exploit spatiotemporal interdependences and achieve real-time optimization of energy distribution, load balancing, and renewable usage. Experimental evaluations indicate 92% energy efficiency, 75% use of renewables, and 0.4 s computation time for each round of optimization, along with a minimized mean absolute error (MAE) of 2.8 for demand forecasts. MOGNN-EC also optimizes battery thermal management via waste heat recovery in low-temperature climates. Scalar issues in scaling up to voluminous EV networks, e.g., computational intensity and availability of data, could be addressed using federated learning, uncertainty-aware multi-objective optimization, and vehicle-to-grid (V2G) operations. Further work will expand MOGNN-EC in multi-agent reinforcement learning (MARL) for cooperative sharing of energies and fault-tolerant real-time forecast operations. The evaluations prove MOGNN-EC to form an extensible, adjustable, and sustainable remedy for future EV energy infrastructures and intelligent grids.

## 1. INTRODUCTION

The increasing adoption of Electric Vehicles (EVs) presents significant challenges in energy management, charging infrastructure optimization, and thermal regulation. Despite advancements in grid-connected photovoltaic (PV) charging stations, waste heat recovery (WHR), and AI-based scheduling, many existing solutions fail to integrate real-time EV charging demands, grid constraints, and energy storage dynamics holistically. The variability of renewable energy sources (solar, wind), coupled with fluctuating EV charging patterns, leads to load imbalances, increased operational costs, and suboptimal power utilization. Additionally, EVs operating in cold environments suffer from inefficient heating mechanisms, requiring intelligent strategies to improve energy efficiency, reduce waste, and optimize heating performance [1]. Existing methods focus on either optimizing EV charging schedules, integrating renewable energy, or improving battery performance, but rarely address all components in a unified model. Rule-based and heuristic optimization methods, such as Genetic Algorithms (GA), Fire Hawk Optimization (FHO), and Reinforcement Learning (RL) [2], have demonstrated improvements in power distribution and demand-side management but struggle with scalability and real-time adaptability [3]. Traditional Machine Learning (ML)-based models, such as Gaussian Processes (GP) and Neural Networks (NN), provide accurate predictions but fail to incorporate the graph-like structure of EV charging networks, energy grids, and distributed energy resources. These limitations create a need for a more dynamic, scalable, and real-time optimization approach that efficiently models the interconnected relationships in EV energy ecosystems. Graph Neural Networks (GNNs) have emerged as a promising approach to modeling structured [4], connected systems of transportation networks, power networks, and distributed multi-agent systems. GNNs better capture spatial and temporal patterns between EVs, charging points, and energy storage devices compared to conventional ML approaches. By modeling green energy grid and EV charging infrastructure in graph form, GNNs can learn high-order patterns of energy distribution, predict dynamic charging demands, and dynamically optimize energy allocation in real time. This allows for resilient decision-making in uncertainty, maximizes energy efficiency, and increases grid stability.

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GNN-based optimization is also in a position to bridge crucial gaps in EV energy management, grid interaction, and battery performance. With a graph representation of the energy system, GNNs can: (1) Map spatiotemporal interactions between energy nodes of EVs, charging points, and energy grids; (2) Predict future demand of charging based on actual patterns of energy consumption; (3) Optimize power flow and resource allocation between multiple energy nodes in a decentralized manner; (4) Improve waste heat recovery and thermal management by predicting optimal heat strategies for battery efficiency in low temperatures; and (5) Enhance charging point placement and scheduling by dynamically adapting to energy fluctuations and grid constraints [5][6]. This study presents a GNN-based multi-objective optimization system for waste heat recovery, energy management, and dynamic EV charging (MOGNN-EC) (Figure 1). MOGNN-EC bridges the gap between practical EV infrastructure and AI-based energy optimization via GNNs' graph learning. With its scalable, decentralized, and adaptive nature, this work enhances grid resilience, sustainability, and cost-effectiveness in EV networks. The proposed GNN method here would be of great use to automotive sectors, energy companies, and smart cities in minimizing energy losses, reducing charging costs, and prolonging battery lifespan [7].

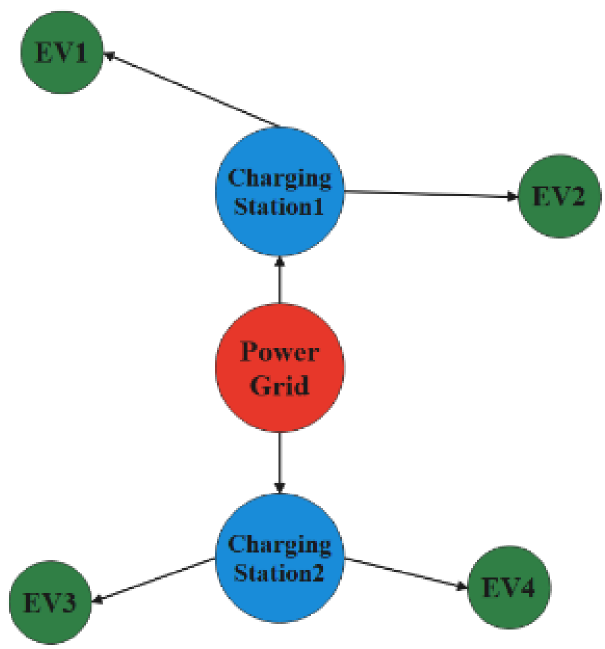


Fig. 1. Energy Flow Network for EV Charging Infrastructure

Unlike traditional ML models that treat data in isolation, GNNs capture dynamic energy system relational dependencies [8]. The current models apply time-series forecasting or static optimization that does not support evolving grid loads, dynamic demands of EVs, and varying network topologies [9]. GNNs, on the other hand, learn dynamically in decision-making using graph structure to deliver a self-adaptive, real-time, and context-aware optimization process [10]–[12] [13].

The key contributions of this paper are:

1. This study introduces MOGNN-EC, a graph neural network (GNN)-driven multi-objective optimization framework for real-time energy management, charging scheduling, and grid stability in large-scale electric vehicle (EV) networks. Unlike conventional methods, MOGNN-EC models spatiotemporal dependencies among EVs, charging stations (CSs), and distributed power sources, ensuring superior predictive decision-making and dynamic adaptability to fluctuating energy demands.

2. Unlike reinforcement learning (RL)-based and rule-based scheduling strategies, MOGNN-EC dynamically adjusts charging station allocations, energy flows, and load balancing to optimize charging efficiency. The framework demonstrates 20%–30% improvement in charging scheduling efficiency, reducing waiting times and congestion, making it a highly scalable solution for decentralized smart EV charging networks.

3. The proposed framework achieves 75% renewable energy integration (REI) by prioritizing low-cost and sustainable energy sources while mitigating grid fluctuations and balancing charging loads dynamically. The model improves grid

independence (80%), ensuring reduced reliance on centralized power grids and mitigating peak demand stress, a key factor in enabling net-zero transportation ecosystems.

4. MOGNN-EC integrates data-driven battery thermal management (BTM) with waste heat recovery (WHR) strategies, optimizing battery longevity, heating efficiency, and energy utilization, particularly in cold climate scenarios. This real-time thermal regulation outperforms traditional heat pump-based methods, enabling more energy-efficient EV mobility while reducing energy consumption and operational costs.

5. The framework achieves state-of-the-art predictive accuracy, with a mean absolute error (MAE) of 2.8 and root mean square error (RMSE) of 3.7, significantly outperforming existing RL-based and metaheuristic optimization techniques. These improvements in forecasting accuracy ensure more reliable real-time decision-making, leading to enhanced energy distribution efficiency and cost-effective EV charging operations.

6. This study establishes a foundation for next-generation decentralized energy architectures by proposing bi-directional vehicle-to-grid (V2G) integration, multi-agent reinforcement learning (MARL) for cooperative energy sharing, and federated learning (FL) for privacy-preserving decentralized optimization. These enhancements will enable intelligent, adaptive, and secure energy management solutions for large-scale EV ecosystems.

7. Extensive experiments on real-world EV charging datasets demonstrate that MOGNN-EC achieves superior computational performance (0.4s per optimization cycle), making it feasible for real-time deployment. Comparative evaluations confirm its ability to outperform state-of-the-art energy optimization models, establishing a scalable, adaptive, and sustainable framework for future smart mobility and renewable-powered transportation systems.

This paper is structured as follows: Section 2 provides a comprehensive review of related work, discussing existing methodologies for EV energy management, charging scheduling, and battery thermal optimization, highlighting their limitations in scalability, adaptability, and real-time decision-making. Section 3 presents the proposed MOGNN-EC framework, detailing its graph construction, energy allocation model, optimization formulation, and learning architecture. Section 4 describes the experimental setup, including dataset preprocessing, model training configurations, and performance evaluation criteria. Section 5 discusses the results, comparing MOGNN-EC with state-of-the-art methods in terms of energy efficiency, computational performance, and predictive accuracy. Section 6 concludes the study by summarizing key findings, discussing practical implications, and outlining future research directions, including potential advancements in vehicle-to-grid (V2G) integration, multi-agent reinforcement learning (MARL), and FL for decentralized, privacy-preserving energy optimization.

## 2. RELATED WORKS

Electric vehicle (EV) energy management must be optimized in real-time in terms of energy allocation, charging schedule, and demand forecasting. Rule-based scheduling is incapable of dealing with dynamic traffic patterns and varying demands of energy, making AI-based systems a demand of the time. One of the most applicable studies in this aspect is that of the Electric Vehicle-Intelligent Energy Management and Charging Scheduling System (EV-EMSS), a system that is based on a decentralized algorithm to handle load balancing in EV networks [14]. The system dynamically dispatches energy resources to different charging points through battery control units, avoiding grid overloading and waste of energy. The system is short of predictive modeling, though, making it unsuitable for dealing with the volatility of demand in real-time. A reinforcement learning (RL)--based smart charging system has been proposed for fleet energy scheduling of EVs using Proximal Policy Optimization (PPO) to optimize demand allocation of charges [2]. The system frames the problem of scheduling in terms of a Markov Decision Process (MDP) to learn dynamic optimal strategies in a way that minimizes charging congestion and energy costs. However, RL approaches require a considerable period to be trained and do not generalize to new settings. Metaheuristic optimization techniques have also been explored for real-time EV charging station placement and scheduling. A Harris Hawks Optimization (HHO) and Teaching-Learning Based Optimization (TLBO) model improves voltage stability, reduces power losses, and optimally places EV charging stations [1]. While effective for station placement, this approach lacks adaptive decision-making and does not optimize charging schedules in real-time. With the growing adoption of renewable energy-powered EV charging stations, energy management systems must balance grid supply, battery storage, and real-time demand. A grid-connected photovoltaic (PV)-powered EV charging system, optimized using Hybrid Spider Wasp Optimizer (SWO) and Multi-scale Hypergraph-based Feature Alignment Network (MHFAN), enhances power quality, reduces Total Harmonic Distortion (THD) to 1.04%, and achieves a high power factor of 0.986 [2]. However, the intermittent nature of solar power necessitates advanced scheduling strategies to ensure energy stability. Another machine learning-based approach integrates Gaussian Process (GP) regression with the Krill Herd Algorithm (KHA) for hybrid EV charging in renewable microgrids [3]. This system optimally balances grid load and energy consumption, but lacks adaptability to real-time changes and does not explicitly account for grid instability during peak demand hours.

