

RealTime

passenger information newsletter

GSP
leads to destination

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GSP is on the right track

Levon Nersessian, member of the GSP board, can be pleased: "2014 was a good year for us! We are seeing solid black figures!" This fact is demonstrated for example by a nearly 12% increase in revenue when compared with the previous year. Reviewing the last financial year fills the director with pride. GSP completed many demanding projects over the past year – including the Deutsche Bahn traveller information system, modernising the CCTV and entertainment system for the high-speed trains at Turkish State Railway (TCDD) and the passenger counting system for Transdev GmbH (Veolia Verkehr GmbH). 251 employees played their part in this success story.

In 2014 alone we created 12 new posts in software development in order to make the project processes more efficient and prevent future schedule bottlenecks in the development services.

In 2015 we are working on other improvements - both relating to development as well as project management and technical customer services. This urgently requires more employees in order to maintain our high level and better meet our customers' requirements. Levon Nersessian continues: "our customers can expect new innovative systems such as the IP-based electro-acoustic system, mobile guard call points and a new family of displays."

System competency

Alstom is again relying on GSP technology for DB Regio train equipment.



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30 years

Dr. Günter Breidbach on ideas, commitment and the future of GSP. Read more on the back page.



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GSP on and below the roads of Berlin

BVG is again relying on tried-and-tested GSP systems

For Berliner Verkehrsbetriebe (BVG) GSP is again equipping up to 400 single and double-decker buses from manufacturers VDL and Scania with an electro-acoustic system (ELA) comprising a digital announcement device, amplifier and microphone.

In order to ensure that the announcements on buses are as pleasant as possible for the passengers, they will be adjusted to the ambient noise. This noise-dependent volume control (GLR) even allows the announcement volume to vary depending on the location within the bus (e.g. upper and lower deck).

The announcements of currently 3,782 bus stops in the Berlin transport area were recorded and processed in GSP's own studio to ensure that BVG's requirements for the highest possible voice quality were met. All announcements and bus stops are stored in the digital announcement device (DIAS-MP3) on 1,350 Berlin buses in order to ensure that the vehicles can be used flexibly on all routes and at all times.

BVG has relied on the high quality and reliability of GSP's systems for now over 20 years.

ACTIVE UNDERGROUND

The new Berlin IK series underground trains by Stadler Pankow GmbH will also have the GSP passenger information system. This is comprised of the ELA with microphones, speakers, passenger call points and a PIS system.

The biggest challenge for this project was the compatibility with the existing vehicles. Coupling the older HK PIS system (manufactured by Bombardier) with the new IK type functions and control required compre-

hensive hardware and software development at GSP. The demanding task of ensuring that the interfaces for the passenger information systems on the new trains could interact seamlessly with the control bus on the older train type was resolved by GSP.

At first two trains were equipped with the GSP system for testing. BVG has an option for 34 additional trains.

The cooperation between GSP, Stadler and Berliner Verkehrsbetriebe was seamless and at a very high technical level.



System competency demonstrated again

Alstom is again relying on GSP technology for Deutsche Bahn regional train equipment

At the end of 2014 the new Alstom Coradia Continental motor train units became operational on the S5/S8 lines for Verkehrsverbund Rhein-Ruhr (VRR) in North Rhine-Westphalia. The 28 three-part electric motor train units were equipped by GSP with passenger information systems and safety components.

GSP not only develops and produces individual components but above all else intelligent complex systems comprising hardware and software.

The whole system delivered by GSP covers passenger information with the UKR2+ (universal communication computer) core unit, a high-quality electro-acoustic system, LED internal and external displays, TFT displays from the INDIS5 family and multifunctional terminals (MFT2) with touch-screen operation to control the PIS.

The video monitoring system and passenger call points as well as other measures contribute to passenger safety. So the passengers can communicate with the driver at any time.



**FRANK-PETER KUBAN,
GSP PROJECT MANAGER**

"The scope of the whole system is significant."

PASSENGERS INFORMED IN REAL TIME

The vehicle is supplied with the current route information by integrating with the DB passenger information system (RIS). The RIS also ensures communication with the control centre.

This real-time system constantly informs passengers about the trip, delays and current ongoing travel options. The real-time data is displayed on the INDIS5 screens and is also announced via the speaker system.

"The scope of our complete system is already noteworthy," comments Frank-Peter Kuban, the responsible project manager.

