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GPS Enabled Energy Efficient Routing for Manet

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Abstract

In this paper, we propose an energy aware reactive approach by introducing energy and distance based threshold criteria. Cross Layer interaction is exploited the performance of physical layer which leads to significant improvement in the energy efficiency of a network.

Keywords: Ad Hoc Networks, AODV, Cross Layer Interaction, GPS.

1. INTRODUCTION

Ad Hoc Networks consist of mobile nodes that self configure to form a network without established infrastructure [7]. Due to node mobility, network topology changes unpredictably, due to this host needs to determine the routes together nodes frequently. Ad-hoc On-Demand Distance Vector routing protocol proposed in [8] is one of the developed protocols that enable routing with continuously changing topologies. AODV establishes routes on demand basis. There have been several studies on AODV protocol and other on demand ad hoc routing protocols ([9], [10]). However, these schemes do not consider on-demand routing for mobile ad hoc networks. Different energy aware routing protocols use traditional protocols like AODV and DSR as base protocols. The selection of base protocol assumes importance for any kind of energy related proposal as the energy consumption pattern depends on this choice. One distinguish feature of power aware ad hoc routing protocol is its use of power status for each route entry. Given the choice between two routes to a destination, a requesting node is required to select one with better power status and more active.

Scalability of Ad Hoc Network can be improved by utilizing geographical information such as in GFG[13], LAR[14],GPSR[15]. They use physical location information, typically from GPS(Global Positioning System). GPS enables a device to determine their position as in longitude, Latitude and Altitude by getting this information from the satellites. There has been significant effort in proposing energy efficient routing protocols, with a more recent effort on cross layer design solutions ([11, 12]). In this paper, a novel routing with better power feature using information of the nodes has been proposed and cross layer interaction is also exploited. The rest of the paper is organized as follows. Section 2 illustrates the power related issues of routing protocols in MANET. Section 3 emphasis the problems faced in the current existing protocols. New Protocols description and system methodology is presented in section 4. Conclusions are given in Section 5.

2. POWER RELATED ISSUES

The lack of a centralized authority complicates the problem of medium access control (MAC) in MANETs. The medium access regulation procedures have to be enforced in a distributed and hence collaborative, fashion by mobile nodes. In the shared broadcast medium transmission of packets from distinct mobile nodes are prone to collision. This contention based medium access

results in retransmissions and appreciable delays. The performance of the MAC scheme affects the routing protocol adversely and consequently the energy consumption for packet transmission and reception increases.

On-demand routing consists of route discovery and route maintenance [16]. In route discovery, source uses flooding to find a route to its destination. The large number of packets generated by flooding consumes energy of nodes unnecessarily. The transit nodes, upon receiving a query, learn the path to the source and enter the route in their forwarding tables. The destination node responds using the path traversed by the query. Route maintenance is responsible for reacting to topological changes in the network, and its implementation differs from one algorithm to the other. On-demand protocols include the schemes like ad hoc on demand distance vector routing (AODV) [8] and dynamic source routing (DSR) [17]. In these protocols, route discovery and maintenance may become inefficient under heavy network load since intermediate nodes will have a higher probability of moving due to the delay in packet transmissions attributed to MAC contention. Routes have a higher probability of breaking as a result of mobility. The rediscovery or repair of routes wastes battery power. The flooding of route request and route reply packets in on-demand routing protocols may result in considerable energy drain. Every station that hears the route request broadcasts will consume an amount of energy proportional to the size of the broadcast packet. In addition, stations that hear a corrupted version of a broadcast packet will still consume some amount of energy [18].

In a multi-hop ad hoc network, nodes must always be ready and willing to receive traffic from their neighbors. All the nodes unnecessarily consume power due to reception of the transmissions of their neighbors. This wastes an extensive amount of the total consumed energy throughout the lifetime of a node. Much work in this direction has been carried out by Chiasserini et al. [19], Jayashree S. et al. [20] etc. The design objectives require selecting energy-efficient routes and minimizing the control messaging in acquiring the route information.

