

OCTOBER 26TH 2023

CSL's Fleet Management

Successful Journey through Advanced Analytics
and towards AI

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Remi Duquette, Vice-President | Industrial AI , Maya HTT

AVEVA

Frederic Lavoie CSL



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AVEVA
AVEVA

Maya HTT

mayahtt.com/ai



40+

Software solutions developed & maintained

12+ Years

Partnership with AVEVA™ PI System

75%

Engineers & Scientists

22%

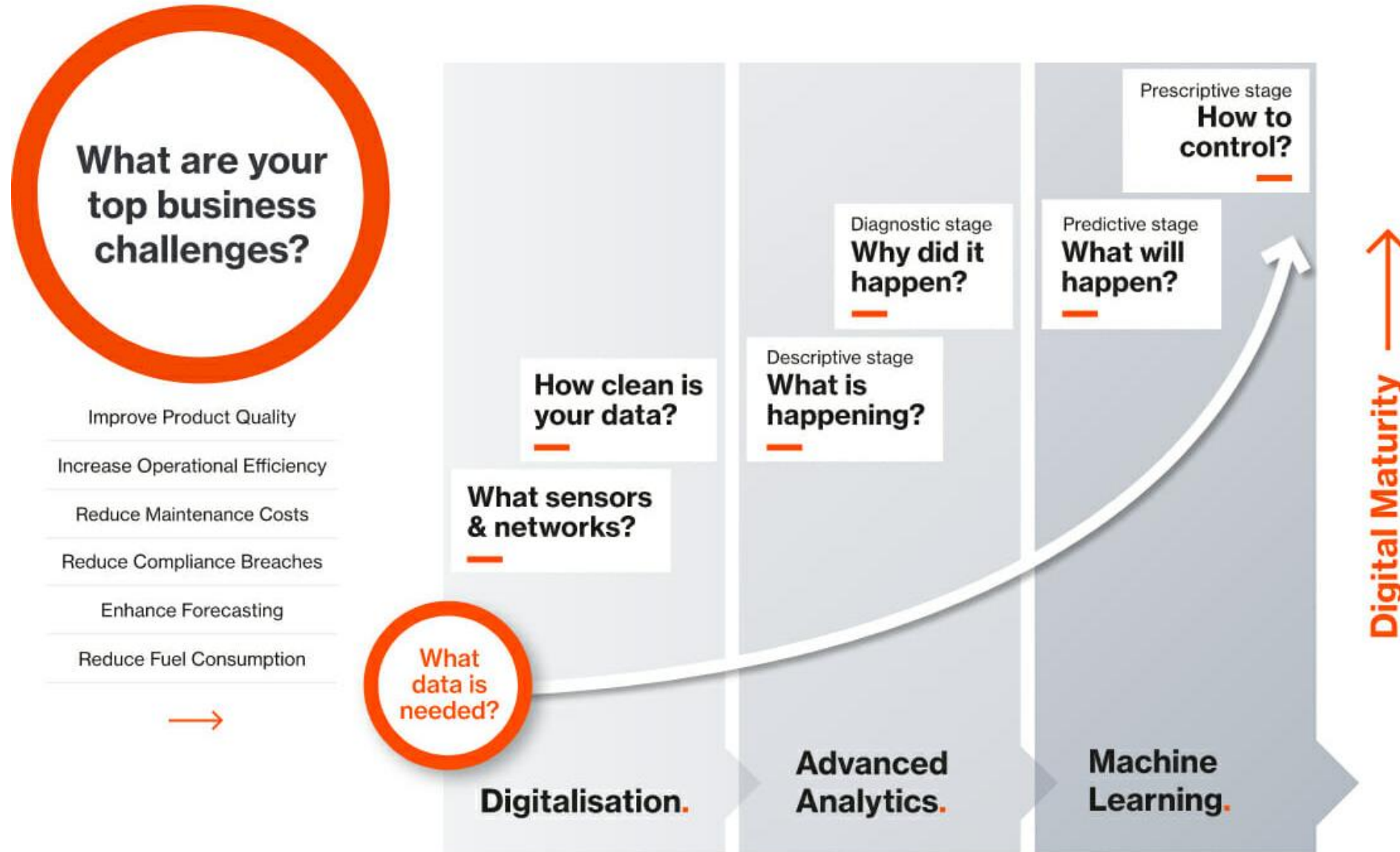
PhDs

IIoT + AI | DIGITAL TRANSFORMATION JOURNEY

Create a backlog of business challenges & move forward in an agile way



IIoT, AI & Big Data



Benefits

Compliance / Process Digitalization



10% of benefits

Automatic Infringement detection – Pre-warning reduces infringements

Automatic reporting – reduces manual reporting time from hours to minutes

Energy Management



50% of benefits

One Example based on the 2022 speed optimization trial:

~3 - 5% fuel saving per vessel per year
=
Fuel for ~210 cars for a year (8 vessels)

Asset Management



40% of benefits

Potential failure avoidance:
133 Failure Avoidance
68 Downtime Avoidance

Significant Value or projected savings

**O2 is a data information system.
It must translate into human actions at some point to
produce benefits. Crew & Office.**

01101100
01101111
01110110
01100101

Data



Insights



Action

Crew Interface



O2 Vessel Dashboard

The dashboard is divided into several functional areas:

- OWS (Oil Water Separator):** Shows OWS Discharge Allowance as **Permitted** and OWS System Status as **Inactive**.
- Effluents:** Lists discharge types: Grey water, Treated black water, Iron ore, and Limestone and clean stone.
- Energy Management:** Displays Opt. Speed at **12.1 kn**, Fuel consumption at **22.2 MT/day**, and Power usage at **5,158 kW**. It also shows a **515 kW** warning and fuel use at **123 kg/h**.
- Pilotage:** Lists crew members: Mohammad Ullah, Karen Pelletier, Justin Sheppard, Quinn Macey, Travis Cascagnette, and Zachary Peters.
- Operational Tips:** A section for providing guidance, accompanied by a speaker icon for **Aural Cues**.
- Speed Limit:** Shows a speed limit indicator.
- SUL Safety:** Alerts for **TUNNEL PORT DIFF SPEED DETECTION** on Jan 10th 2019 11:52 EDT.
- ETA (Estimated Time of Arrival):** Shows **ETA Sep 10 03:00 Detroit River LT** with an **Adjustment: 0 hours**.
- Voyage Information:** Displays location **Whitefish Bay** and ID **22021**.
- Bridge Condition:** A green indicator showing the status of the bridge.
- Fuel Sounding:** Shows **352 MT** of fuel.
- Cargo Uplift:** Shows **8.61 m** and **31,105 MT** of cargo.
- Mini Historian:** Shows **EDT 14:48**.
- Smart Clocks:** Shows **EDT 14:48**.

