**MULTISENSORY FUSION FOR UNDERWATER ROBOT LOCALIZATIONA AND EXPLORATION**

**BY**

**UMAIR ALI**

**18001222019**

**MS Electrical Engineering**

**Department of Electrical Engineering**

****

**UNIVERSITY OF GUJRAT**

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**UMAIR ALI M.Sc Electrical Engineering 2018-19**

**MULTISENSORY FUSION FOR UNDERWARTER ROBOT LOCALIZATION AND EXPLORATION**

**A Thesis Submitted in Partial Fulfillment of the Requirements for the Award of Degree of**

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**In**

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**BY**

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**Department of Electrical Engineering**

****

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**(Umair Ali)**

**DEDICATION**

Dedicated to my parents who supported me to fulfil my dreams

**(Umair Ali)**

**DECLARATION**

I Umair Ali S/O Muhammad Sajjad Haider, roll # 18016522-008, MS Electrical Engineering scholar, Department of Electrical Engineering, Faculty of Engineering & Technology, University of Gujrat, Pakistan, hereby solemnly declare that this thesis titled “Multisensory fusion for underwater robot localization and exploration” is based on genuine work, and has not yet been submitted or published elsewhere. I Furthermore, I shall not use this thesis for obtaining any other degree from this university or any other institution.

I also understand that if evidence of plagiarism is provided in my thesis at any stage, even after the award of the degree, the degree may be cancelled and revoked by the University authority.

**(Umair Ali)**

It is certified that Umair Ali S/O Muhammad Sajjad Haider, roll # 18016522-008, M.Sc Electrical Engineering scholar, Department of Electrical Engineering, Faculty of Engineering & Technology, University of Gujrat, Pakistan, worked under my supervision and the above stated declaration is true to the best of my knowledge.

**\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

Dr. Syed Muhammad Wasif

Assistant Professor, Department of Electrical Engineering

University of Gujrat, Punjab, Pakistan.

Email: syed.wasif@uog.edu.pk

Dated:

**THESIS** **COMPLETION CERTIFICATE**

It is certified that this thesis titled “Multisensory Fusion for Underwater Robot Localization and Exploration” submitted by Umair Ali S/O Muhammad Sajjad Haider, roll # 18016522-008, MS Electrical Engineering scholar, Department of Electrical Engineering, Faculty of Engineering & Technology, University of Gujrat, Pakistan, is evaluated and acceptance for the award of the degree”Master of Science (MS)” in Electrical Engineering by following members of the Thesis/ Dissection Viva Voce Examination Committee.

The evaluation report is available in the Directorate of Advance Studies and Research Board of University.

**\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

Name of External:

Designation:

Office Address:

Email:

**\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

Dr.Syed Muhammad Wasif

Assistant Professor, Department of Electrical Engineering

University of Gujrat, Punjab, Pakistan.

Email: syed.wasif@uog.edu.pk

**\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

Dr.Shahid Iqbal

HOD, Department of Electrical Engineering

University of Gujrat, Punjab, Pakistan.

Email: si@uog.edu.pk

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**ABSTRACT**

Water covers more than 70 percent of the earth and most of the underwater area has not yet discovered. For underwater exploration and unusual activity inspection, Unmanned underwater vehicles (UAVs) are used which have lesser cost and no life risks as compared to manned underwater vehicles. The known position is mandatory to make underwater exploration data meaningful. Underwater position localization is a challenging research topic because of the dynamic and unstructured nature of the seabed environment. Global positioning system (GPS) and other radio positioning systems e.g., cellular networks and Wi-Fi positioning system (WPS) are not suitable for underwater location estimation. Acoustic positioning systems are a better alternative for underwater localization but sound travelling speed is slower than electromagnetic signals. The sensors which can estimate the position in an absolute frame of reference in the underwater environment e.g., visual positioning systems and acoustic positioning systems have slower position update rate. For the sake of reliability dead-reckoning sensors like Doppler velocity log (DVL) and inertial measurement unit (IMU) are added and by fusing these sensor modalities the location of the underwater vehicle is located with more accuracy. In the case of fusion of multiple sensors, Kalman filter can not deal with non-Gaussian noise while parametric filter like monte Carlo localization (MCL) has a high computational cost. The particle filter is great for dealing highly non-linear systems but because of expensive computation cost, they are suitable for post-processing. An optimal fusion policy with the low computational cost is an important research question for underwater robot localization. We proposed PC-BC/DIM neural network which can fuse and optimally approximate sensory information. Results have shown that our proposed filter has only 1.7853 standard deviation error, 3.439 root mean square error, 0.8 milliseconds of filter processing time with 12.9 seconds of total execution time against 6301 IMU, 6301 DVL and 158 USBL noise added measurements of a three-dimensional underwater trajectory.