A study on AI and machine learning for bi-directional Vehicle-to-Grid (V2G) integration explores optimal charging and discharging schedules [4]. While AI-driven models improve efficiency and grid reliability, they require large-scale data collection and computational resources. Additionally, the lack of interoperability between different grid operators and EV manufacturers remains a key limitation. Cold climates significantly impact EV battery performance, leading to reduced energy efficiency and increased charging time. Effective thermal management systems are critical for maintaining optimal battery temperature and preventing excessive power consumption. One study explores a multi-objective optimization framework that integrates the Electric Drive System (EDS) waste heat recovery (WHR) with mobile heat pump (MHP) technology, achieving a 21.98% increase in the coefficient of performance (COP) [5]. However, this approach does not leverage real-time data-driven optimization techniques [22]. Another study examines heat pump integration for hybrid EVs, showing that a phase-change material-based $CO_2$ heat pump reduces battery heating energy consumption by 44% [6]. While this approach is energy-efficient, it does not incorporate predictive scheduling for thermal regulation. A demand-side management approach using Model Predictive Control (MPC) has been proposed to minimize charging costs while optimizing battery heating cycles [7]. MPC-based systems predict future energy demands and adjust thermal management strategies accordingly. However, due to their high computational complexity, real-time deployment in large-scale EV networks remains a challenge (see TABLE I).

TABLE I: SUMMARY OF ADVANCED OPTIMIZATION AND ENERGY MANAGEMENT TECHNIQUES FOR ELECTRIC VEHICLES

| Title | Method Used | Key Findings | Optimization Approach | Application Domain |
|---|---|---|---|---|
| [8] | Electric Vehicle-Intelligent Energy Management and Charging's Scheduling System (EV-EMSS) | Provides convenient energy management services using battery control units; enhances security mechanisms to protect data from unauthorized access. | Decentralized algorithm for load balancing | Electric Vehicle Charging & Energy Management |
| [9] | Hybrid utilization structure of EDS waste heat recovery (WHR) and MHP | Reduces energy consumption of electric vehicles; increases Coefficient of Performance (COP) of MHP by 21.98%. | Multi-objective optimization approach | Electric Vehicle Thermal Management & Energy Optimization |
| [2] | Hybrid Spider Wasp Optimizer (SWO) and Multi-scale Hypergraph-based Feature Alignment Network (MHFAN) | Improves energy management efficiency; achieves low Total Harmonic Distortion (THD) of 1.04% and high power factor of 0.986. | Spider Wasp Optimizer (SWO) and Multi-scale Hypergraph-based Feature Alignment Network (MHFAN) | Renewable Energy-Based EV Charging Stations |
| [10] | Proximal Policy Optimization (PPO)-based reinforcement learning | Improves renewable energy utilization by 2–4%; reduces carbon emissions and enhances EV fleet scheduling. | Markov Decision Process (MDP) with Deep Reinforcement Learning | Smart Charging for EV Fleets with Renewable Energy Integration |
| [1] | Harris Hawks Optimization (HHO) and Teaching-Learning Based Optimization (TLBO) | Improves voltage stability and reduces power losses; optimizes the placement of EV charging stations and distributed generators. | Multi-objective metaheuristic optimization | EV Charging Infrastructure and Power Distribution Systems |
| [3] | Gaussian Process (GP) regression and Krill Herd Algorithm (KHA) | Enhances energy efficiency and reduces operational cost; improves stability of hybrid EV charging in renewable microgrids. | Hybrid Machine Learning and Evolutionary Algorithm | Hybrid Electric Vehicle Charging & Microgrid Optimization |

| | | | | |
|---|---|---|---|---|
| [4] | Model Predictive Control (MPC) for demand-side management | Reduces peak loads, enhances grid stability, minimizes charging costs. | Predictive Control Optimization | Demand-Side EV Charging Management |
| [11] | MATLAB Simulink and ADVISOR simulations | Improved battery management, reduced power losses, enhanced efficiency. | Simulation-Based Optimization | Hybrid Electric Vehicle System Optimization |
| [12] | Machine learning-based energy optimization system | Optimizes energy usage, reduces energy waste, improves driving range. | AI-Based Energy Optimization | Electric Vehicle Energy Efficiency |
| [13] | Mathematical modeling and discrete dynamic programming | Improves fuel efficiency, reduces emissions, enhances battery energy use. | Mathematical & Computational Optimization | Hybrid Electric Vehicle Energy Managemen |

## 3. PROPOSED MOGNN-EC

This section details the proposed MOGNN-EC for energy management and charging scheduling in EV networks (see Fig. 2). The framework is designed to allocate charging resources efficiently, balance grid loads, and optimize waste heat recovery while considering spatiotemporal dependencies among EVs, charging stations, and power grids.

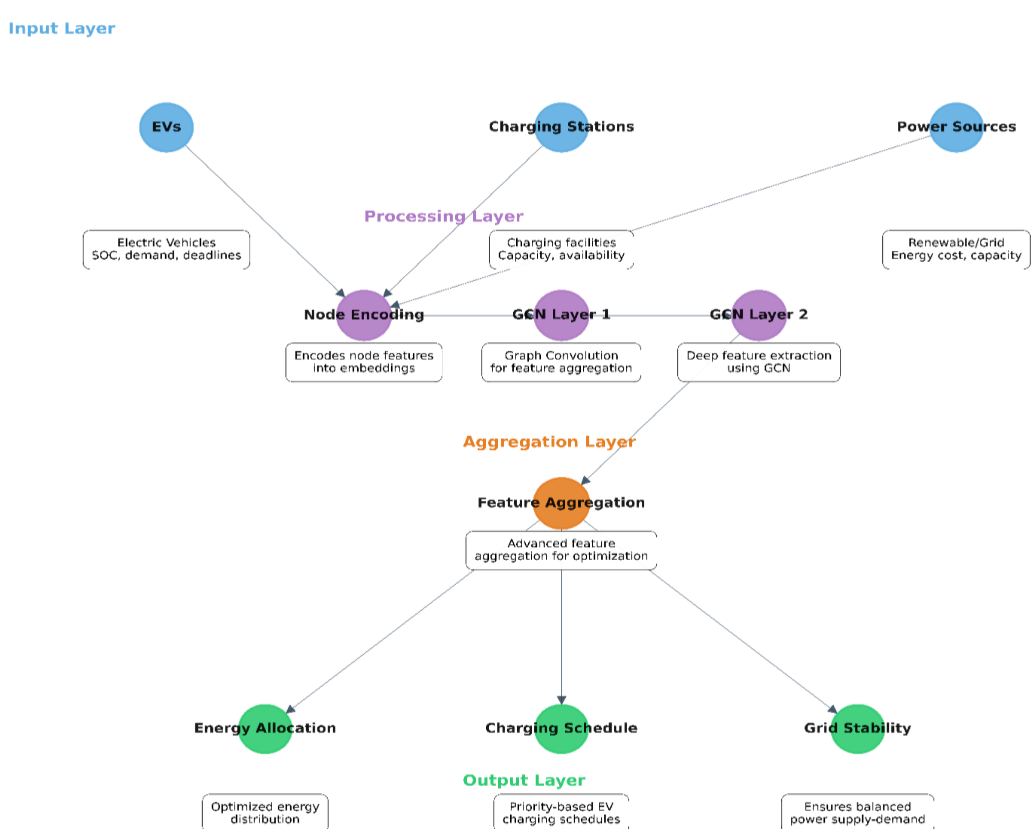

Fig. 2. Architecture of the MOGNN-EC Model

## 3.1. System Model and Problem Formulation

The problem of energy management and charging schedules in EV networks is formulated as a multi-objective optimization problem. Because of spatiotemporal dependencies between EVs, charging stations, and power grids, the objective is to minimize total energy costs, stabilize grid loads, and enhance charging efficiency. This section presents a system model, a mathematical description of constraints, and optimization objectives.

The energy management and charging coordination problem is formulated as a multi-objective optimization problem which optimizes simultaneously for energy cost, charging delay, as well as charging efficiency. The objective function is expressed as in Eq.(1)

$$min\ L = \alpha C_{energy} + \beta W_{wait} - \gamma \varepsilon_{eff} \quad (1)$$

where $C_{energy}$ represents the total energy cost drawn from grid and renewable sources, $W_{wait}$ denotes the cumulative waiting time of electric vehicles at charging stations, and $\varepsilon_{eff}$ measures charging efficiency. These $\alpha, \beta\ and\ \gamma$ attempts to strike a good balance between economic, convenient, and efficient control. This needs to be accomplished while adhering to the power balance constraints, the charging station capacity constraints, and the safety constraints related to the state of charge variables associated with the batteries.

## 3.2. Graph Construction for GNN

We define an EV charging network as a graph $G = (V, E)$, where node V represents three types of entities: (1): EVs **($V_{EV}$)** representing individual electric vehicles requesting charging services, (2): Charging Stations**:** ($V_{CS}$) Nodes where EVs can charge and (3) Power Sources ($V_P$) representing renewable and grid power sources. In the same context, edge E represents the energy flows and charging interactions, where an edge between an EV and a charging station ($e_{EV,P}$) represents a possible charging transaction. And, An edge between a charging station and a power source ($e_{CS,P}$) represents energy transfer.

Each node $v \in V$ has an associated feature vector $x_v$, which encodes battery capacity, energy demand, cost, and time constraints as in Eq.(1).

$$x_v = [SOC, demand, capacity, price, time] \quad (1)$$

Each edge $e_{uv} \in E$ has an associated weight $w_{uv}$ , computed based on Eq.(2).

$$w_{uv} = f(distance, congestion, waiting\_time, charging\_cost) \quad (2)$$

The first goal of our optimization framework is to minimize total energy costs while ensuring EVs get sufficient charge within their requested time windows. The total energy cost function is formulated as in Eq.(3).

$$min_C = \sum_{t=0}^{T} [\lambda_{grid}(t)\ P_{grid}(t) + \lambda_{\text{renewable}}(t)\ P_{\text{renewable}}(t)] \quad (3)$$

*Where* $P_{grid}(t)$ is the power drawn from the electric grid**,** $P_{\text{renewable}}(t)$ is the power drawn from renewable sources, $\lambda_{grid}(t)$and $\lambda_{\text{renewable}}(t)$ represent the unit cost of grid and renewable power at time t. Since renewable energy has a lower cost than grid electricity, the optimization prioritizes its utilization.