Process digitalization

SEASON	PILOTAGE TRIPS	FUEL SOUNDINGS	CARGO UPLIFT	ETAs	NAVIGATIONAL TIPS
2020	12,989	7,834	89	959	3,500
2021	11,407	5,774	512	1,785	4,989
2022	10,942	3,637	500	2,798	5,026

Valuable business processes that were manual, tedious, error prone

- Strong adoption by the crew
- Easy, intuitive, saves time
- High level of data quality and consistency
- Single source of truth in O2, real-time access by subscribers

Navigational Tips

- Automatic
- Triggered by geofencing

Office Interfaces using the Power of AVEVA PI Vision

Vessel Operations Dashboard (VOD)

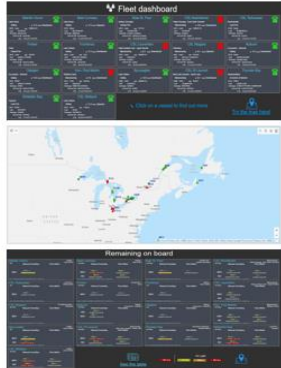


VOD L1

VOD L2

VOD L3

Fleet Overview Dashboards



Overview

Fleet Map

Fuel ROB

Key Initiatives Fleet Dashboards



Compliance

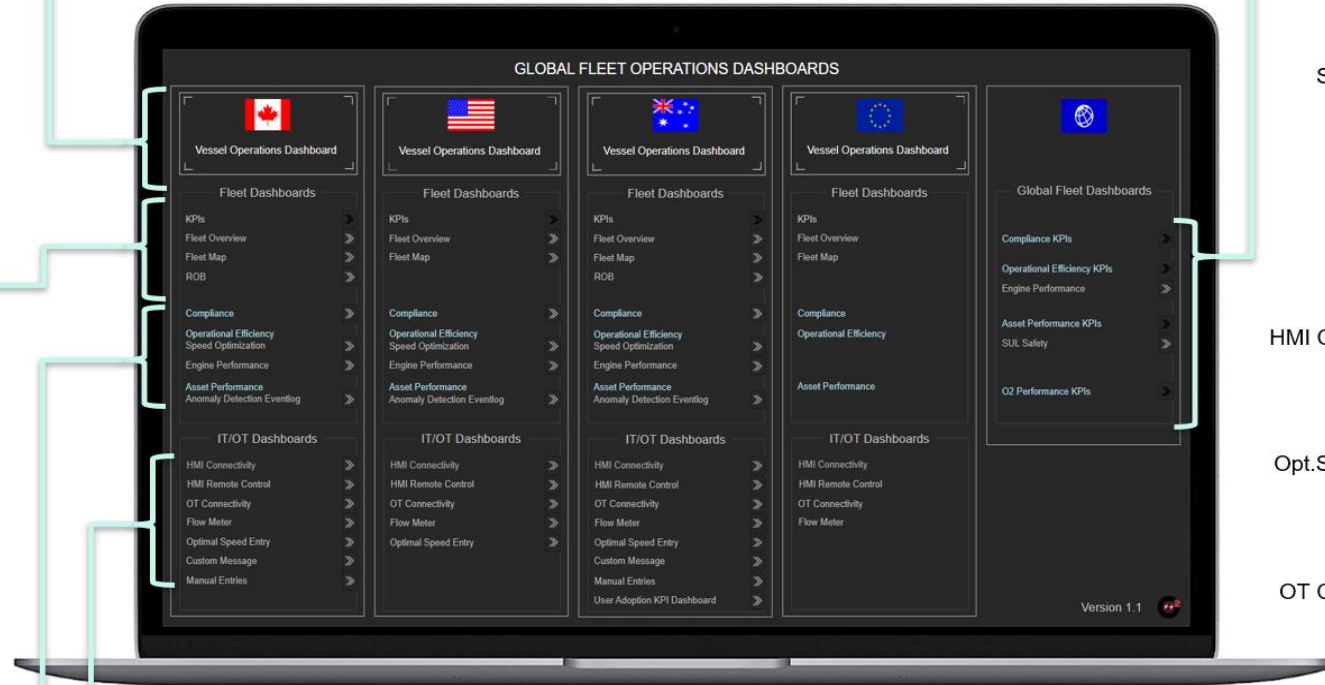
Speed Optimization

Engine SFOC

Anomaly Detection

Global Fleet Operations Dashboard

One-stop link page to access all O2 dashboards.



Global Fleet Overview & KPI Dashboards



Engine SFOC

SUL Safety

HMI Connectivity

Opt.Speed Entry

OT Connectivity

Flow Meter



IT/OT Dashboards



Manual Entries

Custom Message

HMI Remote Ctrl

Where the AVEVA™ PI System becomes CSL's O2



Anomaly Detection & the AVEVA™ PI System

Supervision

Using the PI System for easy bulk deployment at scale

- Countless Attributes
- Close to 6000 PI analysis to make
- 960 Indicators for Asset Performance
- 166 Indicators for Operational Efficiency
- 51 Indicators for Compliance



Combine with expert knowledge

- **Monitors all ships across the globe 24/7**
 - 40 Main Engines
 - Over 100 Generator
 - Over 30 Steering Gears
 - Over 25 SUL's
 - ... and a lot more assets

Notification

Using the PI System for Automated PI Notification




Most notifications are filtered by the shore team
False Alarm rate exceptionally good