# CHAPTER- 1

## INTRODUCTION

Pakistan has nearly 1000 kilometre long coast from Sir Creek to Jiwani and according to Law of the sea the coastal countries are allowed up to 200 nautical miles of economic control from its territorial sea baseline. Apart from that Pakistan holds an additional 150 nautical miles of an exclusive economic zone in the deep sea. This vast coastal area comes up with numerous advantages e.g., economic strength from seafood, opportunities to explore underwater resources. Besides these benefits, there are also challenges for the Pakistan navy to monitor suspicious activities of significant sea area. All these challenges encourage researchers to play their role for the sake of economic growth and defence of the country.

Autonomous underwater vehicle (AUV) and remotely operated vehicle (ROV) are most commonly used for underwater operations. ROV is guided vehicle and is applied particularly for sea inspection, maintenance and repair purposes (Grøtli, Tjønn°as, Azpiazu, Transeth, & Ludvigsen, 2016). AUV is an unguided vessel and practices for general purposes like research, defence and exploration without interference or semi-interference from external guidance (Miller, Miller, & Miller, 2018). Self-localization of AUV is required while performing search operations e.g., in looking for missing ships, sank ships, discovering new species and natural resources. Collection of exploration data is meaningless if an AUV can not determine its exact location (H. Li, He, Cheng, Zhu, & Sun, 2015). Self-localization plays an important role in the control and monitoring of an underwater robot as well as search and rescue operations.

**Figure-1.1: Connectivity of different sensors for underwater localization**

**

Figure 1.1 is showing the connectivity, between different types of sensors which are used for underwater localization, with the help of dotted lines. Ship is connected to GPS and AUV is connected to transceiver of ship through acoustic transponder. Gyroscope and accelerometer are presented on AUV to find linear and angular position of an underwater robot, respectively. Optical sensors or sonars are placed on the head of AUV which show the front view and these can be used to find the position of vehicle with respect to some fixed landmark. Doppler velocity log sensor produces the velocity of an underwater vehicle which is used to find the position of vehicle.

Underwater localization of a robot is unalike the localization in the normal territorial environment because of rapid attenuation of noise due to the dynamic and unstructured nature of salty seawater (Paull, Saeedi, Seto, & Li, 2013). Consistent location is estimated with the help of some global and differential position measuring sensors. Global positioning system (GPS) is most commonly used for self-location discovering while some force and orientation measuring sensors are combined for speed estimation and heading correction, respectively. One major limitation for underwater localization is the unavailability of GPS (Leonard & Bahr, 2016) and other electromagnetic signal-based positioning systems e.g., cellular networks and Wi-Fi positioning system etc. Salty conductive nature of the sea is highly impure for penetration of high-frequency radio signals. Similarly, with the increase in the depth pressure on inertial sensor produces abrupt and noisy results.

Sound waves are low frequency or high wavelength signals which can effectively penetrate through the seabed water. Most of the underwater communication is done based on acoustic waves that is why acoustic positioning systems are used for localization in an underwater environment. An acoustic positioning system (e.g., ultrashort baseline, long-baseline, short baseline) results in absolute position measurement in the local environment (Rigby, Pizarro, & Williams, 2006). The connectivity of the acoustic system is shown in figure 1 which is between an AUV transceiver and Ship transponder. Although, sound travelling speed is slower as compared to radio signals but accuracy is not compromised. Delay in the acoustic positioning system can be managed with the support of acoustic velocity sensor which works on the principle of the Doppler effect. Doppler velocity logs (DVL) sensor is an application of the Doppler effect in which the position of an agent is estimated with back-scattering acoustic waves using a dead-reckoning technique where the initial reference of the global position is required for such sensor. There is also a network of acoustic sensors, named as Wireless Sensor Network (WSN), for which multiple algorithms are proposed to localize a robot (Tan, Diamant, Seah, & Waldmeyer, 2011).

In a spatial reference system, egocentric and allocentric techniques are used for underwater robot localization. Using the egocentric approach, the location of an agent is used as a reference for localization of other objects which can be further used for localization of secondary objects using allocentric localization methods (Al-Rawi et al., 2017). Visual positioning system provides an accurate self-location in an absolute frame of reference but with lagging efficiency due to the recognition of objects. Laser-based positioning systems with the aid of some inertial sensor have been used for location estimation in a limited sea area and shallow water.

**Figure-1.2: General idea of multisensory fusion**

**

Figure 1.2 is presenting an idea to collect the data from different sensory modalities and to fuse that data of multiple sensors using a fusion algorithm to find the current position and heading of the object.