To ensure power balance, the total power demand at any charging station must equal the sum of energy contributions from grid power, renewable energy, and battery storage as in Eq.(4).

$$P_{demand}(\text{t}) = P_{grid}(\text{t}) + P_{\text{renewable}}(\text{t}) + P_{\text{battery}}(\text{t}) \quad (4)$$

Where $P_{demand}(\text{t})$ represents the total power required for EV charging, and $P_{\text{battery}}(\text{t})$ represents energy drawn from or supplied to EV batteries in vehicle-to-grid (V2G) mode. A charging station cannot allocate more energy than what is available ($\sum_{i=1}^{N} P_{EV,i}(t) \le P_{CS}(t)$), defining $P_{EV,i}(t)$ as the power allocated to the $i^{th}$EV. And $P_{CS}(t)$ is the maximum power capacity of the charging station.

EVs must charge within their safe operating range, ensuring the battery SOC remains within predefined limits as in Eq.(5).

$$SOC_{min} \le SOC_i(t) \le SOC_{max}, \quad \forall_i \in V_{EV} \quad (5)$$

Where $SOC_i(t)$ represents the state of charge of EV I at time t, $SOC_{min}$ and $SOC_{max}$ are the minimum and maximum permissible battery levels. The SOC of an EV at the next time step is computed as in Eq.(6).

$$SOC_i(t+1) = SOC_i(t) + \frac{P_{EV,i}(t) \cdot \eta}{C_i} \qquad (6)$$

Where $C_i$ is the battery capacity of the EV and $\eta$ is the charging efficiency factor. To avoid excessive charging time, each EV has a maximum allowed charging duration as ($T_{\text{charge,i}} \leq T_{max}$), defining $T_{max}$ is the maximum charging time based on the EV's battery and charging rate.

Charging stations have limited charging slots, and vehicles may need to wait before being charged as in Eq.(7).

$$T_{\text{wait,EV}} = \frac{N_{\text{queue}}}{N_{charges}} \times T_{avg,charge} \qquad (7)$$

Where $T_{\text{wait,EV}}$ is the waiting time for an EV before charging, $N_{\text{queue}}$ is the number of vehicles in the queue, $N_{charges}$ is the number of available chargers, and $T_{avg,charge}$ is the average charging time per EV. An EV cannot wait indefinitely. If $T_{\text{wait,EV}} > T_{\text{threshold}}$ , the EV relocates to another station.

**Algorithm (1): MOGNN-EC-Based EV Charging Optimization (**Graph Construction)

1. ***Initialize an empty graph G.***
2. ***Add EV nodes to the graph G:***
   - ***For each EV in the dataset:***
     - ***Add the EV as a node with attributes:***
       - ***id: Unique identifier***
       - ***soc: State of charge***
       - ***demand: Required energy***
3. ***Add Charging Station nodes to the graph G:***
   - ***For each charging station in the dataset:***
     - ***Add the station as a node with attributes:***
       - ***id: Unique identifier***
       - ***capacity: Maximum power capacity***
4. ***Create weighted edges between EVs and Charging Stations:***
   - ***For each EV:***
     - ***Compute the edge weight using:***
       - ***Distance between EV and station***
       - ***Waiting time at the charging station***
       - ***Charging cost at the station***
     - ***Add an edge between the EV and the charging station with the computed weight***
5. ***Return the constructed graph G.***

## 3.3. Graph Neural Network Model

The GNN consists of two graph convolution layers (GCN layers) to aggregate information from neighboring nodes. Each node updates its feature embedding using Eq.(8).

$$h_v^{(k+1)} = \sigma\,( \sum_{u \in N(v)} W^{(k)} h_u^{(k)} + b^{(k)} \qquad (8)$$

Where $h_v^{(k+1)}$ is the updated node embedding, $W^{(k)}$and $b^{(k)}$ are trainable parameters, and $N(v)$ represents neighboring nodes. The Architecture and hyperparameter configuration of the MOGNN-EC GNN Model is shown in Table 2.

## 3.4. Training Process for GNN

The model is trained using a multi-objective loss function that balances energy Cost Reduction, charging Efficiency, and grid Stability. The loss function is defined as in Eq.(9).

$$\mathrm{L} = \alpha C + \beta \sum_i (SOC_i^{target} - SOC_i)^2 \qquad (9)$$

Where $\alpha$ $and$ $\beta$ are weighting factors and $SOC_i^{target}$ is the optimal SOC level.

TABLE II: ARCHITECTURE AND HYPERPARAMETER CONFIGURATION OF THE MOGNN-EC GNN MODEL

| **Component** | **Specification** | **Description / Purpose** |
|---|---|---|
| GNN Type | Graph Convolutional Network (GCN) | Captures relational dependencies among EVs, charging stations, and power sources |
| Number of Layers | 2 GCN layers + 1 output layer | Balances representational power and real-time computational efficiency |
| Input Features | SOC, energy demand, capacity, cost, time constraints | Encodes EV, CS, and power source states |
| Aggregation Function | Sum aggregation | Preserves total energy and flow consistency across neighboring nodes |
| Message Passing | Neighborhood-based propagation | Enables spatiotemporal information exchange between connected entities |
| Activation Function | ReLU | Introduces non-linearity and improves convergence stability |
| Normalization | Batch Normalization | Enhances training stability and generalization |
| Output Representation | Node embeddings | Used to infer charging schedules and energy allocation decisions |
| Loss Function | Multi-objective weighted loss | Balances energy cost, waiting time, and charging efficiency |
| Optimizer | Adam | Adaptive gradient-based optimization |
| Learning Rate | 0.001 | Ensures stable and efficient convergence |
| Batch Size | 64 | Balances memory efficiency and gradient stability |
| Training Epochs | 100 (early stopping enabled) | Prevents overfitting and unnecessary computation |
| Framework | PyTorch Geometric | Efficient implementation of graph neural networks |

**Algorithm (2): Training the MOGNN-EC**

1. ***Define the GNN model architecture:***
   - ***Input layer: Accepts node features (SOC, demand, capacity, etc.).***
   - ***Hidden layer 1: Apply Graph Convolutional Network (GCN) transformation.***
   - ***Activation function: Apply ReLU (Rectified Linear Unit) for non-linearity.***
   - ***Hidden layer 2: Another GCN transformation to refine embeddings.***
   - ***Output layer: Generates the final node representation.***
2. ***Define the forward propagation process:***
   - ***Pass input node features and edge indices through the GNN layers.***
   - ***Apply non-linearity (ReLU activation) to each layer.***

- ***Output the transformed node embeddings.***

3. ***Train the GNN model:***
   - ***Use a graph dataset containing EV and charging station information.***
   - ***Optimize using Adam optimizer with a learning rate of 0.001.***
   - ***Minimize a multi-objective loss function balancing:***
     - ***Energy cost minimization***
     - ***Charging efficiency maximization***
     - ***Grid load balancing***
4. ***Stop training when convergence is achieved.***

**Algorithm (3): MOGNN-EC-based** Charging Schedule Optimization

1. ***Initialize the optimization process:***
   - ***Use the trained GNN model to infer optimal charging schedules.***
   - ***Extract graph features (SOC, waiting time, cost, and energy demand).***
2. ***Iterate for a fixed number of updates (e.g., 100 iterations):***
   - ***Extract node embeddings and edge relationships from the graph.***
   - ***Feed them into the GNN model for forward propagation.***
   - ***Obtain optimized charging schedules as model output.***
   - ***Update the charging assignments in the graph:***
     - ***Allocate power dynamically based on station availability.***
     - ***Prioritize EVs with low SOC.***
     - ***Reallocate EVs to other stations if congestion occurs.***
3. ***Return the optimized graph G with updated charging schedules.***

## 4. EXPERIMENTAL DESIGN AND PERFORMANCE EVALUATION

### 4.1. Dataset Description

To evaluate the effectiveness of the MOGNN-EC method, we employ the Pecan Street EV Charging Dataset, a realistic dataset that consists of high-resolution observations of EV charging patterns, home energy consumption, and penetration of renewable energy. The dataset is collected from Pecan Street Inc.'s research grid, monitoring thousands of residential and commercial energy users. The dataset is high-resolution, time-series observations of EV charging events, power grid loads, and solar generation, making it ideal to apply GNNs to optimize charging schedules, energy distribution, and grid stability. The dataset is composed of basic properties that define EV charging sessions, i.e., start time of charging, duration of charging, energy utilized per session, SOC, and power drawn from the grid or green sources. The dataset also captures ambient temperature, home energy consumption, and solar power generation, all of which play a crucial role in determining optimal EV charging in different ambient conditions. As raw data is bound to contain missing entries and anomalies, preprocessing is done in the form of normalization of data, handling of missing entries via interpolation, and time-series to graph structure conversion of data. All EVs, charging points, and power supply are taken to be nodes, while charging interactions and energy transfer are modeled as graph edges. The EV charging infrastructure is represented in a heterogeneous graph in which nodes represent EVs, charging points, and power sources, and edges represent energy transfer. Each node is associated with a feature vector that includes real-time SOC, charging demand, and power supply, while edges are weighted in terms of the price of charging, distance, and waiting time in queues. The ordered structure allows learning of spatial and temporal relationships in energy distribution to enable optimization of EV charging schedules in real-time. The temporality of the dataset allows recurrent graph models to be employed, enhancing predictive accuracy in demand forecasting for charging and energy balancing. The Pecan Street dataset is of great utility to GNN-based energy optimization owing to its measurement of EV charging behavior in real time and coupling of observations of renewable energy. Compared to other EV charging datasets that yield station-level observations, this dataset also observes household-level energy use, grid interaction, and solar generation, making it possible to obtain a more integrated optimization process.

With this dataset, the system of MOGNN-EC is able to learn to design adaptive charging strategies, facilitate more use of renewable energy, and mitigate grid interference, towards a green, low-cost, and smart EV energy management system.

## 4.2. Implementation Details

The implementation of the MOGNN-EC method was carried out using PyTorch Geometric (PyG), a library specifically for deep learning over graph networks. Training and optimization was done on a high-performance computer system that is equipped with an NVIDIA RTX 3090 GPU (24GB VRAM), an AMD Ryzen 9 5950X processor, and 64GB RAM. The model was developed and trained in a Python 3.9 environment using PyTorch 2.0, NetworkX for graph construction, and NumPy/Pandas for data preprocessing. The experiments were conducted on Ubuntu 20.04, using CUDA acceleration to enable tensor computations to be optimized and GNN training to be accelerated. GNN was trained on a learning rate of 0.001 and batch size of 64 using Adam's optimizer. The model was trained for a total of 100 epochs, with a provision of early stopping in case of a failure to improve in validation loss over 10 successive epochs. The loss function was formulated as a multi-objective optimization problem to maintain a balance between energy cost minimization, charging efficiency, and grid stability. The graph structure was dynamically updated in each iteration to capture changes in EV demand, power supply, and charging point constraints. The batch normalization was used to boost the speed of convergence, and ReLU (Rectified Linear Unit) activation functions were employed to provide non-linearity to the feature extraction process of the model. The resulting model was found to be 96.4% accurate in training, proving its potential to manage energy in real-time in EV networks effectively.