- **Failure avoidance without the SPAM!**

Where CSL's Wisdom, Maya's Skills & AVEVA's PI System combines

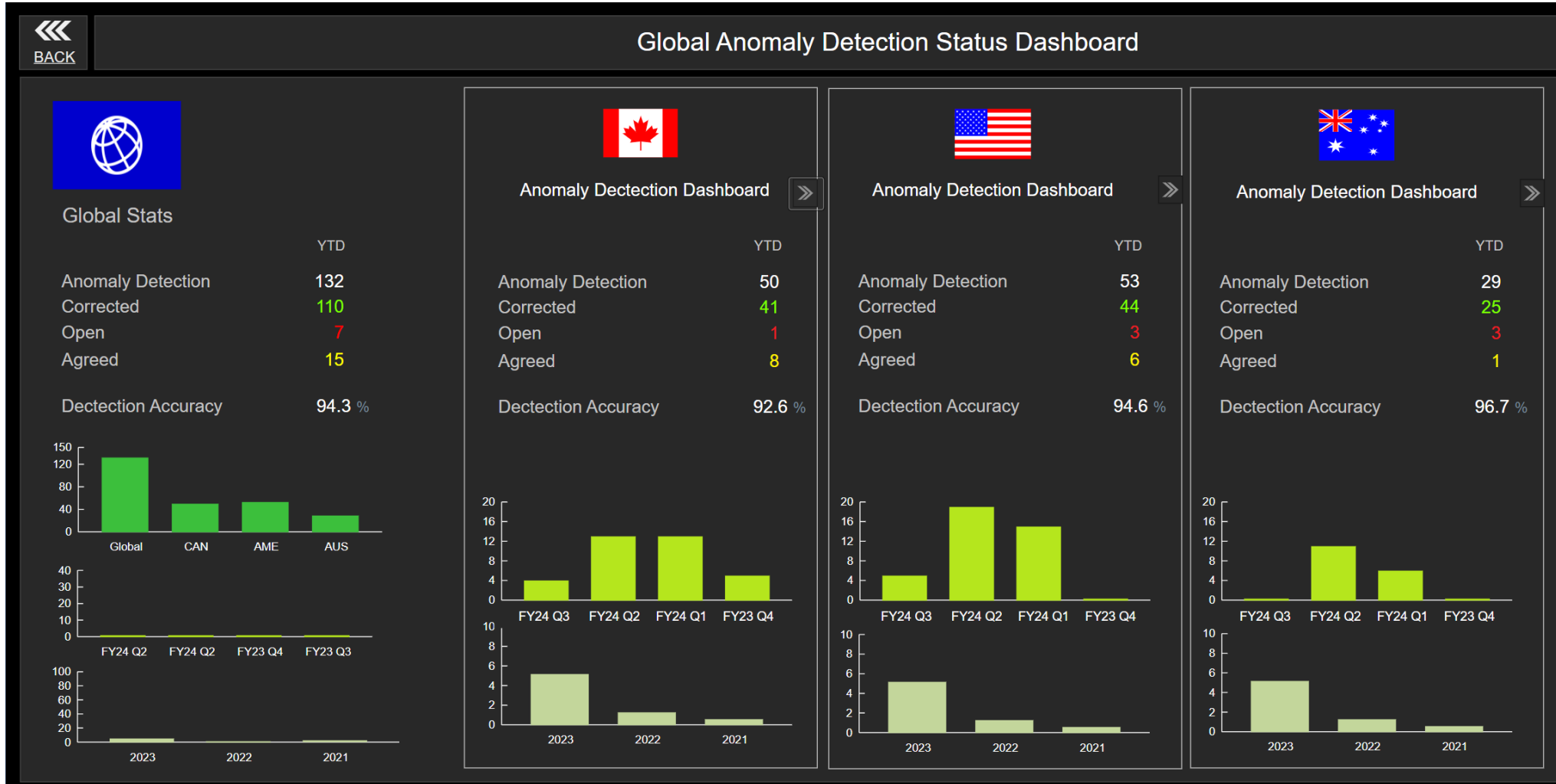
Assets, Smart Indicators, Anomaly Detection

Category				Total
Smart Indicators	458	297	243	998
Anomaly Detection	39	38	21	98
Repaired	31	32	20	83
Under Investigation	8	6	1	15

Assets Monitored by O2

Asset Types				Total
ME	15	8	6	29
AE	30	28	26	84
CPP	10	N/A	N/A	10
SUL	9	9	4	22
Thrusters	14	6	3	23
Steering Gear	10	2	0	12

Anomaly Detection – AVEVA™ PI Vision KPI Dashboard



Anomaly Detection – Shaft Earthing Device

Rt Hon Paul E Martin

Compliance ● 0/0

Operational Efficiency ● 0/1

Asset Performance ● 0/4

CSL Tacoma

Compliance ● 0/0

Operational Efficiency ● 0/1

Asset Performance ● 0/4

CSL Kajika

Compliance ● 0/0

←
CSL Tacoma

Current Location: East Coast

Unloading Ports: WILMINGTON NC/BALTIMORE (USA)

Loading Ports: HALIFAX

Ship Status: Sailing

Ballast/Laden: Laden

Voyage: 23008

○ O2 Connectivity

○ Bridge O2 HMI

○ E/R O2 HMI

Vessel Position

N
W — E
S

Vessel Heading (True): 11.6°
Wind Direction (True): 249.5°
Wind Speed (True): 11.1 knot

Compliance

○ OWS

OWS Map

Allowance: Permitted

Status: Inactive

17.0 mm Protected area

Not in protected area

No Details

11/22 Speed

Limit: 10.0 knots

Zone: Outside Zone

○ BWTS

Operational Efficiency

Loading Port

○ Cargo Uplift

Cargo: No Data

Target: 0 th

Average: 11,663 t

Actual: Calc Failed

Water Level: 0°

Sailing

○ Speed Opt.

Opt. Speed	8.2 knot	STW	8.5 knot
Opt. Power	1,794 kW	Prop. Power	

ME SFOC

Unloading Port

○ Unloading Performance

Cargo: No Data

Discharge Rate: 0 th

Tons Discharged: 11,663 t

List Angle: Calc Failed

Trim Angle: 0°

Asset Performance

Propulsion

ME Combustion Opt.

Exh Temp Balance ● 0/0

Fuel Viscosity ● 0/0

Bearing Protection

Shaft Earthing ● 21/21

Piston CO Temp ● 0/0

System Protection

Lube Oil Sys. ● 0/0

JCW Sys. ● 0/0

Scav Air Sys. ● 0/0

Turbo Charger Status

TC Inlet/Out Exh ● 0/0

TC Lube Oil ● 8/8

Bow Thruster ● 0/0

Steering Gear ● 0/0

Stern Tube ● 0/0

Gensets

AE 1 Exh Temp Balance ● 0/0

FO Sys. ● 0/0

LO Sys. ● 0/0

Cooling W Sys. ● 0/0

Turbo Charger ● 17/44

Alternator ● 0/0

Electric Sys. ● 1/1

AE 2 Exh Temp Balance ● 0/0

FO Sys. ● 0/0

LO Sys. ● 0/0

Cooling W Sys. ● 0/0

Turbo Charger ● 3/3

Alternator ● 0/0

Electric Sys. ● 0/0

AE 3 Exh Temp Balance ● 0/0

FO Sys. ● 0/0

LO Sys. ● 0/0

Cooling W Sys. ● 0/0

Turbo Charger ● 0/0

Alternator ● 0/0

Electric Sys. ● 0/0

Cargo Handling

SUL Performance

SUL Power ● 0/0

SUL Motors ● 0/0

Safety System ● 0/0

Conveyor System

Boom Belt ● 0/0

Loop Belt ● 0/0

Tunnel Belt ● 0/0

Transfer Belt ● 0/0

Hydraulic System ● 0/0

Total Elec. Load

AE 1: 0.0 kW

AE 2: 0.0 kW

AE 3: 419.0 kW

SGE: 0.0 kW

Anomaly Detection – Shaft Earthing Device

Good day,

O2 detected a below abnormal trend relating to ME shaft earthing device.

Please confirm the receipt of this notification and revert with the actual findings. If you have any questions, please feel free to contact [S3C](#).

Anomaly Detection Details

The ME shaft earthing device's mV trend has gradually increased and exceeded 100 mV for the last few days.
(Normal range: Within +/- 80 mV)

Possible Root Causes

- Poor contact or spring tension between the silver band and carbon brushes
- Dirty silver band and carbon brushes
- Poor cable connections
- Rust builds up behind the silver band

Attachment

- Shaft earthing device trends (last 8 days)
- Shaft earthing device trends (Last 2 months)

Thank You!