Each sensor for underwater localization has some limitations e.g., acoustic positioning systems measure the position of an agent with some delay due to the limitation of sound travelling speed and visual positioning systems are dependent on the recognition of predefined objects. Inertial sensors measure change more abruptly with the depth of water and in inverse proportion, the accuracy of velocity measuring acoustic sensors also vary with depth as they need underwater land for back-scattering of sound waves (Medagoda, Williams, Pizarro, & Jakuba, 2011). Due to the limitation of each sensor multisensory data fusion appears as very complex and nontrivial task and it is required to estimate the optimal location of the robot which ensures redundancy resolution and better location estimation as compared to single sensor (Rigby et al., 2006). Figure 1.2 is showing a general idea of multisensory fusion for optimal location in which different inputs are combined together and a fusion algorithm extracts useful features through it. Position, size, identity and distance are some examples of features which can be extracted with the help of a fusion algorithm using raw input data. Specifically, in an unknown underwater environment, where there are no fixed landmarks or predefined maps to recognize the objects and to estimate the self-location of an underwater robot, the acoustic positioning systems are a better alternative than vision-based positioning systems. In conclusion, absolute positioning technologies (e.g., visual or acoustic positioning systems) and dead-reckoning technique based technologies (inertial, velocity measuring sensors) are combined to locate an underwater robot.

### 1.1: Problem Statement

Collection of exploration data in an unknown environment is meaningless when there is no known frame of reference. In the middle of the ocean, there is always ambiguity for location estimation. Radio waves can not travel through salty water of the sea due to its conductive nature and high density. Acoustic positioning systems are the better alternative for underwater position estimation in an absolute frame of reference but results are produced with delayed measurements because of the non-linear behaviour of sound in water. Similarly, vision-based positioning systems need some known objects to refer but noise impurity of water also matters. For underwater self-localization of a robot, every available sensor has limitations. Multisensory fusion is needed for redundancy resolution and optimal location estimation instead of a single sensor for localization in underwater environment. Conventional fusion policies such as Kalman filter can not model highly non-linear noise of the underwater environment. Multimodal hypothesis based techniques such as Monte-Carlo localization have high computational cost even in the presence of reliable sensory data. Optimal fusion policy for an underwater robot localization is required for dynamic and unstructured nature of the seabed environment.

### 1.2: Objectives and Scope of Study

To Main objective of the thesis are

* To investigate available technologies and techniques of underwater localization.
* To examine state estimators and their limitations for underwater multisensory fusion.
* To analyze recent developments for underwater localization
* To develop an efficient and accurate fusion policy for optimal location estimation in dynamic and unstructured underwater environment.

# **CHAPTER– 2**

## **LITERATURE REVIEW**

In this chapter, from a very basic to advance level review is presented. Autonomous Underwater vehicles (AUV) are now converting from prototype to real working robots for scientific exploration and military operations (Mahmoud Zadeh, Powers, & Zadeh, 2019). Available technologies and fusion algorithms with their specifications are discussed below

**2.1: Navigation Systems for Underwater Localization**

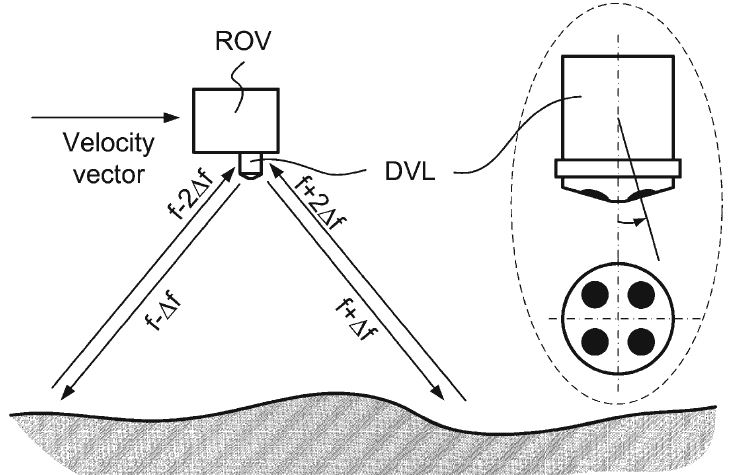
Navigation systems are divided into three main categories (inertial, acoustic and geo-positioning systems) for underwater vehicle localization. In literature, these technologies have been used in various projects.

**2.1.1: Inertial or Dead-reckoning**

Most of AUVs are working on dead reckoning principle in which current change is integrated to past states for prediction of position. For underwater localization, the internal or inertial sensory information is used for prediction of location using motion estimation (Ko, Kim, & Noh, 2011). The inertial sensor incorporates error with time and produces inaccurate results especially in-depth. Inertial measurement unit (IMU) is a sensor which is widely used for motion estimation. IMU contains a triaxial accelerometer, triaxial gyroscope and electrical compass for linear, angular and heading, respectively (J. Zhang, Wang, Xie, & Shi, 2014). Motion estimation below the surface of the water is not similar to the territorial environment. The underwater environment is highly nonlinear for motion estimation. Inertial sensors contain unstructured noise of water which can be overcome by the modelling of the sensor (Karras & Kyriakopoulos, 2007). Modelling of underwater sea environment is highly difficult that is why position prediction from motion sensors become a crucial task. The problems which can be faced by state estimator algorithms are reviewed in the later section of fusion algorithms.