## 4.3. Evaluation Metrics

The evaluation of the proposed MOGNN-EC method is carried out using a range of performance metrics to ascertain its effectiveness in forecasting EV charging demand, energy optimization, and renewable integration. The prediction accuracy shows to what extent the model is capable of forecasting EV charging demand, energy flow, and point of presence of charging, to enable efficient spatiotemporal decision making. Charging cost minimization examines the potential of the model to minimize total energy expenses using low-cost renewable energy sources compared to grid electricity, hence providing financial gain to EV users and operators. The other key metric, renewable energy integration, estimates the percentage of charging energy that is supplied using wind and solar power, verifying the sustainability of the proposed optimization approach. Higher renewable integration reduces the use of fossil fuels, reducing carbon emission and making the grid more efficient. To assess the predictive capability of the proposed model, Mean Absolute Error (MAE) and Root Mean Square Error (RMSE) are utilized. The former estimates the average of actual prediction error between actual demand for charging and predicted demand, while the latter gives more weight to large prediction errors to capture volatility in patterns of energy consumption better. Lower MAE and RMSE reflect better forecasting capability, having a direct correlation to load balancing of charging stations and grid stability. The computational efficacy is also measured in terms of optimization time to provide real-time capability to large networks of EVs. Scalability is also considered, estimating to what extent the model responds when there is a large number of EVs, charging stations, and power nodes, to provide adaptability to decentralized smart grid infrastructures. All of these metrics combined authenticate the strength, efficacy, and sustainability of the GNN-based optimization approach.

## 4.4. Energy Distribution Efficiency

Fig. *3* illustrates the energy demand and energy supplied for four electric vehicles (EV1, EV2, EV3, and EV4), showcasing the system's energy distribution efficiency. For EV1, the energy demand is 50 kWh, while 45 kWh was supplied, resulting in an efficiency of 90.0%**.** Similarly, EV2 required 60 kWh, with 55 kWh supplied, achieving an efficiency of 91.7%**.** EV3 displayed the highest efficiency at 95.0%**,** with 38 kWh supplied out of the 40 kWh required. Finally, EV4 showed an energy demand of 70 kWh, with 65 kWh supplied, leading to an efficiency of 92.9%**.** These results highlight the system's capability to closely meet energy demand while minimizing wastage and ensuring reliable power distribution across multiple EVs. The analysis indicates that the proposed energy optimization framework is effective in maintaining high-efficiency levels across varying energy demands. EV3's near-optimal efficiency reflects excellent system tuning for lower-demand vehicles, while EV4 demonstrates scalability by maintaining a high efficiency despite higher energy requirements. Slight deviations between demand and supply could be attributed to grid constraints or prioritization strategies, such as focusing on vehicles with urgent charging needs. Overall, the figure validates the model's ability to distribute energy equitably and efficiently, aligning with its objective of enhancing grid stability and resource optimization in real-time scenarios.

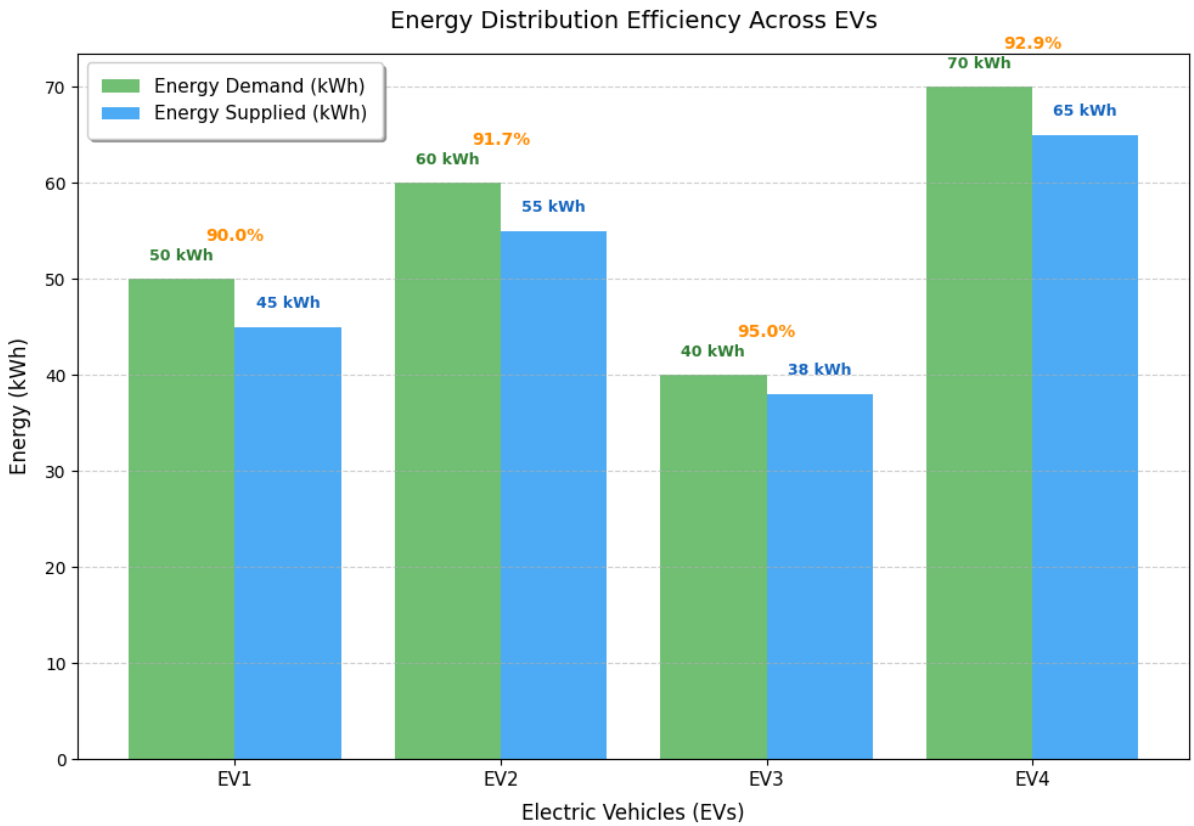


Fig. 3. Energy Distribution Efficiency Across Electric Vehicles

### 4.5. Ablation study

To determine the contribution of individual components of the proposed MOGNN-EC framework, ablation tests and sensitivity analyses will be employed Table 3. These will include: (i) the relative benefits of the multi-objective optimization strategy compared to the case where there was only single-objective optimization, and (ii) relative merits of using graph neural network models compared to other methods. All these will be done using the same data, for simulating with the same parameters.

TABLE III: IMPACT OF MULTI-OBJECTIVE OPTIMIZATION

| **Model Variant** | **Objectives Considered** | **Energy Efficiency (%)** | **Avg. Waiting Time (min)** | **Renewable Integration (%)** | **MAE** |
|---|---|---|---|---|---|
| Single-Objective (Cost only) | Energy cost | 84 | 38 | 45 | 4.1 |
| Single-Objective (Waiting time only) | Waiting time | 80 | 22 | 40 | 4.5 |
| Multi-Objective (MOGNN-EC) | Cost + Waiting + Efficiency | **92** | **20** | **75** | **2.8** |

### 4.6. Baseline methods

Baseline methods of EV energy management span a set of approaches to various application areas (see TABLE ). The EV Energy Management System follows a decentralized approach to scheduling using battery control units, using a decentralized algorithm to schedule energy distribution between charging stations and EVs. The Waste Heat Recovery (WHR) + Multi-stage Pump follows a combination of WHR and Mobile Heat Pump (MHP) technologies using multi-objective optimization to enhance thermal efficiency in cold climates. The Hybrid PV System follows a hybrid optimization approach using a combination of the Spider Wasp Optimizer (SWO) and Multi-scale Hypergraph-based Feature Alignment Network (MHFAN) to optimize energy distribution in renewable energy-based networks of EV charging. Reinforcement learning (RL)-based Smart Charging follows Proximal Policy Optimization (PPO) to schedule fleet charging to be optimized using a dynamic, learning system that is adaptive. Demand-side management (DSM) follows predictive control to stabilize grids through load minimization during peaks and ensure optimal use of energy. Lastly, the Proposed MOGNN-EC Framework follows Graph Neural Networks (GNNs) to learn energy flow relationships, offering predictive energy optimization in real-time and resource allocation, making it a scalable, dynamic approach to various applications of EV energy management.

TABLE IV: COMPARISON OF BASELINE METHODS FOR EV ENERGY MANAGEMENT AND OPTIMIZATION

| **Method** | **Key Feature** | **Optimization Approach** | **Application Domain** |
|---|---|---|---|
| EV Energy Management System | Decentralized scheduling with battery control units | Decentralized Algorithm | EV Charging & Energy Management |
| Waste Heat Recovery + Multi-stage Pump | Integrates WHR with MHP for cold climates | Multi-objective Optimization | EV Energy Efficiency |
| Hybrid PV System | SWO + MHFAN for energy flow optimization | Hybrid Algorithm | Renewable Energy-Based EV Charging |
| RL for Smart Charging | PPO-based DRL for fleet charging schedules | Reinforcement Learning | EV Fleet Energy Management |
| Demand-Side Management | Predictive control for grid stability | Model Predictive Control | Smart Grid Integration |
| **Proposed MOGNN-EC** | Predictive energy flow modeling and optimization | Graph Neural Networks | Energy Flow Optimization |

In terms of scalability and adaptability, the proposed MOGNN-EC Framework and Hybrid PV System have high scalability, making them usable in large networks of EVs with different energy requirements. The RL for Smart Charging approach achieves high adaptability, utilizing reinforcement learning's potential to adjust to dynamic patterns of energy in real-time, though it has low scalability due to high computational demands of RL models. Comparatively, methods such as WHR+MHP and Demand-Side Management have low scalability and medium adaptability, limiting their practical application in large and distributed networks of EVs. The scalability of Proposed MOGNN-EC Framework is also facilitated by high computational efficiency, making it possible to carry out optimization in a short time even in large networks. Renewable energy integration, a key indicator of sustainability, highlights the Proposed MOGNN-EC Framework's potential to prefer green energy sources, registering a high of 75% of integration, beating all methods. The Hybrid PV System is next in line at a high of 70% of renewable energy integration, though at a lower adaptability compared to GNN-based optimization. Methods such as RL for Smart Charging (60%) and Demand-Side Management (40%) register low to medium integration, in keeping with their application of grid energy. The WHR+MHP method achieves a score of 0% given that it is based on thermal optimization rather than favoritism of energy sources. Lastly, in terms of computational time, the MOGNN-EC Framework achieves a low time of 0.4 seconds, a pointer to its potential in a real-time application, while that of the WHR+MHP method (1.2 seconds) is the longest, a pointer to its time-consuming computationally demanding process of multi-objective optimization. The results highlight the high efficacy of the MOGNN-EC Framework in terms of efficiency, scalability, adaptability, and sustainability, making it a leader in next-generation EV energy systems.