Standards, Systems, and Support Center



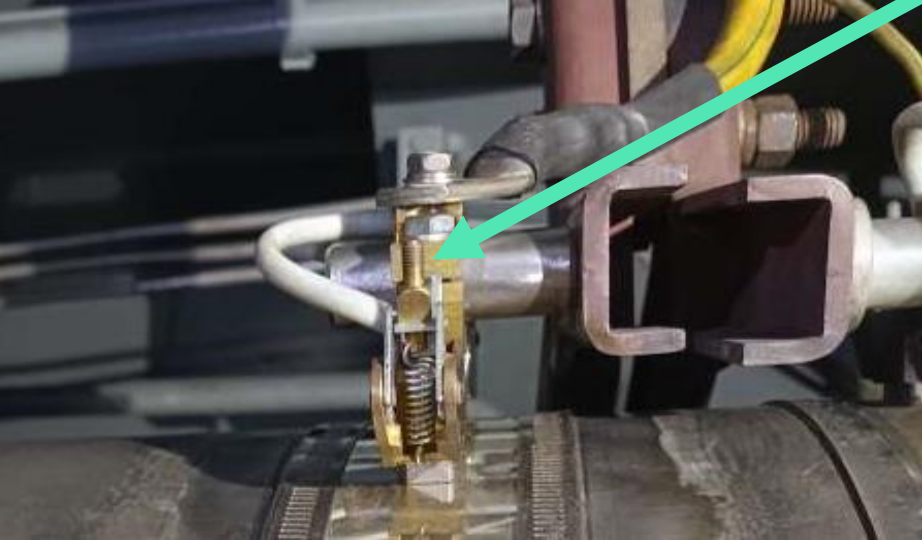
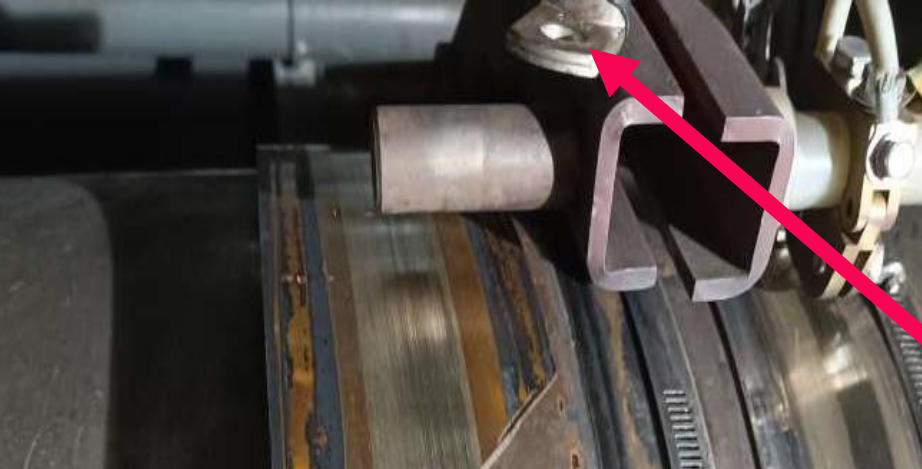
Shaft earthing device trends (last 8 days)



Shaft earthing device trends (Last 2 months)



Anomaly Detection – Shaft Earthing Device: Potential Major Crankshaft Damages



Good day,

Thanks for sharing the inspection results and pics.
As shown in the below, mV trends returned to normal after the repair. We will close this notification case.



Anomaly Detection – ME Exhaust Turbo High Temperature

Good day,

O2 detected a below abnormal trend relating to ME Exhaust Turbo inlet temperature on May 25th. Temperature keeps increasing at steady load

Please confirm the receipt of this notification and revert with the actual findings.

If you have any questions, please feel free to contact [S3C](#).

Anomaly Detection Details

ME Exhaust Turbo inlet temperature has gradually increased and shown abnormal trends.

Possible Root Causes

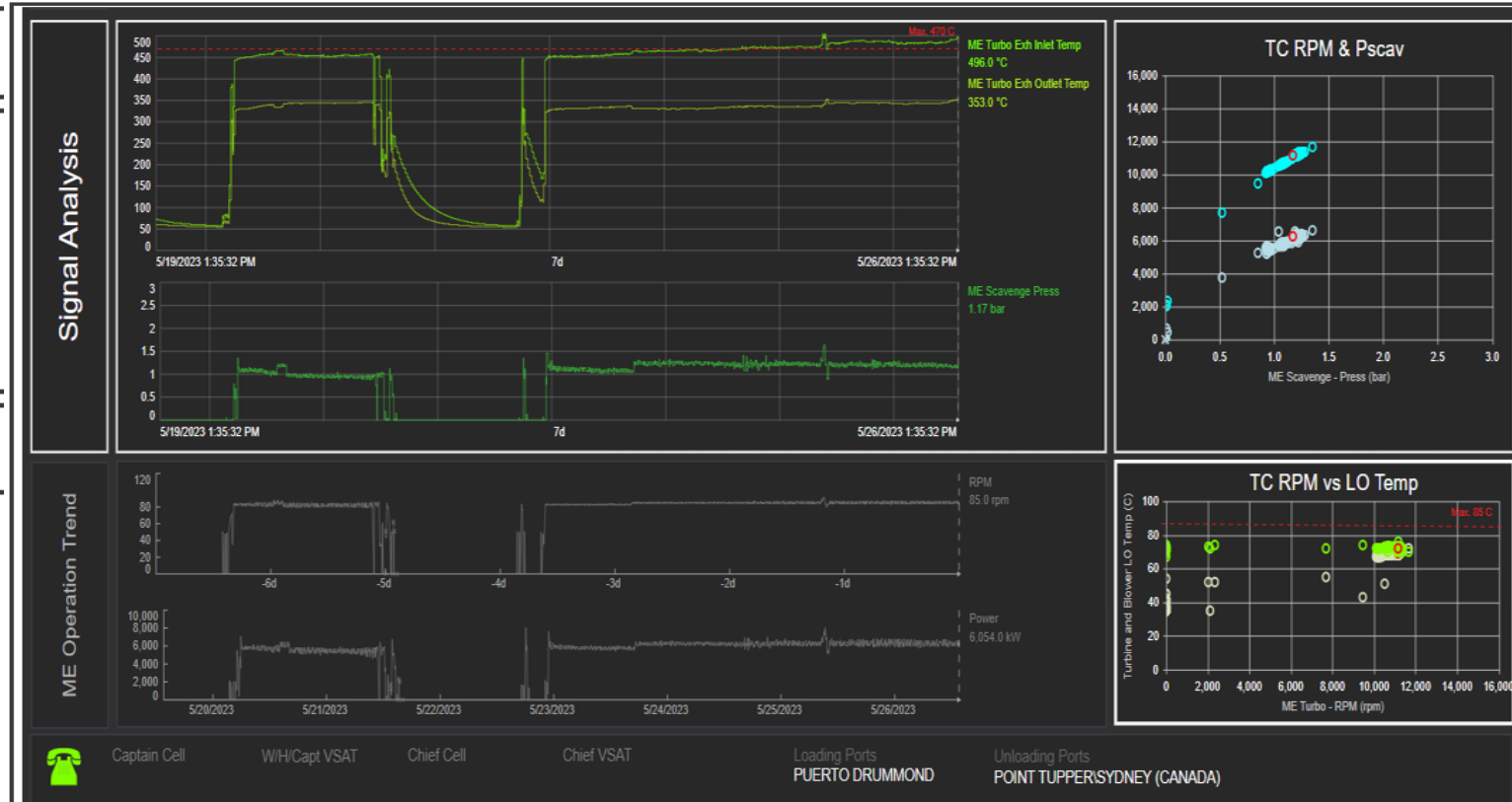
- Fuel type / quality
- Scavenge air too hot
- Faulty fuel injector(s)
- Fuel injection pump(s) malfunction (internal leakage, fuel rack position error)
- Exhaust valve(s) leakage
- Faulty sensor

Attachment

- Last 7 days trend

Thank You!