Another dead reckoning sensor is DVL which is sometimes used in parallel with IMU sensor(Lee, Hong, & Seong, 2003). DVL sensor works on the doppler principle and the velocity is estimated. DVL is more accurate in shallow water and with depth, its accuracy improves. Acoustic signal is triggered and after backscattering the velocity of the vehicle is estimated (Dukan & Sørensen, 2013) (Hegrenæs, Ramstad, Pedersen, & Velasco, 2016) (Karimi, Bozorg, & Khayatian, 2013). In underwater, DVL is more accurate than accelerometer and its accuracy grows with depth. An accelerometer is comparatively accurate near the surface of the water and DVL is the most time accurate in deep water. DVL is an expensive sensor due to which it is not used for common projects. DVL works on acoustic waves due to which it can face variation in time of arrival. DVL is used with other auxiliary sensors to predict the underwater location in various projects. A typical working of DVL sensor is explained in figure 3 by (Vasilijevic, Borovic, & Vukic, 2012).

**Figure-2.1: Working principle and geometry of DVL system**

**

(Vasilijevic et al., 2012)

Figure 2.1 represents the working principle and shape of DVL system which produces a velocity vector. DVL is placed in bottom of an underwater robot and it triggers and receives back scattered acoustic signals to estimate the current velocity of an underwater robot. For triggering and receiving of acoustic signals it has 4 windows, each with the tile of 90 degrees from others.

In an underwater environment, inertial sensors are used in both ROV and AUV but the main purpose is always motion estimation and for aid, some other sensors are also integrated with it. In (Aras, Shahrieel, Ab Azis, & Othman, 2012) for building a low-cost ROV, IMU is combined with pressure sensor and compass and this integrated sensor is tested through National Instrument DAQ for 4 degrees of freedom (DOF) in underwater. IMU is comprised of IDG500 (gyro) and ADXL335 (accelerometer) chip for linear and angular movement estimation. As the reliability of IMU varies with the pressure that is the main reason for adding a pressure sensor and heading is corrected through the magnetic-resistive compass. In (J. Zhang et al., 2014) IMU is used for 3D location estimation of a robotic fish when the sampling rate is used as 50 Hz. The accelerometer of IMU is used as odometry but the noise of gravity involved so to the integration of past states was not a wise method. DVL can not be affected by gravity and pressure so acoustic sensors are the better choice for deep underwater odometry or velocity estimation.

In literature, IMU and DVL are integrated by various researcher considering the underwater dynamics of the sea. In (Dukan & Sørensen, 2013) DVL is integrated with other sensors using an integration filter. A DVL has 3 DOF and a 600KHz DVL, with 7Hz ping rate, used by Dukan covers the range of 0.7m to 90m with a standard deviation of 0.3cm/s at 1m/c. Similarly, a new generation DVL is used by (Hegrenæs et al., 2016) which is mounted in the lower part of AUV and has 500 KHz rate with 180m range, 0.2% deviation at 0.1 cm/s.

**2.1.2: Acoustic Positioning Systems**

Over time, Dead reckoning based sensors accumulate the residual error and this does not remove until correction or external sensor is added. GPS doesn’t work below the surface of the water an alternative is acoustic positioning systems. There are three types of acoustic positioning systems

1. Long baseline (LBL)
2. Short baseline (SBL)
3. Ultra-short baseline (USBL)

**Figure-2.2: Types and geometry of acoustic positioning system**

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Figure 2.2 is presenting acosutic sensors and their geometry. LBL are fixed nodes and covers large area for an underwater robot localization. SBL uses onboard multiple transducers and one transponder. USBL uses one transducer and one transponder only and has smaller acoustic ranging as compared to SBL and LBL.

In literature, all of these sensors have used for various purposes. Long baseline acoustic positioning systems use 3 or 4 transponders for estimation of Underwater position and are very accurate relative to the other two. When there is a system of dead reckoning sensors, such as IMU and DVL, then LBL is used as correction sensor with the help of some fusion algorithms (T. Zhang, Chen, & Li, 2016). LBL is an acoustic sensor and underwater sound travelling is considered as a non-linear system (Lawrence, 1985) which indicate that LBL itself has multiple challenges. SBL is a comparatively expensive system and needs more beacons for underwater communication while USBL is used as a stand-alone position estimating system.

LBL is mostly used for underwater sensor networks and USBL has shorter ranges. Due to slower travelling speed, acoustic positioning systems have different time of arrival (TOA) consider TOA choosing a USBL is a locally unknown environment is a better choice. The propagation delay affects the accuracy of the vehicle by addition of non-gaussian noise in USBL as well.