Efficient battery management [21, 22], transmission power management [23, 24] and system power management [25, 26] are the major means of increasing the life of a node. These management schemes deal in the management of energy resources by controlling the early depletion of the battery, adjust the transmission power to decide the proper power level of a node and incorporate low power consumption strategies into the protocols. Typical metrics used to evaluate ad hoc routing protocols are shortest hop, shortest delay and locality stability [27]. However, these metrics may have a negative effect in MANETs because they result in the over use of energy resources of a small set of nodes, decreasing nodes and network lifetime. The energy efficiency of a node is defined by the number of packets delivered by a node in a certain amount of energy. Three Layers are involved in communications as

a) Physical layer

For Link maintenance, transmission power should be at minimum level and it should also allow adapting to changes in transmission environment. Excessive transmission power can cause interference to other hosts.

b) Data Link Layer

By using effective retransmission request schemes and sleep mode operation, energy conservation can be achieved. It is important to appropriately determine when and at what power level a mobile host should attempt retransmission. Node's transceiver should be powered off when not in use.

c) Network Layer

In ad hoc network it is important that the routing algorithm should be selected on the basis of best path from the viewpoint of power constraints as part of route stability. Routing algorithm can evenly distribute packet-relaying loads to each node to prevent nodes from being overused. Three extensions to the traditional AODV protocol, named Local Energy Aware Routing (LEAR-

AODV), Power Aware Routing (PAR-AODV) and Lifetime Prediction Routing (LPR-AODV) have been proposed by Senouci et al. [28], for balanced energy consumption in MANETs.

3. RECENT WORK

In Much research has been done in GPS based routing. In [1], Network is divided into four quadrants and via GPS; position of each node is detected. Full flooding is used but due to shortest path routing, this can lead to blocked path and overhead and latency increases due to hello messages. In [2] extensive use of digital map database is done in order to make the routing decision effective. But shortest path is used in it due to which problem of route blockage can arise.

Much work has been done using cross layer approach to detect link breakage. Cross layer design concern with the interaction among different network layers to integrate channel and network characteristics and hence, promises to improve overall performance. In [3], MAC Layer inefficiencies have been eliminated in terms of achieved throughput. Routing assisted approach was used in which a node which initiates the communication, multicast the bandwidth reservation message to high power nodes. This, in turn leads to shortest path routes and consequently to improve performance but overhead occurred and there is increase of end to end delay also. In [4], cross layer design is used to improve route discovery by rejecting unidirectional links and supports usage of bi-directional links at routing layer but this protocol suffered from poor packet delivery .In [5] , energy efficiency and bandwidth is increased by exploiting cross layer interaction. Directional antennas are also used which caused latency.

The network layer can aid in the conservation of energy by reducing the power consumed for two main operations, namely, communication and computation. The communication power consumption is mainly due to transmission and reception of bits. Whenever a node remains active, it consumes power. Even when the node is not actively participating in communication, but is in the listening mode waiting for the packets, the battery keeps discharging. The computation power consumption refers to the power spent in calculations that take place in the nodes for routing and other decisions. In traditional routing algorithms, routes are constructed on the basis of shortest path but these protocols are not aware of the energy consumed for the path setup or maintenance. Shortest path algorithm may result in a quick depletion of the energy of nodes along the heavily used routes.

In this paper, a routing scheme with better power feature using geographical information of the nodes has been proposed. Routing is established using GRA [6]. It has been assumed that each node will get its geographical position from GPS [29]. Each routing table consists of all neighboring node. In traditional AODV, basic routing mechanism is when a source node S wants to send packets to Destination node D, it will broadcast RREQ to its neighbor. Then each intermediate node forwards their RREQ and also they record reverse routes back to Source S. In this way, route is established but the link quality between nodes is very unpredictable. Link quality depends on the signal to Interference Ratio (SIR)[6] .when this SIR drops below the system's SIR threshold Value, link is broken and route which has this broken link is disabled. By setting this Threshold value optimally, the mobile hosts are protected from draining their energy by transmitting data over a poor link. In this paper, an effort has been made to use cross layer interaction to overcome this problem.