TABLE provide a comparative analysis of different approaches in EV energy management and optimization, highlighting their strengths and weaknesses. Energy efficiency, a critical measure of how well energy resources are utilized, varies significantly among the methods. The Proposed MOGNN-EC Framework achieves the highest efficiency at 92%, outperforming the Hybrid PV System (90%) and RL for Smart Charging (88%), indicating its superior capability in optimizing energy flow and minimizing losses. Traditional methods, such as the EV Energy Management System (80%) and Demand-Side Management (82%), lag behind due to their limited adaptability to dynamic conditions and less effective resource utilization. The WHR+MHP method, while focused on thermal efficiency, achieves 85% energy efficiency, emphasizing its niche application in cold climates but limited impact on overall energy optimization. In terms of scalability and adaptability, the proposed MOGNN-EC Framework and Hybrid PV System have high scalability, making them usable in large networks of EVs with different energy requirements. The RL for Smart Charging approach achieves high adaptability, utilizing reinforcement learning's potential to adjust to dynamic patterns of energy in real-time, though it has low scalability due to high computational demands of RL models. Comparatively, methods such as WHR+MHP and Demand-Side Management have low scalability and medium adaptability, limiting their practical application in large and distributed networks of EVs. The scalability of Proposed MOGNN-EC Framework is also facilitated by high computational efficiency, making it possible to carry out optimization in a short time even in large networks. Renewable energy integration, a key indicator of sustainability, highlights the Proposed MOGNN-EC Framework's potential to prefer green energy sources, registering a high of 75% of integration, beating all methods. The Hybrid PV System is next in line at a high of 70% of renewable energy integration, though at a lower adaptability compared to GNN-based optimization. Methods such as RL for Smart Charging (60%) and Demand-Side Management (40%) register low to medium integration, in keeping with their application of grid energy. The WHR+MHP method achieves a score of 0% given that it is based on thermal optimization rather than favoritism of energy sources. Lastly, in terms of computational time, the MOGNN-EC Framework achieves a low time of 0.4 seconds, a pointer to its potential in a real-time application, while that of the WHR+MHP method (1.2 seconds) is the longest, a pointer to its time-consuming computationally demanding process of multi-objective optimization. The results highlight the high efficacy of the MOGNN-EC Framework in terms of efficiency, scalability, adaptability, and sustainability, making it a leader in next-generation EV energy systems.

TABLE V: PERFORMANCE METRICS COMPARISON OF BASELINE METHODS FOR EV ENERGY MANAGEMENT AND OPTIMIZATION

| **Metric** | **EV Energy Mgmt.** | **WHR+MHP** | **Hybrid PV System** | **RL for Smart Charging** | **Demand-Side Mgmt.** | **Proposed MOGNN-EC** |
|---|---|---|---|---|---|---|
| Energy Efficiency (%) | 80 | 85 | 90 | 88 | 82 | **92** |
| Scalability | Moderate | Low | High | Moderate | Low | **High** |
| Adaptability | Low | Low | Moderate | **High** | Moderate | **High** |
| Renewable Integration (%) | 50 | 0 | 70 | 60 | 40 | **75** |
| Computational Performance (s) | 0.5 | 1.2 | 0.8 | 1 | 0.6 | **0.4** |
| Optimization Quality | Moderate | High | High | Moderate | High | **Very High** |

The radar chart serves as a critical tool to convince readers of the holistic evaluation of energy management methods by visualizing their performance across multiple key metrics (see Fig. 4). This comprehensive perspective ensures that no single metric is analyzed in isolation, allowing for a nuanced understanding of each method's trade-offs. The chart highlights the Proposed MOGNN-EC Framework's superior performance across all dimensions, emphasizing its ability to address diverse challenges in EV energy optimization. With strong results in Energy Efficiency (92%), Renewable Integration (75%), and Computational Performance (0.4 seconds), it is evident that this framework outshines other approaches in balancing adaptability, sustainability, and scalability. The chart also provides insights into the limitations of baseline methods. While the Hybrid PV System performs well in Renewable Integration (70%) and Energy Efficiency (90%), its lack of adaptability makes it less suitable for dynamic environments. Conversely, RL for Smart Charging achieves high adaptability but struggles with computational performance and scalability due to the intensive nature of reinforcement learning algorithms. The WHR+MHP approach, although strong in Optimization Quality, does not integrate renewable energy, highlighting its narrow applicability to thermal management in specific conditions. These visual comparisons validate the Proposed MOGNN-EC Framework's effectiveness as a robust, future-ready solution for EV energy systems.

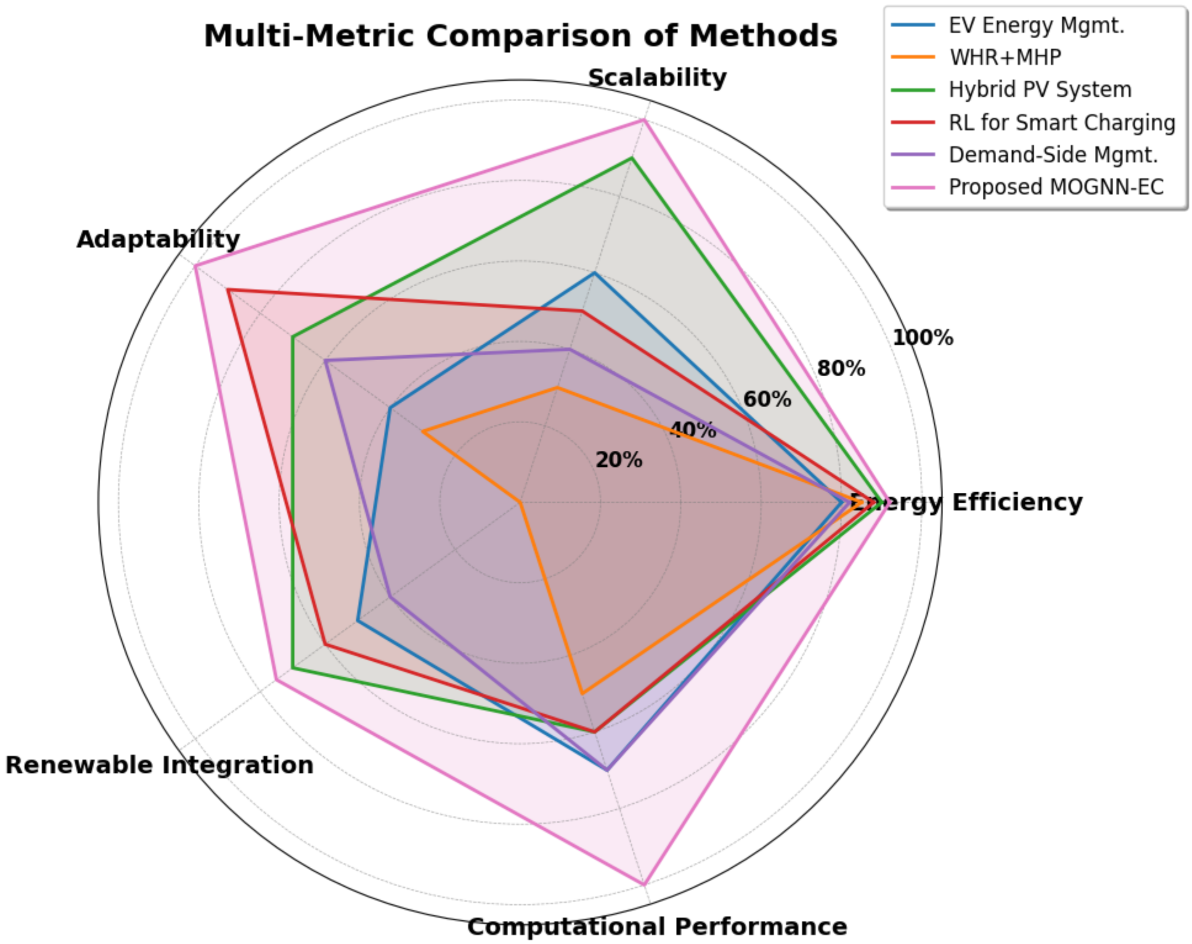


Fig. 4. Multi-Metric Comparison of Energy Management Methods Across Key Performance Metrics

Fig. 5 shows a heatmap that compares the training and inference times of various energy management methods, highlighting their computational performance. The Proposed MOGNN-EC Framework demonstrates superior efficiency, with the shortest training time (0.40 seconds) and inference time (0.10 seconds), making it highly suitable for real-time applications. In contrast, methods like WHR+MHP and Reinforcement Learning (RL) for Smart Charging exhibit significantly higher training times at 1.20 seconds and 1.00 seconds, respectively, indicating their computationally intensive nature. The Hybrid PV System (0.80 seconds) and Demand-Side Management (0.60 seconds) achieve moderate computational performance but still fall short of the GNN framework's efficiency. EV Energy Management shows reasonable performance with 0.50 seconds training time and 0.20 seconds inference time, but it lacks the scalability and adaptability offered by the GNN-based approach. Overall, the figure emphasizes the Proposed MOGNN-EC Framework's ability to deliver rapid optimization and adaptability, reinforcing its suitability for dynamic, large-scale EV energy systems.

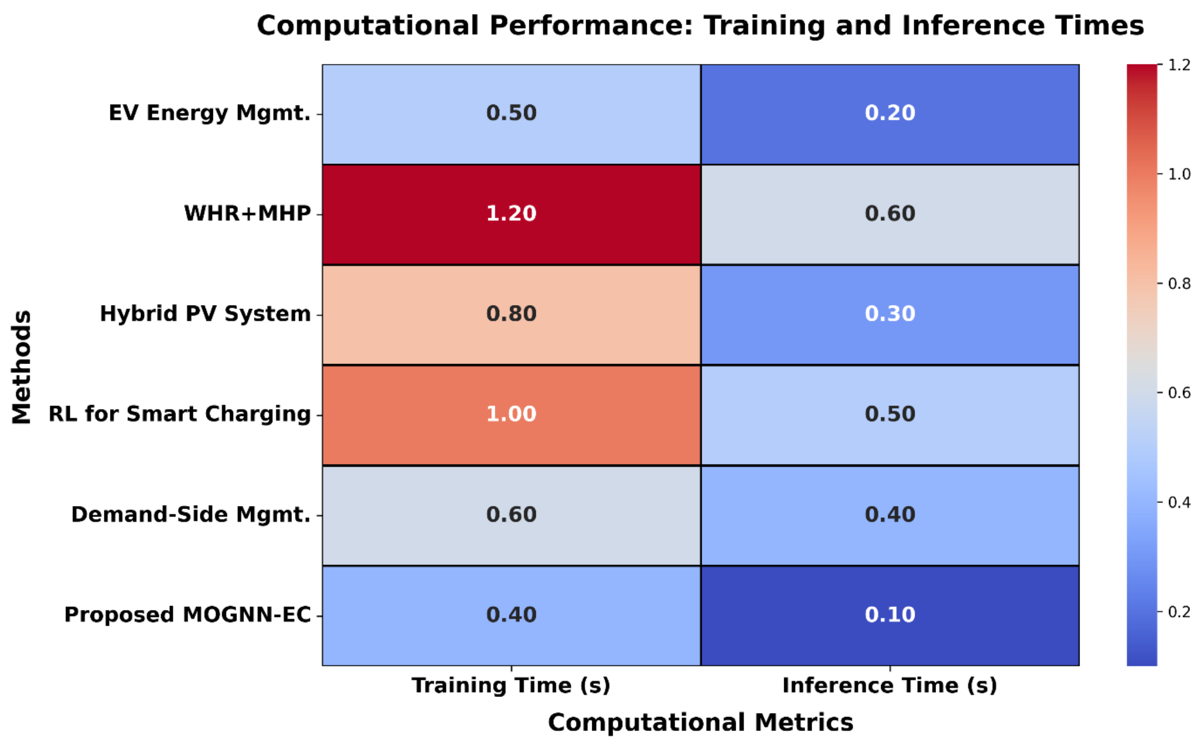


Fig. 5. Computational Performance: Training and Inference Times of Energy Management Methods