(Caiti et al., 2014) proposed mixed LBL and USBL system for underwater location estimation. In the experiment, LBL is used as fixed nodes with the help of moored modems while a USBL is placed on the Typhoon AUV. IMU has 10Hz rate and it not expensive as DVL that is why IMU is used when Acoustic data is not present. LBL is fixed acoustic nodes which makes underwater sensor network. Multiple Protocols are presented for underwater sensor network and various algorithms are presented for that. The review and challenges are presented in (Heidemann, Stojanovic, & Zorzi, 2012) for an underwater sensor network.

Acoustic systems have a limitation of high delays of arrival, dependency on the environment and low data rates. Sometimes abrupt noise also tempers the useful data so magnetic induction is another technique which is being considered for underwater communication (Akyildiz, Wang, & Sun, 2015). It has comparatively higher data rates but the range is lower than acoustic position systems in an underwater environment. Magnetic induction technique is not mature enough and is not directly applicable due to directional communication and salty conductive nature of seawater temper conductivity.

**2.1.3: Geophysical based localization systems**

In vision-based localization, the very first task is the recognition of the objects. In some recent advancements regarding underwater localization, the researchers have proposed various useful techniques considering the dynamics of an underwater environment. A visual odometry algorithm is developed for underwater robot localization (Alvarez-Tu ´ n˜on, Rodr ´ ´ıguez, Jardon, ´ & Balaguer, 2018) in which from the pictures features are extracted and matched for location determining. such image-based location estimation is quite accurate although the problem we can face is delaying in recognition. Different colours and intensity differentiate images and region of interest is selected by segmentation (Chen, Zhang, Dai, Bu, & Wang, 2017). Acoustic systems are considered as expensive sensors and contain non-linear noise. Monocular vision system containing a single camera is a better alternative than other positioning systems in a known environment for underwater localization. Camera estimates location with the delay of recognition and it is also dependent on known objects for reference. Low cast pressure sensor and IMU are integrated with a camera to make a Monocular Odometry for underwater vehicles (Creuze, 2017) for pose estimation. Similarly, (Ferrera, Moras, Trouve-Peloux, & Creuze, 2019) proposed visual odometry algorithm which is tested on different images with incrementing the noise.

**Figure-2.3: Visual localization approaches**

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Figure 2.3 shows the egocentric and allocentric localization concept but the visual camera faces difficulty in object recognition due to impure water. Imaging and ranging sonar are a better option in such environments. Robot location is estimated online using imaging sonar which gives better results than dead reckoning using DVL and gyroscope (Johannsson, Kaess, Englot, Hover, & Leonard, 2010). For a partially structured underwater environment (e.g., dams, port) EKF is used to extract the line features and AUV is localized with the help of 360-degree sonar (Ribas, Ridao, Neira, & Tardos, 2006). Like a camera, there are limitations for sonar-based localization systems. Sonar-based algorithm of self-localization of AUV is presented in (Petrich, Brown, Pentzer, & Sustersic, 2018) which is a robust technique.

The magnetic compass is another geo-referred device and in underwater localization, it is also a part of IMU and the main purpose of a compass is correcting the heading using the Geomagnetic field. 2.2 Fusion Algorithms for Underwater Localization For underwater localization using multi-sensor fusion (MSF) various methods are discussed (Pan & Wu, 2016) (Tan et al., 2011) (Leonard & Bahr, 2016) (Paull et al., 2013).

**2.2: Fusion Algorithms for Underwater Localization**

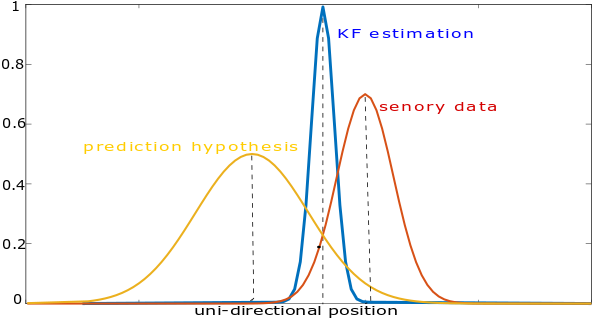
For underwater localization using multi-sensor fusion (MSF) various methods are discussed (Pan & Wu, 2016) (Tan et al., 2011) (Leonard & Bahr, 2016) (Paull et al., 2013).

**2.2.1: Kalman Filter**

Kalman Filter is a stochastic filtering based state estimating algorithm that comprises prediction and estimation stages. Figure 6 is showing the general working of the Kalman filter in which filter gives the hypothesis of location by combining prediction hypothesis of filter and measurements of sensory data. In (Karras & Kyriakopoulos, 2007) Kalman Filter is used to fusing inertial and visual positioning sensory information for an approximation of location from a fixed earth reference but results can not satisfactory for deep water. A chronological linear state estimator performs poorly in presence of non-linear motion equations of the underwater environment.

As the above figure 6 is showing Kalman filter does prediction with the help of the designed model. The underwater environment can not be modelled using linear concepts due to which prediction hypothesis can not be accurate and there will be no overlapping of the output of Kalman filter.