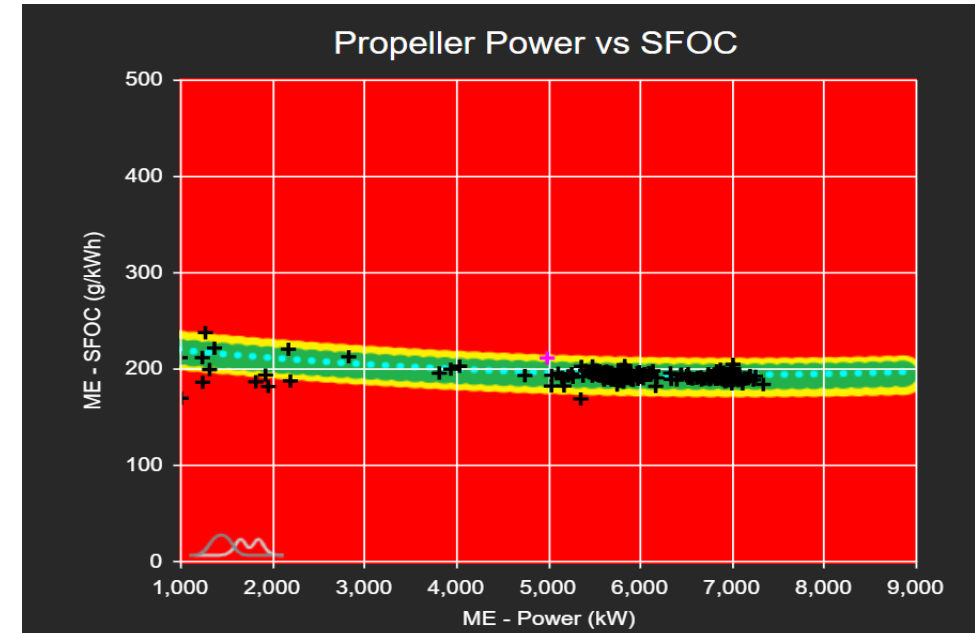
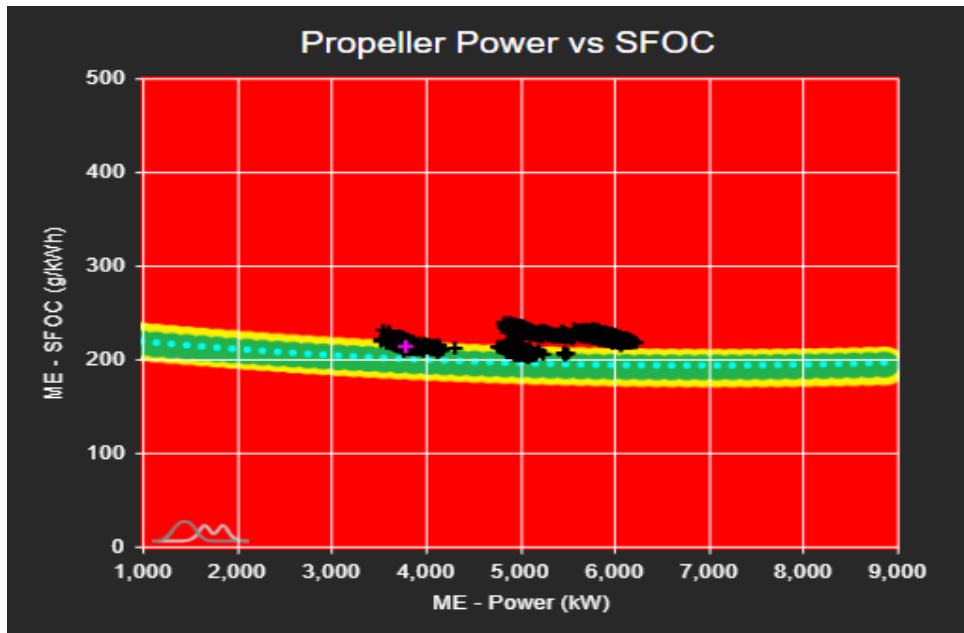
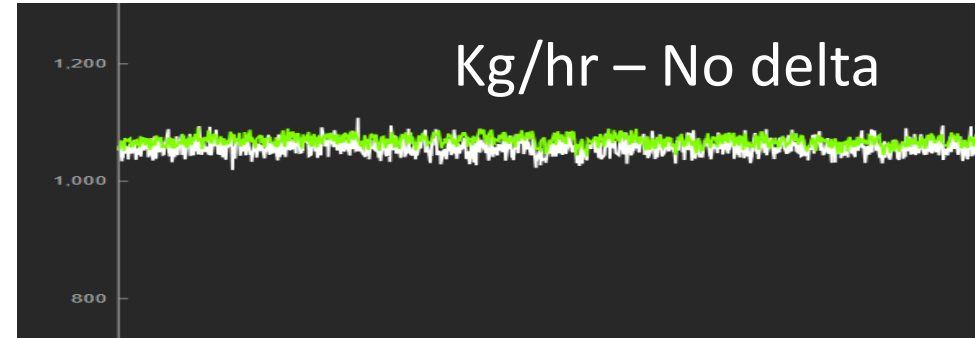
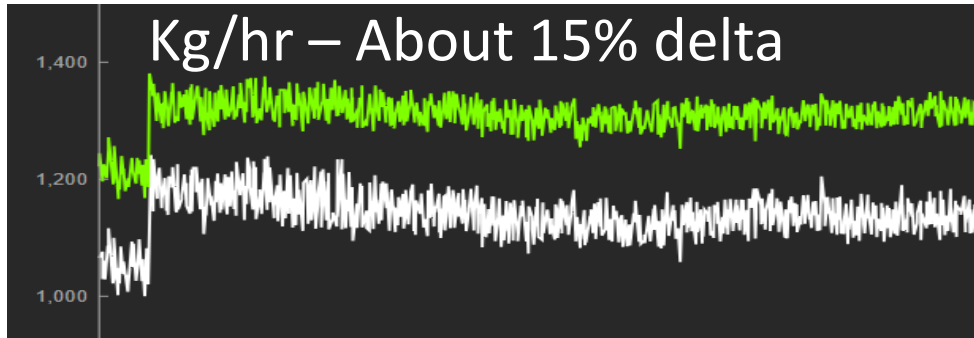
Standards, Systems, and Support Center



Anomaly Detection – ME Exhaust Turbo High Temperature – 1,000 MT of CO₂ Saved

Sheila Ann - Before

Sheila Ann - After



Compliance

Effluents Management

Using the power of geofencing and business logic, the complex environmental rules were coded in O2, making it easy and reliable for the crew and office.