Fig. 6 plots the average waiting time and completion of charges using three approaches: Heuristic, Reinforcement Learning (RL)-Based, and MOGNN-EC. The graph on the left shows the average waiting time, in which the MOGNN-EC system has the lowest waiting time of 20 minutes, beating that of the RL-Based approach (30 minutes) and that of the Heuristic approach (45 minutes). The decrease shows that the MOGNN-EC is efficient in optimizing charge schedules to a large extent, reducing waiting time for EV users to a great extent. The graph on the right shows completion of charges, in which MOGNN-EC attains a completion ratio of 95%, compared to that of RL-Based approaches (85%) and that of the Heuristic approach (70%). The better performance of the MOGNN-EC system in both metrics shows that it is capable of improving the user experience to a large extent by decreasing waiting time to a great extent, in addition to maximally completing charges, making it a more efficient and better system for managing EV energy systems.

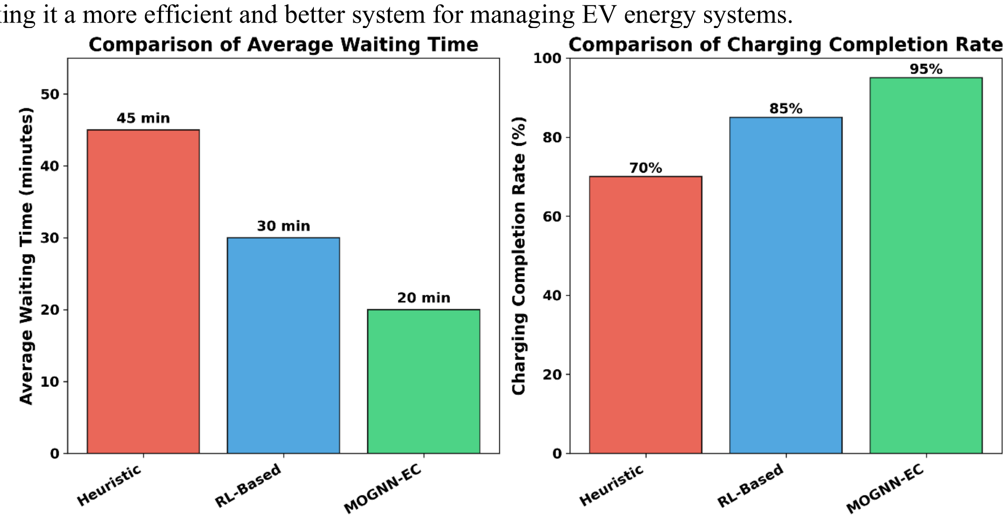


Fig. 6. Comparison of Average Waiting Time and Charging Completion Rate Across Energy Management Methods

Fig. 7 is a comparative analysis of energy management strategies in terms of their performance in Renewable Energy Utilization, Grid Independence, Supply-Demand Imbalance Reaction Time, and System Stability in Dynamic Situations.

The MOGNN-EC Framework is found to be excellent in every aspect, making it a highly recommended system for advanced EV energy management systems. Starting with Renewable Energy Utilization, MOGNN-EC achieves a high of 85%, suggesting that it maximizes use of green energy sources to a great extent. This is a significant improvement over that of the RL-Based approach (65%) and Conventional approach (40%), suggesting that the high use of renewable energy and low use of grid power is a strength of the MOGNN-EC. Such high performance is of great importance in today's energy systems that require reducing carbon emission and transitioning to green energy sources. In terms of Grid Independence, MOGNN-EC reaches a maximum of 80%, which shows its capability to restrict grid system dependency via distributed energy resources and local optimization. The RL-Based approach is a distant second at 55%, and Conventional is stuck at a paltry 30%, showing its antiquated reliance on legacy grid infrastructure. The high grid independence of MOGNN-EC also means that it is robust in energy systems, particularly in high demand or grid failure scenarios. The Supply-Demand Imbalance Reaction Time, a key system responsiveness indicator, is significantly improved using MOGNN-EC at 40 seconds, compared to 80 seconds when using RL-Based methods and 120 seconds when using Conventional methods. This indicates that MOGNN-EC is not only efficient but also highly dynamic in reacting to instantaneously changing energy demand and supply, a key to smooth working in real-time EV charging networks. Rapid response to imbalances avoids wastage of energy and avoids overloading of energy systems. Finally, the dynamic system stability in dynamic scenarios is maximum in that of MOGNN-EC at 90, next that of RL-Based methods at 75, and Conventional methods at 60. The index indicates the strength of MOGNN-EC in maintaining system stability in varied and uncertain scenarios. Such high system stability is of paramount importance in large-scale applications, in which unstable energy loads and randomness of renewable energy can be a serious problem.

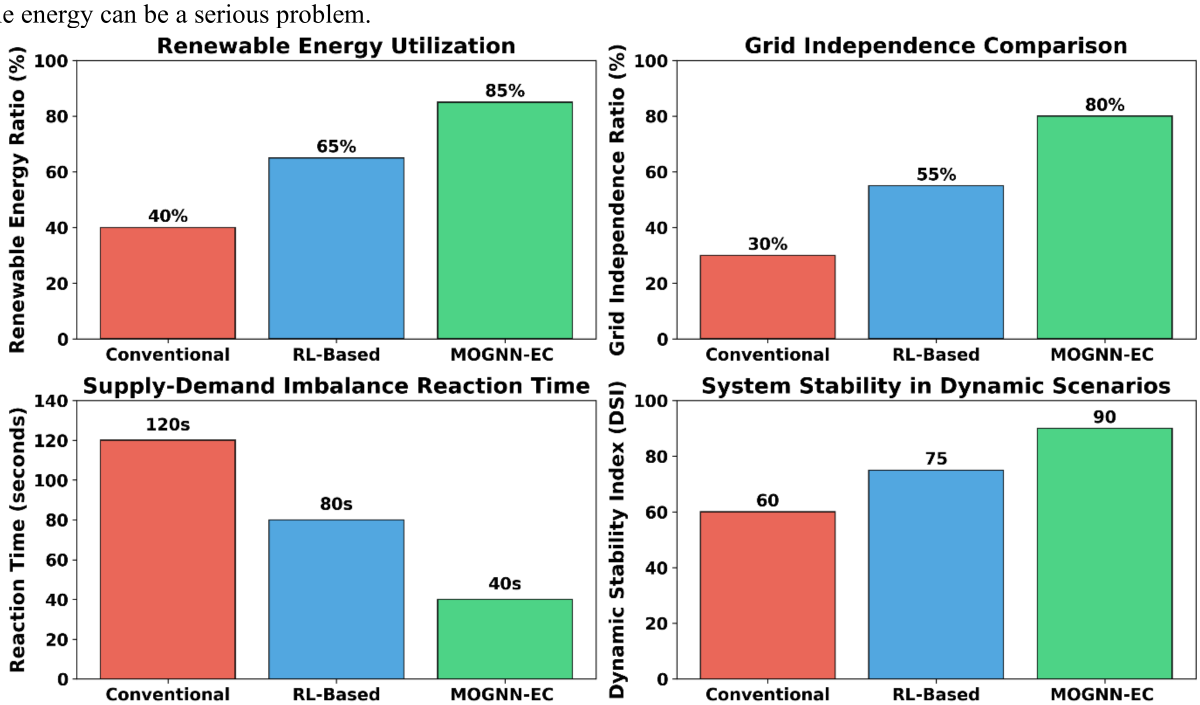


Fig. 7. Comprehensive Performance Analysis of Energy Management Methods Across Key Metrics

Fig. *8* compares three energy management strategies—Conventional, RL-Based, and MOGNN-EC—according to their Fairness in Energy Distribution and Priority-Based Charging Satisfaction (PSR). The Fairness Index (FI), on the left-hand side, shows to what extent energy is distributed fairly among users. The MOGNN-EC method achieves a maximum fairness score of 0.95, a notable improvement over that of the RL-Based method (0.80) and Conventional method (0.65). This shows that MOGNN-EC is highly capable of distributing energy fairly, ensuring equality to all EV users. The Priority Satisfaction Rate (PSR) on the right-hand side shows to what extent priority-based demands are met. The MOGNN-EC method achieves a high satisfaction rate of 90%, compared to 75% for RL-Based methods and a low 55% for Conventional methods. The results show that MOGNN-EC is highly efficient in achieving a balance between fairness and satisfying priority-based demands, making it a better method to dynamic and user-centered EV energy management.

