



The SafeTRIP project

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What is SafeTRIP ?

Satellite Applications For Emergency handling, Traffic alerts, Road safety and Incident Prevention

- An integrated project (IP)
 - ▶ From user requirements to development, integration, demonstration and evaluation
 - ▶ Integration and reuse of emerging technologies developed in other European initiatives
- To improve road safety, mobility and environment protection
 - ▶ For passenger vehicles
- Using satellite 2-way satellite communications and positioning
 - ▶ Data communication
 - ▶ DVB-SH broadcasting
 - ▶ GNSS positioning

Project key figures

- Call: FP7-SST-2008-RTD-1
- Project n° SCP8-GA-2009-233976
- Duration: 36 months
- Project Start: 01/10/2009
- Project End: 30/09/2012
- Budget: € 11.250.269
- EC-contribution: € 7.890.199
- 20 partners of 7 countries
- Coordinated by Sanef

SafeTRIP consortium

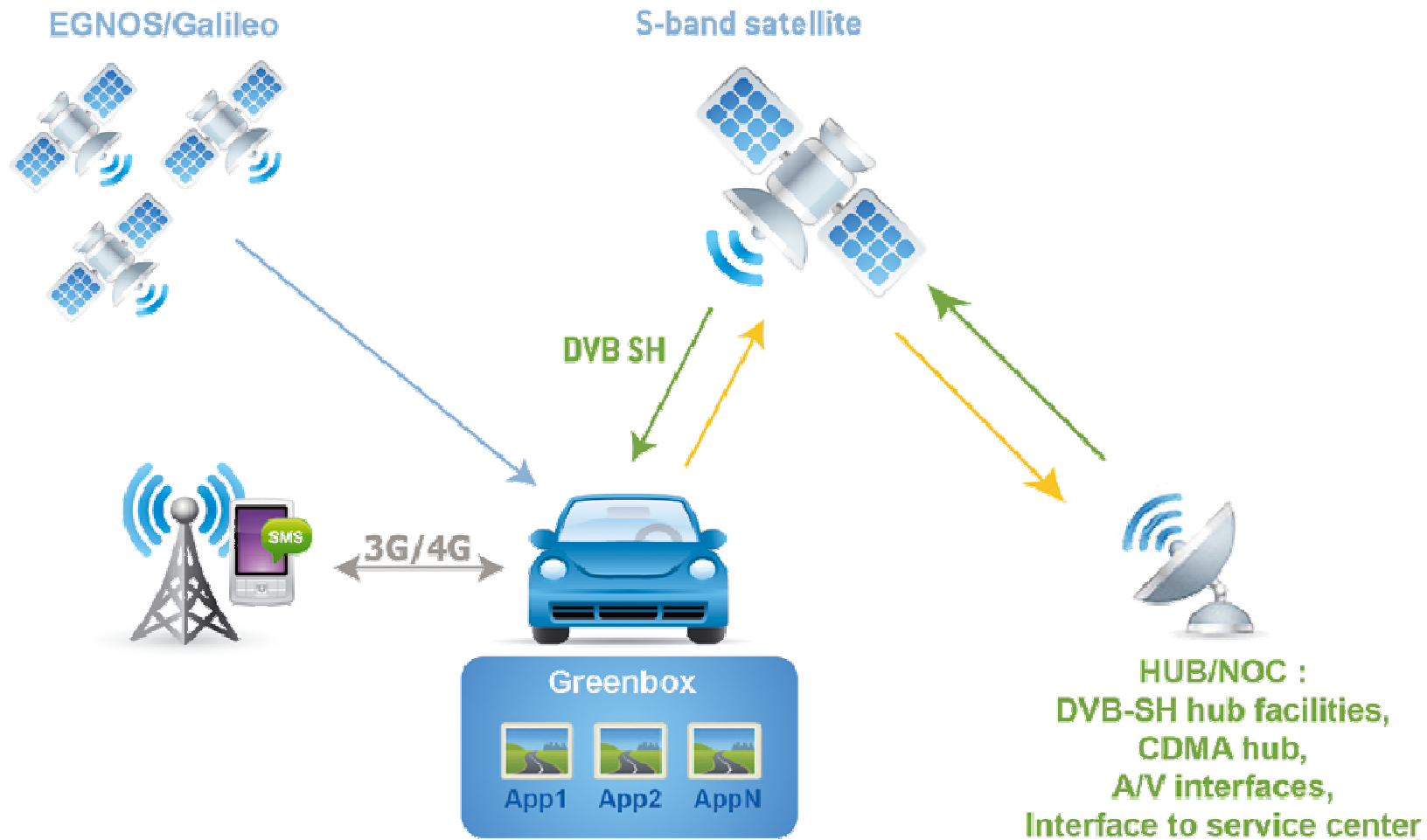
- Service operators
 - ▶ Masternaut (fleet management), IMA, MAIF, MACIF (Insurance and assistance), Eurolines (long distance coaches operator)
- Road operators
 - ▶ Abertis autopistas, Acesa, Sanef
- Telecommunication providers
 - ▶ Eutelsat, Retevision (Abertis Telecom)
- Technical partners
 - ▶ DLR, Fraunhofer, Fondazione Ugo Bordoni, Indra Espacio, MBI, Quantum, Masternaut
- Academia
 - ▶ University of Budapest (BME), University College London (UCL), PIAP Warsaw
- Project management
 - ▶ Algoé