Reporting

O2 data, stamped with time and geolocations, automates reports with high quality information.

Speed Limits

A simple problem, yet complex to solve. O2 displays actual speed limits, even the dynamic ones that vary with water levels and marine protected areas.

Compliance

Vessel Name	Location	OWS Status	Speed Limit	SOG
Atlantic Huron	Trois-Rivieres - Montreal	Permitted	10.00 knots	8.70 knots
Baie Comeau	Detroit River, Lake St. Clair, St. Clair River	Unknown	10.40 knots	9.10 knots
Baie St. Paul	Gulf Of Saint Lawrence	Permitted	10.00 knots	9.60 knots
CSL Assiniboine	Saint-Lambert Lock - Cape Vincent	Not Permitted	8.00 knots	8.00 knots
CSL Tadoussac	Detour - Mud Lake	Not Permitted	-	11.00 knots
Ferbec	Have St Pierre	Not Permitted	-	0.10 knots
Frontenac	Meldrum Bay	Not Permitted	-	0.00 knots
CSL Laurentien	Quebec City - Trois-Rivieres	Permitted	-	12.00 knots
CSL Niagara	At Anchor or Moored Superior	Not Permitted	-	0.00 knots
Oakglen	Quebec City - Trois-Rivieres	Caution	-	8.00 knots
Hon. Paul Martin	Pelee Passage - East Outer Channel	Caution	-	9.00 knots
Spruceglen	Cote Ste Catherine	Not Permitted	6.00 knots	0.00 knots
CSL St Laurent	Unload Port Montreal	Not Permitted	-	0.00 knots
Thunder Bay	Load Port Auld's Cove	Not Permitted	-	0.00 knots
Whitefish Bay	Lake Ontario	Caution	-	13.00 knots
CSL Welland	Load Port Thunder Bay	Not Permitted	-	0.00 knots

Environment

0.0 nm

- Grey water
- Treated black water
- Limestone and sand
- Salt
- Other cargoes

OWS Discharge Allowance: **Not Permitted**

OWS System Status: **Inactive**

Speed Limit: **6**

[Fleet Map](#) [OWS Map](#)

Compliance – Template for Auto-Generated E-Mail with PI Notification

Dear Officers,

OWS discharge allowance is not permitted based on Regulatory or mandatory Company Best Practices.

The OWS System is currently discharging overboard.

Kindly take action as per the SMS procedures.

Vessel information:

Current Regulatory Area: Vessel Outside Prohibited Area

Country - State: Canada - Ontario

Vessel Distance to shore: 18.63 nm

Vessel Speed: 5.9 knot

Do not hesitate to contact your O2 Fleet Support Center if you need assistance.



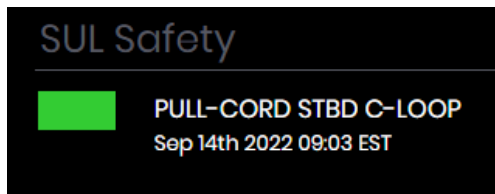
O² Sea Keeper

Maya HTT | **CSL**

AVEVA

SUL Safety Alarms Feature

- O2 SUL Safety alarms feature aims to assist the crew in automatically recoding each time a safety switch, emergency stop or shutdown is activated.
- O2 displays the latest activation date and consequently the appropriate color with the longest standing alarm activation by default on the main dashboard.
- The color of an indicator displays the elapsed period since its activation:
 - **Green** < 60 days
 - **Yellow** > 60 days
 - **Red** > 90 days
 - **Gray** – Unavailable or ignored



SUL Safety			
Safety Name	Status	Last Activation (EST)	Ignore
BOOM PARK		Nov 4th 2022 08:50	<input type="checkbox"/>
PLC SLEW CCW LIMIT		Oct 6th 2022 10:01	<input type="checkbox"/>
PLC SLEW CW LIMIT		Oct 2nd 2022 12:25	<input type="checkbox"/>
TIE DOWN PORT AFT		Nov 5th 2022 18:58	<input type="checkbox"/>
TIE DOWN PORT FWD		Nov 5th 2022 20:34	<input type="checkbox"/>
TIE DOWN STBD AFT		Nov 5th 2022 18:57	<input type="checkbox"/>

SUL SAFETY

Sept 2022



260 Safeties - 4 Trillium SUL

- Sep 2022: 119 red
- Nov 2022: 0 red (waiting parts, RA in place)
- 4 Forebodies ECD April 2023



788 Safeties - 9 vessels

- Commissioning in progress, ECD April 2023
- Metis ECD June 2023




291 Safeties - Adelle, Elanora, Reliance, Donnacona

- Commissioning in progress, ECD April 2023
- Cement ships safeties – not many - lower priority

Nov 2022




SUL SAFETY - NOW



Vessel Operations Dashboard

Vessel	Since	Status
Baie Comeau	10/9/2023 11:00:00 AM	● 0/0 >>
Baie St. Paul	9/27/2023 4:30:00 PM	● 0/0 >>
Thunder Bay	8/25/2023 10:30:00 AM	● 0/0 >>
Whitefish Bay	10/6/2023 1:30:00 PM	● 0/0 >>
CSL Assiniboine	8/28/2023 4:45:00 PM	● 0/0 >>
CSL Laurentien	8/23/2023 9:15:00 AM	● 0/0 >>
CSL Niagara	9/15/2023 5:45:00 PM	● 0/0 >>
Hon. Paul Martin	10/16/2023 9:15:00 AM	● 0/0 >>
Nukumi	9/8/2023 2:01:00 PM	● 0/0 >>



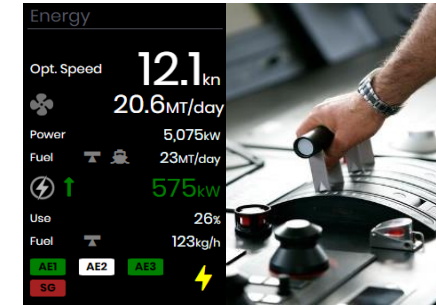
Vessel Operations Dashboard

Vessel	Since	Status
Rt Hon Paul E Martin	10/16/2023 12:45:00 PM	● >>
CSL Tacoma	10/16/2023 9:00:00 AM	● 0/0 >>
CSL Tarantau	10/15/2023 2:30:00 PM	● 0/0 >>
CSL Tecumseh	10/2/2023 2:15:00 PM	● 0/0 >>
Sheila Ann	10/15/2023 4:15:00 PM	● 0/1 >>
CSL Spirit	10/12/2023 6:45:00 PM	● 0/0 >>
CSL Kajika	10/11/2023 3:00:00 PM	● 0/0 >>
CSL Koasek	10/14/2023 6:00:00 PM	● 0/0 >>
CSL Frontier	10/10/2023 2:00:00 PM	● 0/0 >>