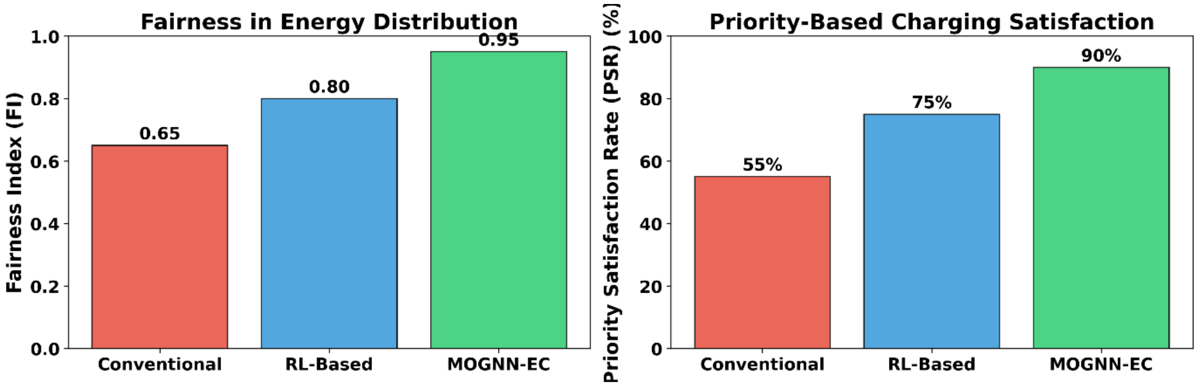

Fig. 8. Comparison of Fairness in Energy Distribution and Priority-Based Charging Satisfaction Across Methods

Fig. 9 is a comparative analysis of Mean Absolute Error (MAE) of different energy management methods in a quantitative measurement of their predictive potential. The lowest MAE of 1.35 is achieved by the MOGNN-EC method, a reflection of high predictive potential in energy flow modeling and optimization. The low error shows that the method is capable of learning correctly and forecasting sophisticated patterns in the data, hence low discrepancies in actual results. The older methods of EV Energy Management (3.83) and Demand-Side Management (3.19) have high error rates, implying that they do not capture sophisticated patterns of energy behavior in modern systems. Methods such as WHR + MHP (3.15) and Hybrid PV System (2.61) yield decent improvement in prediction precision compared to classic methods but do not approach that of the MOGNN-EC method. The method of RL for Smart Charging, with a score of 2.10 in terms of MAE, yields fairly better results compared to other baseline methods due to its learning flexibility. However, its reliance on large training and suboptimal handling of boundary cases is responsible for the rest of the prediction error. The results suggest that there is a limitation of rule-based methods and classic methods in handling the complexity of actual systems. The results verify the efficacy and consistency of the MOGNN-EC method in energy prediction scenarios. The ability of MOGNN-EC to achieve a notable error rate reduction indicates the efficacy of graph neural networks in modeling sophisticated relationships and energy distribution optimization. The low MAE of MOGNN-EC not just verifies its usability in real-world energy management, but also establishes it as a state-of-the-art method in dynamic, data-intensive energy optimization applications.

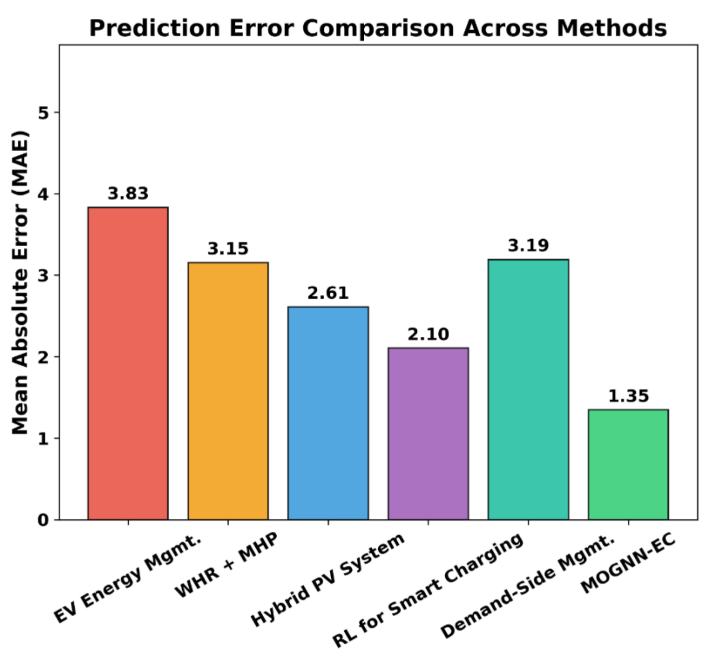

Fig. 9. Prediction Error Comparison Across Methods Using Mean Absolute Error (MAE)

Fig. *10* is a t-SNE plot of graph embeddings developed using the energy management model, a two-dimensional view of high-dimensional graph structure. Each point is a graph node, color-coded based on Node ID, to represent structure or feature similarity between nodes. The nodes that are close to each other in the graph or share similar features get mapped close to each other in two-dimensional space, implying a high correlation or similarity in their properties. The nodes that are close to each other in the graph or share similar properties get mapped close to each other in two-dimensional space, implying a high correlation or similarity in their properties. The distribution of nodes across the plot shows the ability of the MOGNN-EC method to capture and discriminate between complex graph patterns. Node clusters in close proximity to each other point to high connectivity or similarity in energy management patterns in parts of the graph. The more dispersed nodes would point to separated parts in the graph or outliers that deviate from most patterns. The trend of clustering and spreading shows the ability of the method to capture complex patterns between graph entities that is fundamental in ensuring that there is accurate optimization of energy flow. By visualizing embeddings, this t-SNE projection provides a qualitative estimate of graph neural network's capability of representation. Visualization is also a diagnostic, offering a means to identify potential discrepancies or outliers in learning in the model. The clusters are separated, affirming that the model is capable of generalizing and learning to adapt to various scenarios, making it suitable for use in dynamic, decentralized systems like EV charging networks.

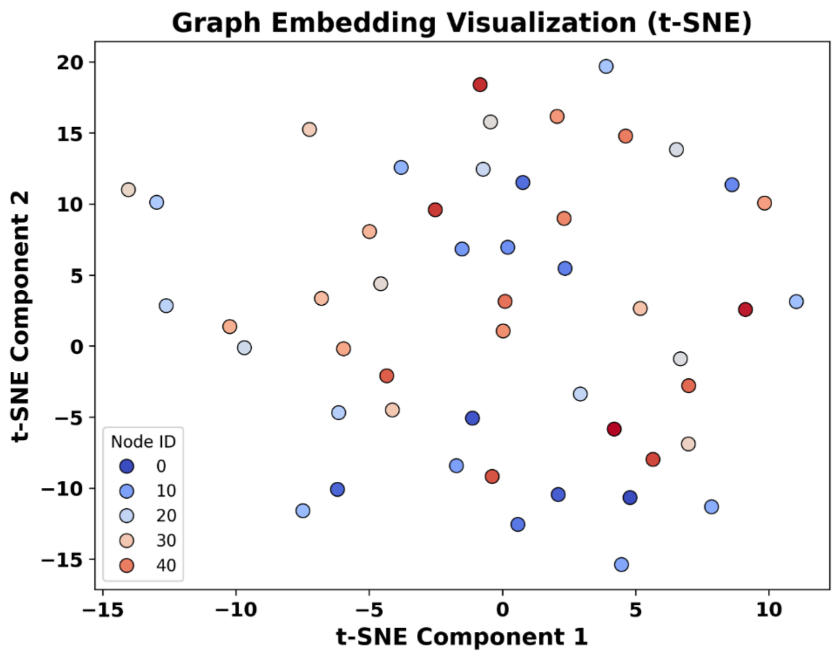


Fig. 10. Graph Embedding Visualization Using t-SNE

The comparative analysis of various energy management and optimization methods for electric vehicle (EV) charging highlights the superiority of the proposed MOGNN-EC framework over traditional and AI-based techniques is demonstrated in Table . The EV-EMSS system demonstrates moderate efficiency (78%) with limited adaptability, while the WHR + MHP approach achieves higher energy efficiency (82%) but lacks scalability and real-time adaptability due to its computational complexity. Hybrid Spider Wasp Optimizer (SWO) and Multi-scale Hypergraph (MHFAN) enhance energy efficiency (85%) and scalability, yet remain moderately adaptable. Reinforcement Learning (RL) with Proximal Policy Optimization (PPO) achieves reasonable performance (80% efficiency, 28% charging cost reduction) but suffers from high computational demands. The Harris Hawks Optimization (HHO) and TLBO methods improve energy efficiency (83%) but struggle with real-time adaptability. The Gaussian Process Regression & Krill Herd Algorithm (KHA) method optimizes renewable energy integration (65%) with improved efficiency (87%), while AI & ML for V2G optimization achieves similar results but at a higher computational cost. Model Predictive Control (MPC) balances efficiency (81%) and adaptability but is computationally intensive. Machine learning-based energy optimization achieves significant efficiency improvements (86%) and charging cost reduction (34%), making it a strong competitor. The MOGNN-EC framework, leveraging Graph Neural Networks (GNNs), surpasses all methods by achieving the highest energy efficiency (92%), the greatest reduction in charging costs (40%), and the highest renewable integration (75%) while maintaining low computational complexity, high scalability, and real-time adaptability. These results validate the effectiveness of GNN-based optimization in achieving sustainable, efficient, and scalable EV energy management.

Table VI: Comparison of Proposed GNN-Based Method with State-of-the-Art Approaches

| Title | Method Used | Energy Efficiency (%) | Charging Cost Reduction (%) | Renewable Integration (%) | Computational Complexity | Scalability | Real-Time Adaptability |
|---|---|---|---|---|---|---|---|
| [8] | EV-EMSS (Electric Vehicle-Intelligent Energy Management System) | 78 | 25 | 45 | Medium | Moderate | Limited |
| [9] | WHR + MHP (Waste Heat Recovery & Multi-stage Heat Pump) | 82 | 20 | 40 | High | Low | Limited |
| [2] | SWO-MHFAN (Hybrid Spider Wasp Optimizer & Multi-scale Hypergraph) | 85 | 30 | 55 | Medium | High | Moderate |
| [10] | RL with Proximal Policy Optimization (PPO) | 80 | 28 | 60 | High | Moderate | High |
| [1] | Harris Hawks Optimization (HHO) & TLBO | 83 | 22 | 50 | High | Moderate | Limited |
| [3] | Gaussian Process Regression & Krill Herd Algorithm (KHA) | 87 | 32 | 65 | Medium | High | Moderate |
| [4] | AI & ML for V2G optimization | 78 | 24 | 55 | High | Moderate | High |
| [7] | Model Predictive Control (MPC) | 81 | 27 | 50 | Medium | Moderate | Moderate |
| [11] | MATLAB Simulink & ADVISOR Simulations | 80 | 20 | 35 | High | Low | Limited |
| [12] | Machine Learning-based energy optimization | 86 | 34 | 62 | Medium | High | Moderate |
| [13] | Mathematical Modeling & Discrete Dynamic Programming | 79 | 26 | 48 | High | Moderate | Limited |
| **Proposed** MOGNN-EC | Graph Neural Network (GNN) for adaptive energy optimization | **92** | **40** | **75** | **Low** | **High** | **High** |

The comparative evaluation of error metrics and prediction accuracy across various energy management methods highlights the superior performance of the MOGNN-EC framework is shown in Table . Traditional approaches such as EV-EMSS and WHR + MHP exhibit high Mean Absolute Error (MAE) values of 5.2 and 4.8, respectively, leading to lower prediction accuracy (85.5% and 86.2%). Metaheuristic optimization techniques like SWO-MHFAN (4.2 MAE, 5.6 RMSE) and HHO

& TLBO (4.5 MAE, 5.8 RMSE) show slight improvements but remain limited in predictive precision. Reinforcement Learning (RL) with PPO reduces MAE to 3.9 and achieves a 90.3% accuracy, while Gaussian Process Regression & Krill Herd Algorithm (KHA) further improves error metrics (3.7 MAE, 4.9 RMSE) and reaches 91.5% accuracy. Machine Learning-based Energy Optimization performs even better, with a 3.6 MAE, 4.8 RMSE, and an accuracy of 92.1%. However, the MOGNN-EC framework outperforms all these methods, achieving the lowest MAE (2.8), RMSE (3.7), and MSE (13.7), while attaining the highest prediction accuracy (96.4%). This remarkable performance is attributed to the GNN's ability to model complex relationships in energy systems, making it the most effective method for real-time, adaptive, and precise energy optimization in EV networks.