Some words about the S-Band

- Eutelsat W2A designed to include first European S-band payload
 - ▶ launched on April 2009
 - ▶ ramp up for commercial services
 - ▶ broadcast and unicast (bi-directional) services
- 2 x 30MHz
 - ▶ Uplink: 1.98 – 2.01 GHz
 - ▶ Downlink: 2.17 – 2.2 GHz
- Exclusive use for Mobile Satellite Services (MSS)
- Pan European authorization granted on May 14th 2009
- 2 way data communication system available from 2011/2012
- Ability to use small omni-directional antennas on the mobile unit



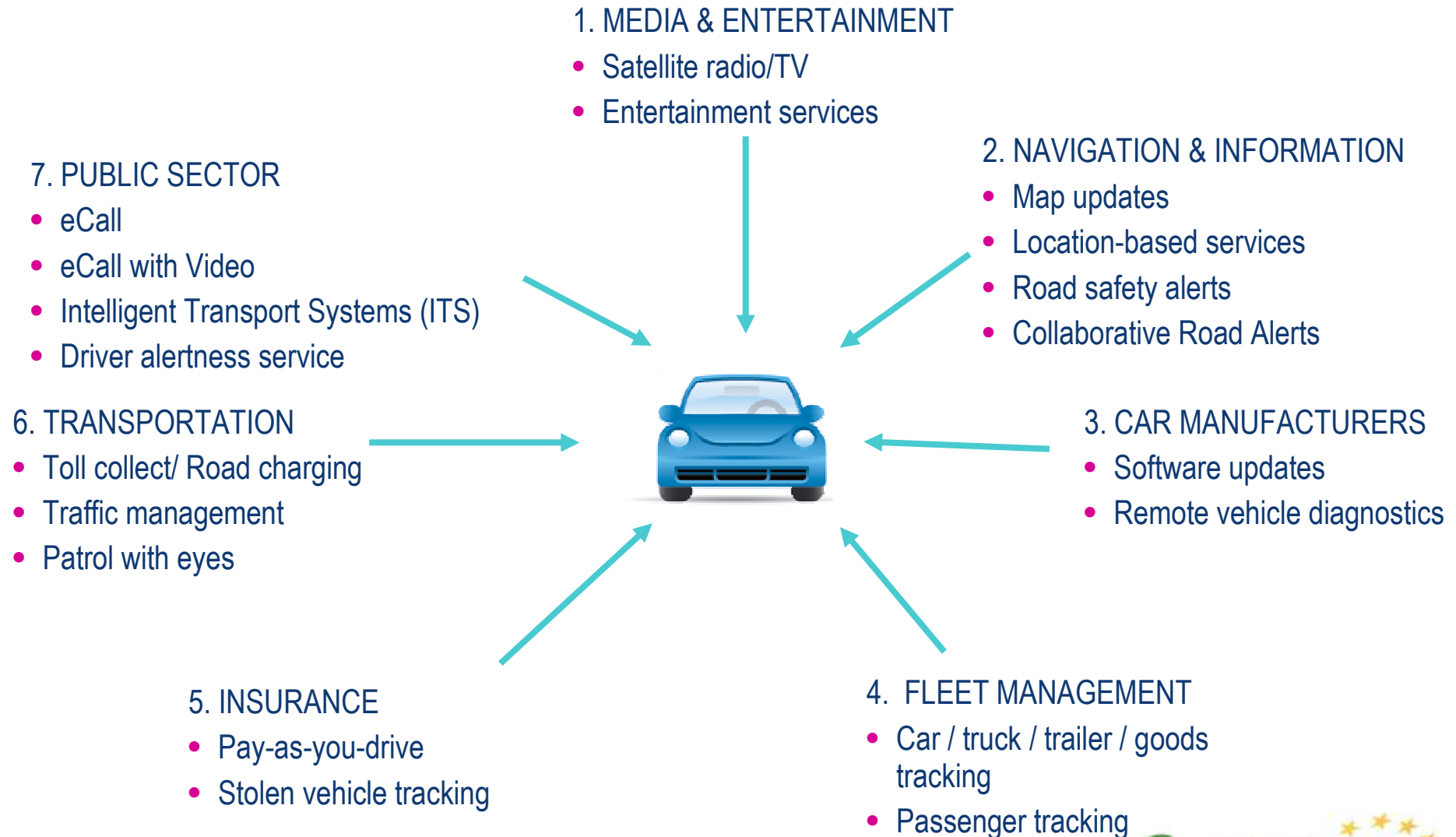
System architecture



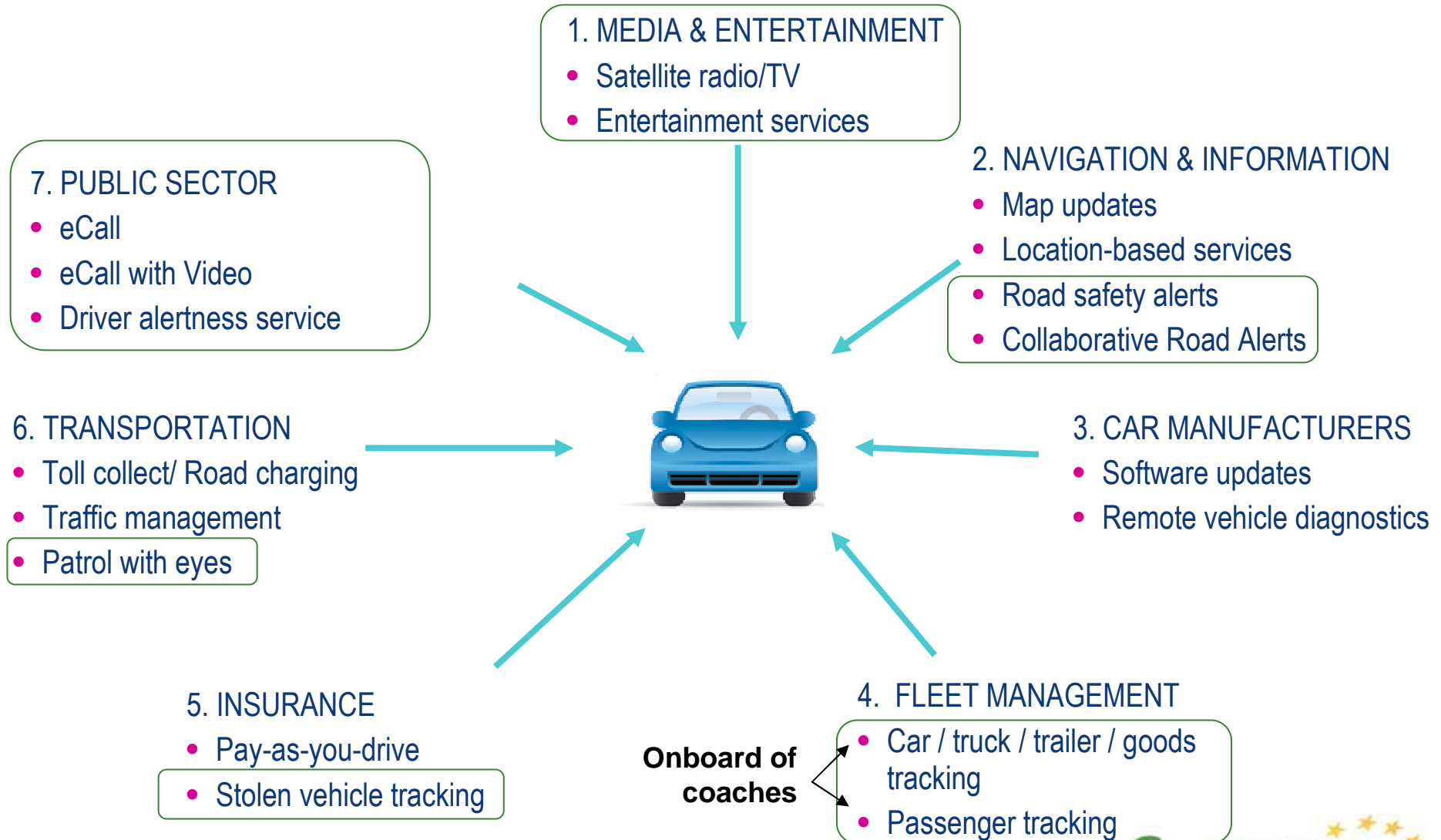
SafeTRIP objectives

- To develop and demonstrate an integrated system based on a 2way satellite communication
- To demonstrate the concept using a set of safety related applications involving 2 terminal manufacturers and 2 transportation modes
 - ▶ Passenger cars
 - ▶ Bus / coaches
- To evaluate the impact of the SafeTRIP system and services on safety, security and environment