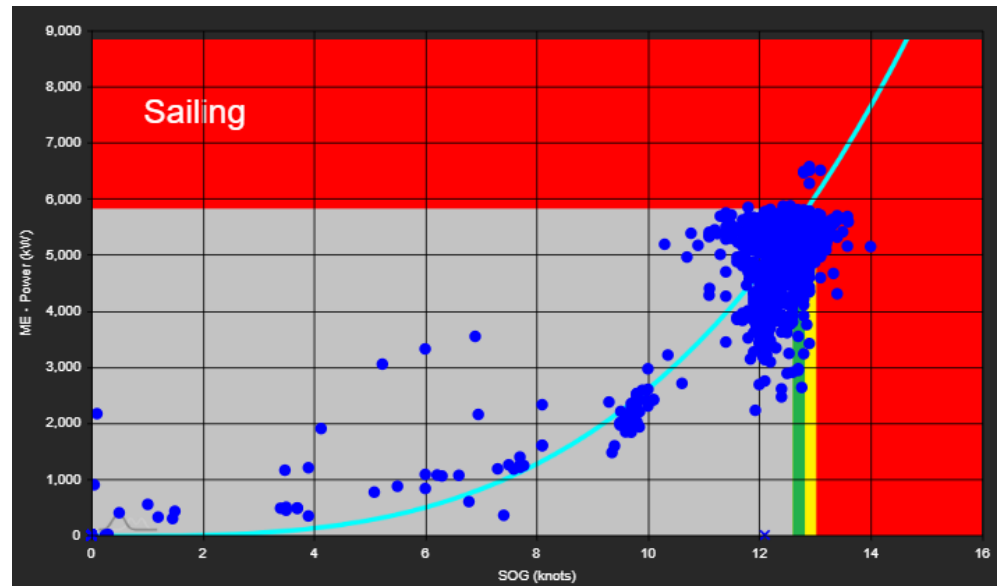
ENERGY MANAGEMENT

Speed Optimization Trial Results

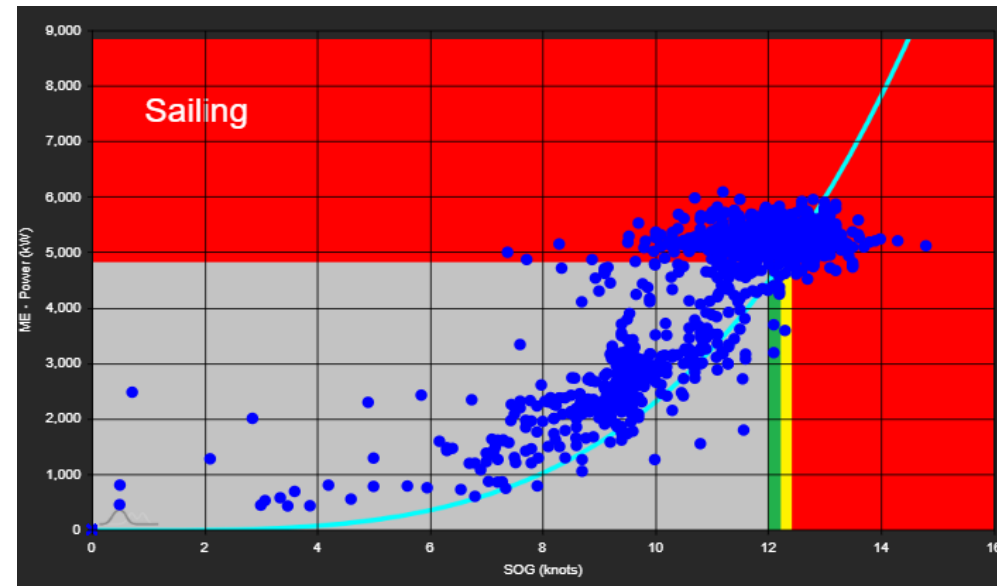
In 2022, 8 Canadian vessels trialed and sailed **219 days** in open water
299 MT of fuel was saved, equivalent to **956 MT** of CO₂ reduction
No negative side impact on the business due to fuel savings



Speed Optimization



No Speed Optimization



Office Interfaces using the Power of AVEVA™ PI Vision

Vessel Operations Dashboard (VOD)

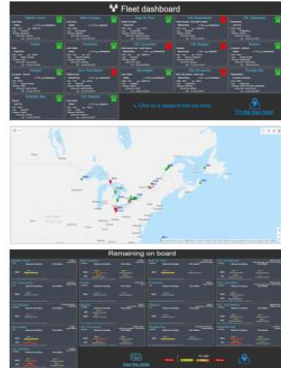


VOD L1

VOD L2

VOD L3

Fleet Overview Dashboards



Overview

Fleet Map

Fuel ROB

Key Initiatives Fleet Dashboards



Compliance

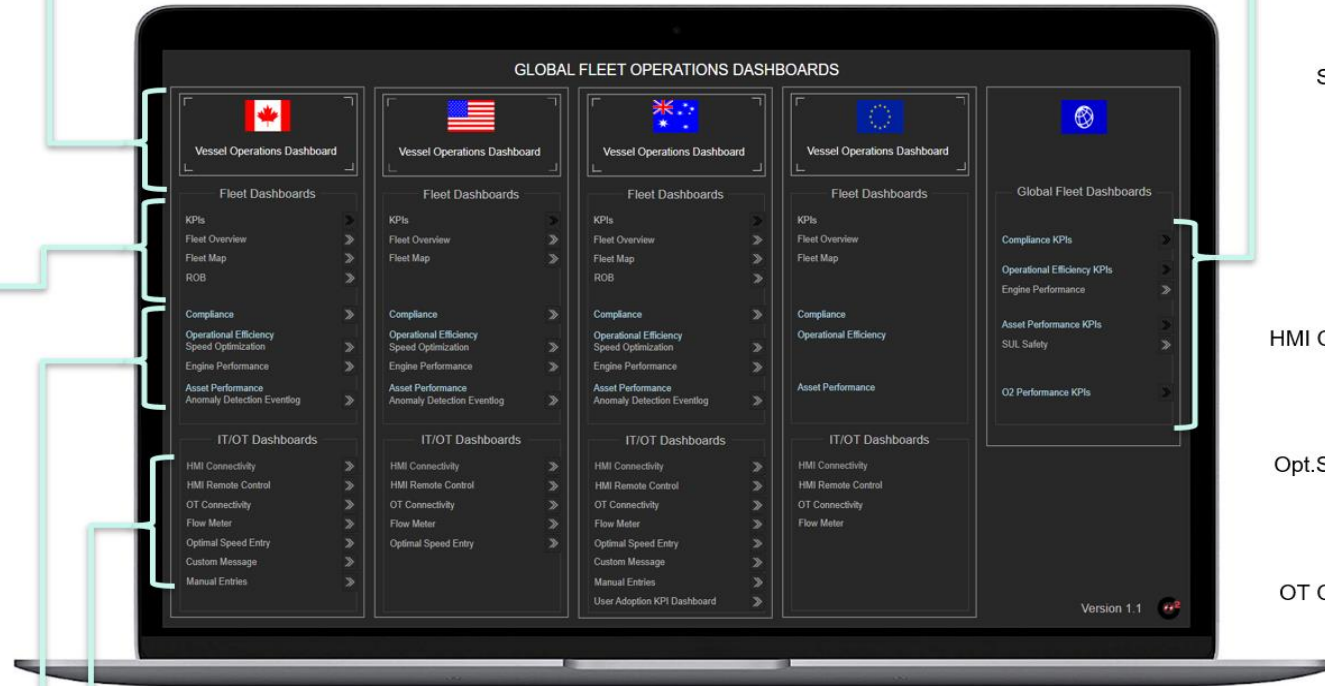
Speed Optimization

Engine SFOC

Anomaly Detection

Global Fleet Operations Dashboard

One-stop link page to access all O2 dashboards.