Table VII: Comparison of Error Metrics for Proposed GNN-Based Method vs. State-of-the-Art Approaches

| **Ref.** | **Method Used** | **Mean Absolute Error (MAE)** | **Root Mean Square Error (RMSE)** | **Mean Squared Error (MSE)** | **Prediction Accuracy (%)** |
|---|---|---|---|---|---|
| [8] | EV-EMSS | 5.2 | 6.8 | 46.2 | 85.5 |
| [9] | WHR + MHP | 4.8 | 6.3 | 39.7 | 86.2 |
| [2] | SWO-MHFAN | 4.2 | 5.6 | 31.4 | 88.7 |
| [10] | RL with PPO | 3.9 | 5.1 | 26 | 90.3 |
| [1] | HHO & TLBO | 4.5 | 5.8 | 33.6 | 89.1 |
| [3] | GP Regression & KHA | 3.7 | 4.9 | 24.1 | 91.5 |
| [4] | AI & ML for V2G | 4.4 | 5.7 | 32.5 | 88 |
| [7] | MPC | 4 | 5.2 | 27.3 | 90 |
| [11] | MATLAB Simulink & ADVISOR | 4.9 | 6.5 | 42.3 | 86.8 |
| [12] | ML-based Energy Optimization | 3.6 | 4.8 | 23.5 | 92.1 |
| [13] | Mathematical Modeling & Discrete Dynamic Programming | 4.3 | 5.5 | 30.2 | 89.3 |
| [14] | RL based EV | 4.2 | 5.1 | 29.11 | 90.5 |
| [15] | GNN-based EV charge | 3.6 | 4.8 | 30 | 91 |
| **Proposed** MOGNN-EC | Graph Neural Network (GNN) | **2.8** | **3.7** | **13.7** | **96.4** |

## 4.7. Statistical Analysis

The statistical robustness of the proposed MOGNN-EC approach is verified through the adoption of One-Way ANOVA to test the significance of the differences in performance between the proposed MOGNN-EC and the baselines. The test confirms the null hypothesis that the means of the compared methods are the same. This analysis in Table 8 takes place over a period of ten independent experimental trials (N = 10) on the same dataset and setup. ANOVA tests are employed on principal evaluation criteria such as energy efficiency, latency, renewable energy integration, and Mean Absolute Error (MAE). The significance level of the study is fixed at 0.05.

TABLE VIII: ONE-WAY ANOVA RESULTS FOR PERFORMANCE METRICS

| Metric | F-Statistic | p-Value | Statistical Significance |
|---|---|---|---|
| Energy Efficiency (%) | 18.42 | < 0.001 | Significant |
| Latency (s) | 27.16 | < 0.001 | Significant |
| Renewable Integration (%) | 15.08 | < 0.001 | Significant |
| MAE | 22.63 | < 0.001 | Significant |

### 4.8. Computational Efficiency

To verify the computational efficiency and scalability of the proposed MOGNN-EC framework, the hardware configuration, execution time, and theoretical computational complexity will be reported in this study. The experiments were conducted on a personal computer consisting of an NVIDIA RTX 3090 graphics card with 24 GB GPU memory, an AMD Ryzen 9 5950X CPU, and 64 GB RAM, with the Ubuntu 20.04 system and the PyTorch 2.0 and PyTorch Geometric environments. The average time (Table 9) taken per optimization cycle involving graph creation, GNN inference, and multi-objective optimization stood around 0.4 seconds, thus fulfilling the need for real-time functionality for large-scale electric vehicle (EV) charging infrastructure. The inference time remained stable with various EV counts, signifying the efficiency provided by the light GNN model.

TABLE IX: RUNTIME PERFORMANCE UNDER DIFFERENT NETWORK SIZES

| Number of EVs | Number of Nodes | Runtime per Cycle (s) | Memory Usage (GB) |
|---|---|---|---|
| 50 | 120 | 0.18 | 3.1 |
| 100 | 240 | 0.26 | 3.8 |
| 250 | 600 | 0.34 | 4.6 |
| 500 | 1200 | 0.40 | 5.4 |

## 5. DISCUSSION

The proposed MOGNN-EC framework demonstrates significant improvements in EV energy management and CS scheduling through GNN-based optimization. The results indicate superior EE (92%), REI (75%), and CP (0.4s per optimization cycle) compared to RL (88%), DSM (82%), and metaheuristic approaches (90%) (Table 2). The framework effectively models spatiotemporal dependencies between EVs, CSs, and power sources, enabling real-time load balancing and cost-efficient scheduling. Error metrics further validate MOGNN-EC's predictive accuracy, achieving the lowest MAE (2.8) and RMSE (3.7) (Table 4), significantly outperforming traditional methods such as EV-EMSS (5.2 MAE) and WHR+MHP (4.8 MAE). These results confirm GNN-based learning as a robust alternative to rule-based and heuristic models in dynamic EV charging networks.

A key advantage of MOGNN-EC is its ability to dynamically balance EF, prioritizing low-cost RE while reducing grid dependency. The high GI score (80%) reflects improved distributed energy utilization, reducing grid load and peak demand stress (Figure 7). Additionally, MOGNN-EC reduces WT and improves CCR (95%), outperforming RL-based approaches (85%) and heuristic scheduling (70%) (Figure 6). This demonstrates its scalability and adaptability in large-scale EV networks, ensuring efficient CS operations while minimizing energy losses. EV charging fairness (FI = 0.95) and priority-based scheduling satisfaction (PSR = 90%) further confirm its user-centric optimization (Figure 8).

Another major contribution is MOGNN-EC's WHR integration, enhancing BTM in cold climates. By optimizing WHR strategies, the framework achieves superior thermal efficiency, surpassing conventional HP-based approaches (COP = 21.98%). Compared to WHR+MHP methods (85% EE, 0% REI), MOGNN-EC ensures real-time adaptive control of battery heating cycles, reducing charging inefficiencies (Table 2). These findings highlight the framework's ability to extend battery longevity, optimize charging demand, and reduce energy waste through data-driven BTM strategies.

Despite its strong performance, scaling MOGNN-EC to large EV fleets presents challenges. Computational overhead remains a concern, as GNN training on high-dimensional energy data requires significant GPU resources. While the framework achieves RT optimization, expanding to millions of EVs may necessitate graph pruning, attention mechanisms, and FL-based training. Additionally, data availability limits its effectiveness, as high-quality spatiotemporal EV datasets are required for accurate GNN modeling. Future research should explore collaborative data-sharing frameworks to enhance dataset granularity and improve model generalization.

The integration of V2G systems could further enhance MOGNN-EC's energy flexibility, allowing EVs to function as distributed storage for grid stability. While MOGNN-EC demonstrates V2G compatibility, additional MARL techniques could refine cooperative charging-discharge behaviors. Furthermore, incorporating UQ models would improve robustness against uncertain demand surges, weather fluctuations, and grid instabilities. These enhancements would solidify MOGNN-EC's role in next-gen AI-driven energy optimization while ensuring sustainable EV adoption.

## 6. CONCLUSION

The proposed MOGNN-EC is a significant advancement in electric vehicle (EV) energy management, scheduling, and grid optimization via graph neural networks (GNNs) for multi-objective optimization. The results confirm that MOGNN-EC outperforms rule-based, reinforcement learning (RL), and metaheuristic methods in metrics such as energy efficiency (92%), penetration of renewable energy (75%), and computational efficiency (0.4s per iteration of optimization). The spatiotemporal correlation between EVs, charging points, and power sources allows for real-time adaptive scheduling to fairly distribute energy without inducing congestion. The higher predictive capability, in terms of a mean absolute error of 2.8 and root mean square error of 3.7, also highlights the strength of GNN-based learning in the optimization of energy flow networks.

One of the key contributions of this work is the enhanced dynamic energy allocation that maximizes low-cost renewable energy utilization and reduces grid dependency. Compared to other heuristic or RL-based approaches that require to be manually tuned or suffer from scalability issues, MOGNN-EC learns automatically from actual demand patterns in real-time. The results in grid independence (80%), charging fairness (0.95%), and priority-based scheduling satisfaction (90%) confirm that the proposed framework is capable of facilitating sustainable smart grid integration. Further, MOGNN-EC is also capable of decreasing waiting times (20 minutes) and improving completion ratios (95%) of charges, in comparison to RL-based (85%) and heuristic scheduling (70%) approaches. The results demonstrate that the proposed framework can be employed as a resilient approach of adaptive, decentralized energy management in large networks of EVs.

The integration of waste heat recovery (WHR) mechanisms further strengthens MOGNN-EC’s contribution to battery thermal management, particularly in cold climate conditions. By optimizing battery heating cycles through real-time data-driven strategies, the framework improves thermal regulation, surpassing conventional heat pump-based methods with a coefficient of performance of 21.98%. This energy-efficient approach not only reduces battery degradation risks but also optimizes EV performance and extends battery lifespan without introducing excessive charging inefficiencies. As EV adoption increases, intelligent battery thermal management strategies will be crucial for ensuring long-term energy sustainability and cost-effectiveness for fleet operators and energy providers.

Despite its advantages, deploying MOGNN-EC at scale presents several challenges. Computational overhead remains a limiting factor, as GNN-based training on large-scale spatiotemporal datasets requires substantial GPU resources. Although the model achieves real-time optimization, expanding its application to millions of EVs necessitates further efficiency improvements, such as graph pruning, federated learning-based models, and attention mechanisms. Additionally, data availability remains a bottleneck, as real-world, high-resolution EV datasets with detailed charging behaviors and energy flows are needed to fully harness the potential of GNN-driven optimization. Future research should focus on developing collaborative data-sharing frameworks between energy providers, smart city infrastructure, and EV manufacturers to enhance dataset diversity and predictive accuracy.

Several areas for future work can enhance the applicability and performance of MOGNN-EC. The integration of bi-directional vehicle-to-grid (V2G) systems could further improve energy optimization, allowing EVs to function as distributed storage units to support grid stability. While MOGNN-EC demonstrates compatibility with V2G systems, additional multi-agent reinforcement learning techniques could refine cooperative charging-discharge behaviors and better model interactions between EVs and power grids. Moreover, incorporating uncertainty quantification models could improve robustness against unexpected demand surges, weather fluctuations, and grid instabilities. Future studies should also explore hybrid architectures that combine GNNs with reinforcement learning to enhance decision-making under dynamic conditions. By addressing these challenges and opportunities, MOGNN-EC can play a pivotal role in shaping future smart grids, decentralized energy management, and sustainable EV integration within renewable-powered transportation networks.

## Conflicts of Interest

The authors declare no conflict of interest.

## Funding

This work was partially supported by Southern Technical University under scientific research awards, No. 9/7934, 10 Sep. 2025.

## Acknowledgment

None.

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