New Services around the Vehicle



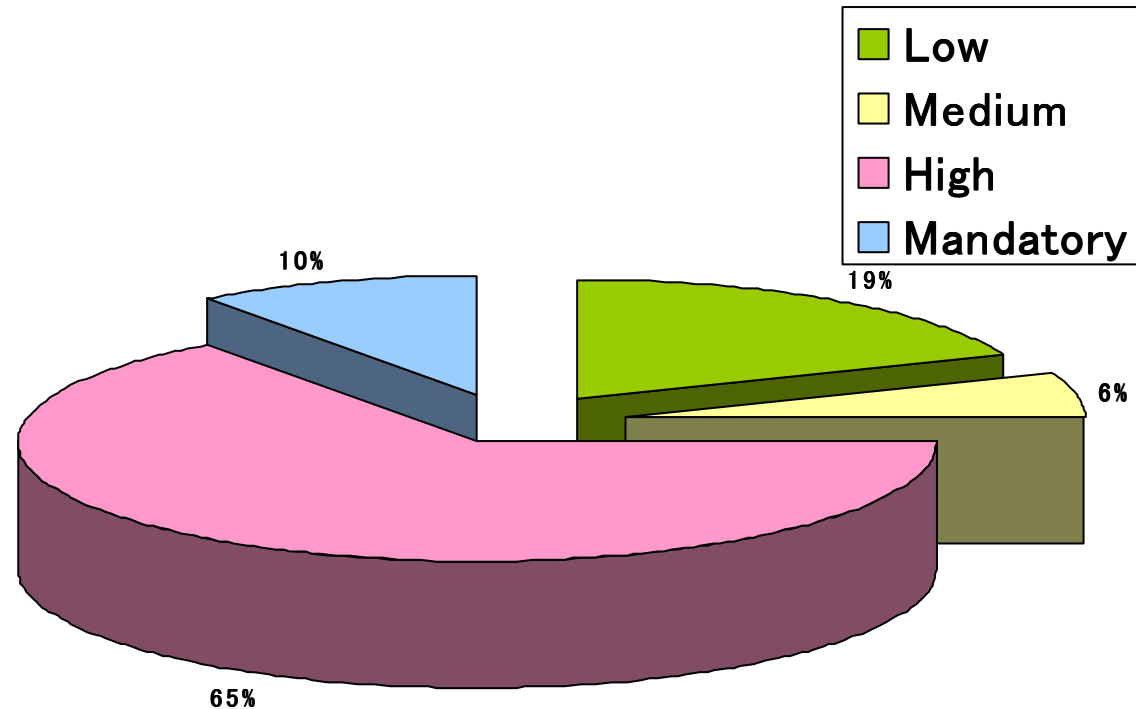
Implemented during the project



Strengths of SafeTRIP project

- Global coverage
 - ▶ Fundamental for safety applications all over Europe
 - ▶ Independent of terrestrial network (in case of disaster)
- Quick and easy deployment
 - ▶ Ensure full coverage as soon as the system is launched
 - ▶ Avoid economical problem concerning low populated areas
- Ecologic oriented
 - ▶ Ability to mix business oriented applications with institutional research
 - ▶ Satellite communication is more ecologic than terrestrial repeater
- Industrial support of broadcast applications (e.g. Satellite Digital Radio)
 - ▶ Increase the popularity of the system
 - ▶ Increase the manufacturer's interest

Distribution of user needs depending on the SafeTRIP platform benefit



SafeTRIP value proposition is at least highly important in 75% of the user needs collected in WP2.1

User needs assessment – public report

- User needs segmentation
 - ▶ Partner needs (coaches operator, assistance/insurance company, road operators)
 - ▶ Individual needs (vehicle drivers + passengers)
 - ▶ Stakeholder needs (individuals, organisations)
 - ▶ Needs of organisation and businesses
 - transport companies, MS border crossings
- User needs classification
 - ▶ Must have (core)
 - ▶ Should have
 - ▶ Desirable
- Competing technology and services
 - ▶ Review of 19 technologies and services
- Influences
 - ▶ Political and macro economic
 - ▶ State of the art transport technologies
 - ▶ Main EU projects

More information

- Visit our website
 - ▶ <http://www.safetrip.eu>
- Project coordinator
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