GLOBAL FLEET OPERATIONS DASHBOARDS

Canada	USA	Australia	Europe	Global
Vessel Operations Dashboard	Vessel Operations Dashboard	Vessel Operations Dashboard	Vessel Operations Dashboard	Global Fleet Dashboards
Fleet Dashboards	Fleet Dashboards	Fleet Dashboards	Fleet Dashboards	Global Fleet Dashboards
KPIs	KPIs	KPIs	KPIs	Compliance KPIs
Fleet Overview	Fleet Overview	Fleet Overview	Fleet Overview	Operational Efficiency KPIs
Fleet Map	Fleet Map	Fleet Map	Fleet Map	Engine Performance
ROB	ROB	ROB	ROB	Asset Performance KPIs
Compliance	Compliance	Compliance	Compliance	SUL Safety
Operational Efficiency	Operational Efficiency	Operational Efficiency	Operational Efficiency	O2 Performance KPIs
Speed Optimization	Speed Optimization	Speed Optimization	Speed Optimization	
Engine Performance	Engine Performance	Engine Performance	Engine Performance	
Asset Performance	Asset Performance	Asset Performance	Asset Performance	
Anomaly Detection Eventlog	Anomaly Detection Eventlog	Anomaly Detection Eventlog	Anomaly Detection Eventlog	
IT/OT Dashboards	IT/OT Dashboards	IT/OT Dashboards	IT/OT Dashboards	
HMI Connectivity	HMI Connectivity	HMI Connectivity	HMI Connectivity	
HMI Remote Control	HMI Remote Control	HMI Remote Control	HMI Remote Control	
OT Connectivity	OT Connectivity	OT Connectivity	OT Connectivity	
Flow Meter	Flow Meter	Flow Meter	Flow Meter	
Optimal Speed Entry	Optimal Speed Entry	Optimal Speed Entry	Optimal Speed Entry	
Custom Message	Custom Message	Custom Message	Custom Message	
Manual Entries	Manual Entries	Manual Entries	Manual Entries	
		User Adoption KPI Dashboard		

Engine SFOC

SUL Safety

HMI Connectivity

Opt.Speed Entry

OT Connectivity

Flow Meter

Global Fleet Overview & KPI Dashboards



Office Interfaces

Vessel Operations Dashboard (VOD)



VOD L1

VOD L2

VOD L3

Fleet Overview Dashboards



Overview

Fleet Map

Fuel ROB

Key Initiatives Fleet Dashboards



Compliance

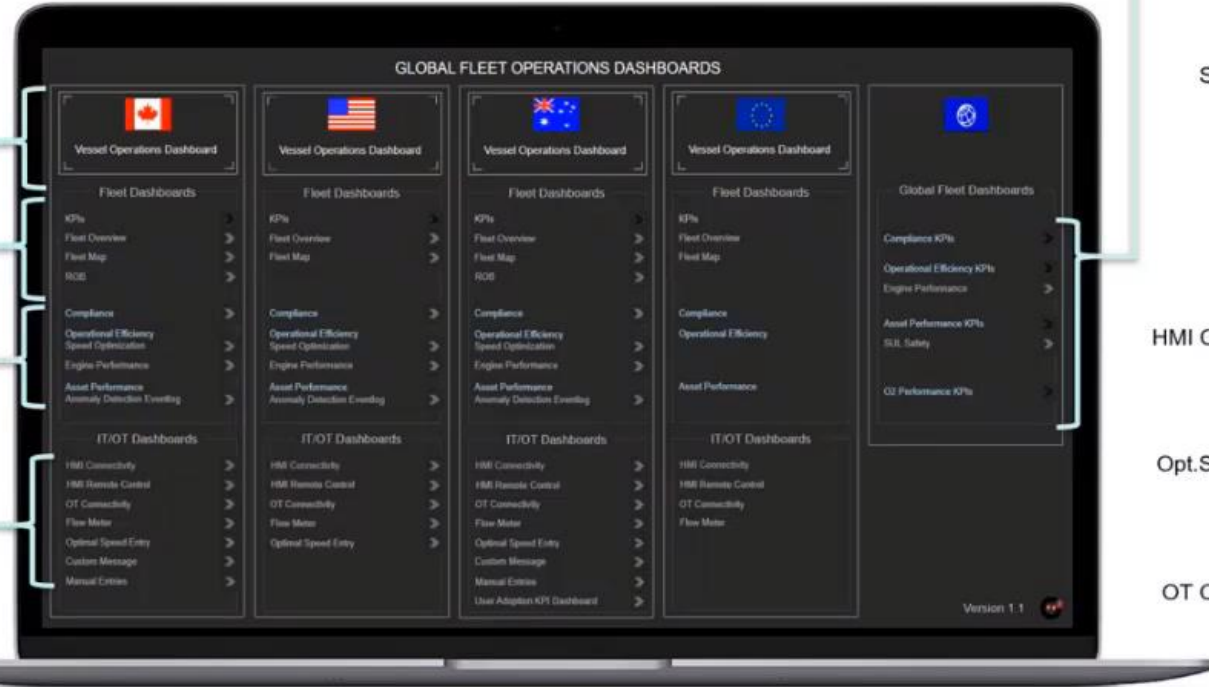
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IT/OT Dashboards



Manual Entries

Custom Message

HMI Remote Ctrl

MARINE | CANADA & WORLDWIDE

CSL Reduces fuel consumption by ~3-5% per trial vessel per year & achieves asset failure avoidance goals

Challenge

- Improving operations has always been a Primary Drive of CSL, and remains a Key Business Priority
- Regulations are complex (there are no street signs on waterways)
- Lots of manual entries & paperwork for the crew
- Vessels are operating worldwide

Solution

- Deployed AVEVA™ PI System™ to streamline data collection, access, analysis, and reporting

Results

- Estimated 3-5% fuel saved & 120 MT of CO2 per vessel per year – validated with trial on 8 vessels
- Equipment failure avoidance by applying 133+ preventive corrective actions thus far
- Countless automated reports



Speaker Info

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DUQUETTE**
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Industrial AI

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Over 20,000 enterprises in over 100 countries rely on AVEVA to help them deliver life's essentials: safe and reliable energy, food, medicines, infrastructure and more. By connecting people with trusted information and AI-enriched insights, AVEVA enables teams to engineer efficiently and optimize operations, driving growth and sustainability.

Named as one of the world's most innovative companies, AVEVA supports customers with open solutions and the expertise of more than 6,400 employees, 5,000 partners and 5,700 certified developers. The company is headquartered in Cambridge, UK.

Learn more at www.aveva.com