One focus area was the comprehensive software development, in particular with regard to integrating the RIS. The demands for real-time information have recently risen massively and the systems must demonstrate their flexibility. The development effort has paid off for GSP - the platform is already being used for other new projects.

The speaking tram

Unique project in Europe with GSP and Erfurter Verkehrsbetriebe



In order to lower barriers for visually impaired passengers waiting at stops, Erfurter Verkehrsbetriebe AG has trodden completely new paths with their trams (Combino/Siemens and existing vehicles MGT6D/Duewag) using the innovative acoustic announcement system from GSP. "We have developed an announcement for visually impaired passengers where the external skin of the vehicle acts as a flat-panel loudspeaker," explains Nico Gerch, the GSP sales manager.

In order to announce the line number, destination and stops, electromagnetic exciters are installed in the side walls of around 70 trams and they transmit vibrations to the external skin. In order to ensure that the announcements have the best possible directionality, the GSP team conducted

comprehensive measurements on the vehicles. "The sound coming from the complete vehicle surface was significantly better compared to external speakers and can therefore be more targeted," explains Nico Gerch.

Noise-dependent volume control (GLR) and intelligent lowering of volume at night avoids unnecessarily annoying those living close to Erfurt tram routes.

The Erfurt Association of Blind People was also involved in this development project by GSP, Erfurter Verkehrsbetriebe and Erfurt Technical University.

The "speaking tram" fulfils all EU guidelines for reducing barriers and has generated a lot of interest from other transport companies.

30 years: Dr. Günter Breidbach

"I love working here," says Dr. Günter Breidbach, one of the last active founders of GSP who has been with the company precisely 30 years. "I can't imagine any work being better than founding your own company. I love the freedom that I have as the founder and CEO of GSP." An engineer to the core, Dr. Breidbach is still curious about all of the technologies used at GSP. What does a successful founder need? "Courage, commitment, ideas and the ability to master unexpected situations," comments Dr. Breidbach with a laugh. The special spirit of the GSP team who can achieve a lot together is particularly important to him. "Over the next few years we will become even more international," he comments, giving away his future plans. "In Europe we operate in Germany, Austria, Russia, Scandinavia and the Benelux countries but Australia is also interesting for us." And when he takes a look in the rear view mirror over his 30 years at GSP? "It's a fantastic feeling to personally



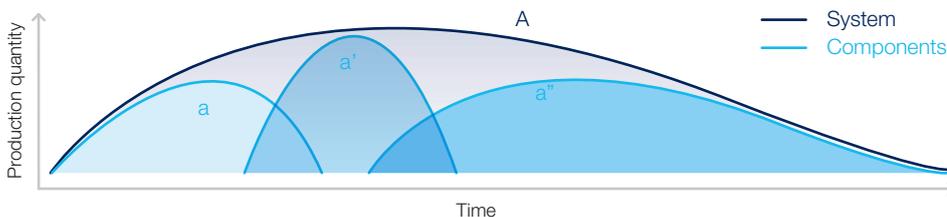
Julia Schopplick (right) and Dr. Dongyu Wang (left, both board members) offer congratulations

experience how GSP products are well-received by end customers," he says with a glint in his eye. "Our decision back then to develop GSP from a component supplier to a system supplier was right on the money."

GSP expands obsolescence management

Many electro-technology components, in particular electronic components and modules, are subject to ever shorter innovation cycles so they are only available to the market for a very limited period of time. Recognising, managing and counteracting the non-availability of a product is the task of obsolescence management. The reasons include technical changes, displacement of manufacturers or changes to legal production standards. In order to ensure the supply

of information, security and entertainment systems for our customers with the necessary spare parts over the whole lifecycle, we have established an independent team around the obsolescence manager. This team supports our development and sales processes as well as day-to-day business in all questions starting with development, procurement via production to after-sales service. Consistency and sustainability are important GSP principles.



System availability is extended by replacing components.

Certified GSP quality

In December 2014 GSP was successfully certified to the international ISO 14001 and OHSAS 18001 standards for environmental, workplace and health protection management. In January 2015 the company was re-certified by TÜV Rheinland to ISO 9001 and IRIS, the internationally applicable requirements for the quality management systems of railway manufacturers and their

suppliers of equipment components. GSP completed the certification again at a very high level with a solid 80% fulfilment grade.



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