**Figure-2.4: Working principle of Kalman Filter**

**

**2.2.2: Extended Kalman filter**

Extended Kalman filter (EKF) is used for converting the non-linear system to locally linear by involving Taylor series expansion and it is based on ”minimum mean square error” estimation principle. A general configuration of the EKF is presented in figure 7. To produce a single state vector of underwater location from various sensory information, Extended Kalman filtering methods are investigated in (Ranjan, Nherakkol, & Navelkar, 2010). To somehow EKF can model some non-linear models but it increases computational cost. As seawater is highly dynamic so EKF also has limitations in underwater location estimation e.g., for underwater environment noise covariance matrix is difficult to obtain and a constant covariance matrix can not be used for dynamic scenarios. An adaptive EKF is proposed for dynamic covariance matrices in (Shao, He, Guo, & Yan, 2016) considering prior limitations. Similarly, using online maximization estimation approach, a new adaptive EKF is presented to update noise and prediction covariance matrices for underwater vehicle localization (Huang, Zhang, Xu, Wu, & Chambers, 2017). EKF is a locally-linear model and follows Gaussian distributions.

Ground speed, heading, altitude and depth is integrated using EKF by (Ribas, Ridao, Cuf´ı, & El-fakdi, 2003). EKF algorithm is implemented on GARBI ROV and main sensor DVL is used. A typical system of underwater localization using an extended Kalman filter is described in the figure below

**Figure-2.5: Typical Extended Kalman Filter scheme**

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(Karimi et al., 2013) has simulated for underwater localization in Matlab in which main sensor IMU and auxiliary sensor DVL are used for motion estimation. Considering non-linearity of underwater environment EKF and UKF are compared on NPS AUV. Process noise and measurement noise are added to make the process similar to the real-time environment. EKF performed more accurately using the same sensory data. The main reason for the limitation of Unscented Kalman filter (UKF) is double integration of accelerometer data and due to which sigma points goes through integration to produce a new distribution of model output in every step. (Tal, Klein, & Katz, 2017) has integrated the accelerometer and gyroscope data into an inertial system which is further corrected by auxiliary sensors to feed to an EKF. EKF accurately able to find the next state and simulated environment showed that Technion Autonomous underwater vehicle (TAUV) performed better with EKF state estimator.

**2.2.3: Unscented Kalman Filter**

Unscented Kalman filter (UKF) is a better approximation than EKF because it considers true deviation points and transformed through weighted sample mean and covariance (Wan & Van Der Merwe, 2000) (Sabet, Sarhadi, & Zarini, 2014) (Allotta et al., 2016). UKF has been used for vision-based systems as well as for other sensory information fusion. A UKF in (Lebastard et al., 2010) is used to recognize the sphere with which reference the location of a vehicle is estimated. With the depth of the sea, the performance of each sensor varies so (Ko, Noh, & Choi, 2014) proposed simultaneous estimation of the pose of vehicle and depth of sea using UKF but terrain should be known. Although commonly UKF converges accurately, in case of high variance EKF is a better choice than UKF (Rhudy, Gu, & Napolitano, 2013) and accuracy of UKF improves by increasing sigma points. UKF is a non-linear model and follows gaussian distributions so it has relatively higher computational cost than EKF. Figure 8 is showing the convergence of UKF and EKF which briefly describe the convergence attitude of EKF and UKF. Accuracy of UKF is better than EKF but with more sigma points the computational cost of UKF increases.

To achieve the best possible accuracy research proposed various schemes. In (W. Li, Wang, Lu, & Wu, 2013) a novel scheme is proposed in which DVL and strap-down inertial navigation system (SINS) are deployed and for alignment adaptive UKF are used. UKF working is similar to a KF as both filters predict the mean and covariance before updating measurements. By using adaptive UKF measurement noise covariance is estimated hence to improve the performance of UKF. A navigation filter based on UKF is presented by (Allotta et al., 2015) for two Typhoon (TifOne and TifTu) AUVs. AUV offers robust behaviour against different sensor configuration. It is concluded that UKF is more accurate for underwater localization and accuracy improves in the presence of USBL.

**2.2.4: Particle Filter**

In literature for underwater localization, researchers have also work on non-Gaussian distribution. In specific particle filter (PF) is the non-linear model which approximates to the real system. PF has more expensive computational cost than UKF and EKF. The motion of AUV and underwater location estimation of the acoustic positioning system are highly non-linear processes and contain non-gaussian noise so (Rigby et al., 2006) used PF for the fusion of USBL and DVL sensors. Due to multiple hypothesis particle filters gives delayed results even when there is reliable sensory data but accuracy is not compromised. (Petillot et al., 2010) Presented a method of underwater localization for AUV in the structured environment. Particle filters rely on Monte Carlo approximations in which a large number of particles are distributed for achieving massive accuracy.

In (Mandic, Renduli c, Mi skovi c, & Na, 2016), OWTT-iUSBL system uses a known waveform which is triggered by beacon that is present at the known place. AUV captures the signal with the help of Tetrahedral Hydrophone array. The Particle filter is used which obtain the information from sensor data and fuse it with the motion model. It is proposed that particle filter produces more accurate trajectories for AUV. Most of the underwater simultaneous localisation and mapping (SLAM) work is done using a particle filter. Guillem (Vallicrosa & Ridao, 2018) has used particle filter for state estimation of AUV Virtual and real environment. The proposed technique is capable of running online and represent the environment more accurately. Table is giving specifications of conventional filters for underwater localization.

**Figure-2.6: Comparison of Unscented Transform (UT) and EKF**

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(Wan & VanDer Merwe, 2000)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Table-2.1: Comparison of conventional state estimators for UWL | | | | |
| **Filter** | **Working principle** | **Model** | **Computational cost** | **Distribution** |
| KF | Unimodel hypothesis | Linear | Low | Gaussian |
| EKF | Taylor series expansion | Locally linear | Low - medium | Gaussian |
| UKF | Sigma point distribution | Non-linear | Medium | Gaussian |
| PF | Multi-model hypothesis | Non-linear | High | Non-Gaussian |
|  | | | | |

**2.2.5: Machine Learning Methods**

Machine learning methods are preferred to deal with highly non-linear systems, nowadays. The main focus of the researchers for underwater localization is to use neural networks. Least squares regression formulation presented in (Dellaert & Kaess, 2006) saves the past states for posterior state estimation and is a better scheme than the Extended Kalman filter for underwater localization. Chame (Chame, Dos Santos, & da Costa Botelho, 2018) proposed principle of contextual anticipation in which, with every coming reliable measurement of global sensor, the anticipation span resets to overcome abrupt noise. This anticipation span can neglect the unexpected noise of global positioning sensor but there is still massive noise of inertial sensors. Sabra (Sabra & Fung, 2017) proposed a novel underwater localization scheme called Best Suitable Localization Algorithm (BSLA). BSLA dynamically fuse multiple position estimates of sensor nodes using fuzzy decision support system of selecting a suitable algorithm.

For a single onboard vehicle one approach to overcome noise is modelling of non-linearities by supervised learning (Fang, Wang, & Fan, 2019) but this is suitable where system repeat patterns and task conditions remain almost similar between training and execution time. To identify the reliability of acoustic positioning sensor is the main challenge for the autonomous underwater vehicle because of long delaying in its measurements (Gopalakrishnan, Kaisare, & Narasimhan, 2011). Sonar or other vision-based sensors sometimes give delayed measurements due to various signal processing reasons. Time delaying estimation is made in (Houegnigan et al., 2017) where a neural network is used to estimate the possible delay of acoustic positioning sensor for more consistent results.

**2.2.6: Bio-inspired Approaches**

Some bio-inspired work is presented demonstrating the location estimation just like a fish senses the flow rate under the water and using the predefined map the location can be estimated (Muhammad, Toming, Tuhtan, Musall, & Kruusmaa, 2017). Similarly based on mammals navigation Dolphin SLAM (Silveira et al., 2015) approach is presented which is appearance-based localization method and in contrast to probabilistic methods low-resolution sonars and images can be used for underwater localization.

# CHAPTER- 3

## RESEARCH METHODOLOGY

3.1: Introduction to GEPCO

Gujranwala Electric Power Company (GEPCO) was established in 1977 as Area Electricity Board Gujranwala under the supervision of WAPDA. In 1998, GEPCO was declared as Distribution Company due to bifurcation of WAPDA and overall

# CHAPTER- 4

## RESULTS AND DISCUSSION

In this chapter two types of analysis have been performed. First one is the NL loss analysis in which NL losses of silicon core transformer and amorphous core transformer has been practically compared in the transformer testing lab. After performing NL analysis we shall be able to know the more efficient transformer between silicon core and amorphous core transformers. We are considering only NL loss analysis because we have only changed the core of the transformer and rest of parameter will remain the same therefore ON load losses are assumed to be same for both categories. The second analysis is the economic analysis which is a combination of initial cost of transformer and cost of NL losses of transformer. After performing economic analysis we shall be able to reveal the economic aspects of both types of transformers.

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# CHAPTER- 5

## CONCLUSIONS AND RECOMMENDATIONS

Currently the power sector of Pakistan is facing the major challenge of controlling line losses and electricity theft due to which load shedding is being applied on high loss feeders. On the other hand, overall losses in power distribution system are not only dropping the efficiency of the power system but also causing the massive economic loss for the power distribution companies. According to the literature review, power generation of Pakistan was 24828MW till 2018 in which 68% power is generating from the thermal resources. As the cost of thermal generation is very much high as compared to other type of generations therefore, for providing the electricity to the consumers at affordable rates Government of Pakistan has to bear the extra cost of thermal generation as compared to hydel generation. In such situation it is required to produce cheap electricity by installing new hydel projects, however due to present economic crisis in the country it is difficult to attain the financial resources. Hence the best strategy for optimization of power system is to save the available electric power except of generating more electricity.

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**APPENDIX-01**

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| --- | --- | --- | --- | --- |
| **Abbreviations Used in the Thesis** | | | | |
| **S #** | **Items** | | | **Abbreviations** |
| **1** | Transmission and Distribution | | | T&D |
| **2** | Gujranwala Electric Power Company | | | GEPCO |
| **3** | Karachi Electric Supply Company | | | KESC |
| **4** | Water and Power Development Authority | | | WAPDA |
| **5** | Pakistan Atomic Energy Commission | | | PAEC |
| **6** | Karachi Nuclear Power Plant | | | KANUPP |
| **7** | Independent Power Producers | | | IPPs |
| **8** | Captive Power Producers | | | CPPs |
| **9** | Small Power Producers | | | SPPs |
| **10** | Gross Domestic Product | | | GDP |
| **11** | National Transmission and Dispatch Company | | | NTDC |
| **12** | Alternative Energy Development Board | | | AEDB |
| **13** | Pakistan Electric Power Company | | | PEPCO |
| **14** | Private Power Infrastructure Board | | | PPIB |
| **15** | Generation Companies | | | GENCOs |
| **16** | Distribution Companies | | | DISCOs |
| **17** | National Electric Power regularity Authority | | | NEPRA |
| **18** | Chashma Nuclear Power Plant Unit | | | CHASNUPP |
| **19** | Government of Pakistan | | | GoP |
| **20** | Supervisory Control and Data Acquisition | | | SCADA |
| **21** | Non-Technical Losses | | | NTLs |
| **22** | No Load | | | NL |
| **23** | Advanced Metering Infrastructure | | | AMI |
| **24** | Distributed Generation | | | DG |
| **25** | Volt VAr Optimization | | | VVO |
| **26** | Electrical Transient Analyzer Program | | | ETAP |
| **27** | Mian Muhammad Panah | | | MMP |
| **28** | Small Industrial Estate | | | SIE |
|  | |  |  | |

**APPENDIX-02**

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| --- | --- | --- | --- | --- |
| ***Turnitin* Originality Report** | | | | |
| Tested on July 24, 2019, by Turnitin Anti Plagiarism Software Provided by Higher Education Commission, Pakistan to the Instructors of the University of Gujrat, Punjab, Pakistan. | | | | |
| Thesis Title: Improving Indigenous Distribution Power System Efficiency Using Power Loss Reduction  Authors’ Name:Muhammad Ramiz  Institution: University Of Gujrat Hafiz Hayat Campus | | | | |
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| **Student Paper** | | | | **07%** |
| 1. Submitted to Higher Education Commission Pakistan (Student Paper) | | | |
| 1. Submitted to University of Sydney(Student Paper) | | | |
| 1. Submitted to University of Birmingham(Student Paper) | | | |
| 1. Submitted to Nazarbayev University(Student Paper) | | | |
| 1. Submitted to North West University(Student Paper) | | | |
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| 1. Submitted to Ghana Technology University College(Student Paper) | | | |
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| 1. Submitted to University of Warwick(Student Paper) | | | |
| 1. Submitted to University of Surrey(Student Paper) | | | |
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| 1. Submitted to Engineers Australia (Student Paper) | | | |
| 1. Submitted to 1611(Student Paper) | | | |
| 1. Submitted to Queen Mary and Westfield College(Student Paper) | | | |
| 1. Submitted to Federal University of Technology(Student Paper) | | | |
| 1. Submitted to National University of Singapore(Student Paper) | | | |
| 1. Submitted to Heriot-Watt University(Student Paper) | | | |
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| 1. Submitted to The Robert Gordon University(Student Paper) | | | |
| 1. Submitted to Trafford College(Student Paper) | | | |
| 1. Submitted to University of Newcastle upon Tyne (Student Paper) | | | |
| 1. Submitted to University of Pretoria(Student Paper) | | | |
| 1. Submitted to Oklahoma State University(Student Paper) | | | |
| 1. Submitted to Deakin University(Student Paper) | | | |
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| 1. Submitted to Loughborough University(Student Paper) | | | |
| 1. Submitted to Guru Nanak Dev Engineering College (Student Paper) | | | |
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| 1. Submitted to Solihull College, West Midlands(Student Paper) | | | |
| 1. Submitted to Fakultas Ekonomi Universitas Indonesia (Student Paper) | | | |
| 1. Submitted to Institute of Technology, Tallaght(Student Paper) | | | |
| 1. Submitted to Mancosa(Student Paper) | | | |
| 1. Submitted to Brisbane State High School(Student Paper) | | | |
| 1. Submitted to University of Huddersfield(Student Paper) | | | |