The GPS technology has been used to find the position of mobile nodes in the network. The concept suggests that only those nodes whose energy is in active mode can take part in the network path. Link breakage is detected by physical layer. It has been shown in Fig. 1. If a node has SIR less than system Threshold value then information about this link breakage is given to network layer by the physical layer so that network layer will update the routing table. Here, transmission is unicast; an acknowledgement will be received if there is successful transmission. If an acknowledgement is not received then node will choose another neighboring node. In this way, any error in the routing table due to stale data won't adversely affect the performance of the protocol.

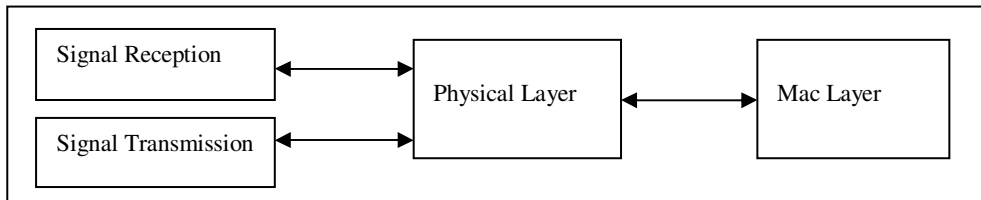


FIGURE 1: Information sharing in Cross Layer Design

4. PROPOSED ALGORITHM

The AODV has been extended in the route Construction Phase to accept the concept of GPS nodes and also Route tables have been modified to insert entry for Power factor. This scheme does not require any modification to the AODV's route request RREQ process. When a source wants to transmit data to a destination but does not have any route information, it searches a route by broadcasting the route request RREQ packet. Each RREQ packet has a unique identifier so that nodes can detect and drop duplicate packets if any. The destination node sends a route reply RREP via the selected route when it receives the first route request RREQ or subsequent RREQs that have traversed. Route is established. The change occurs when a link break

Route Repair:

When a link break in an active route occurs, the node upstream of that break may choose to repair the link locally. Here the proposed scheme makes changes.

Node to participate in route selection must be in active state. It can keep on transmission till it is in Active state and cannot participate if it moves in to danger state. In this case to efficiently apply power function routines cannot be made to turn nodes not participating in route to sleep mode to conserve energy as it to use GPS system. A node can be in idle state but not in sleep mode.

All nodes of the topology broadcast these entries after fixed intervals to all nodes and each node updates its routing table. To repair the link break, the node increments the sequence number for the destination and then broadcasts a REQ for that destination.

Two major factors have been considered for repair description. One is battery status and other is threshold value set for SIR. In first case battery status has been evaluated and two ranges have been set which can be categorized as in Equation-1.

$$\text{If } B_s > 30\%, \text{ then it is Active State else it is in Danger mode.} \quad \text{--- 1}$$

Where B_s is battery status and Percentage factor is for fully charged or decaying. 100% is fully charged battery range. For practical purposes, the battery decay rate is approximately 6 hours for decay from 100% to 30%.

The Signal to interference ratio has also been divided into two parametric evaluations based on Threshold value. Equation 2 generalizes the theory.

$$\begin{aligned} \text{If } SIR > T_v \text{ means SIR is good and message is transmitted to neighbor node} \\ \text{Else there may be link break.} \end{aligned} \quad \text{---- 2}$$

From these two parameters a new value called lifetime of a node is calculated as shown in equation 3.

$$\text{Lifetime} = B_s + SIR \quad \text{--- 3}$$

This factor is transmitted as weight factor to all nodes to select best available path with maximum power. The entry is done in route table and transmitted along with hello packet. Thus, local repair attempts are often invisible to the originating node. The node initiating the repair waits for the discovery period to receive reply message in response to that request REQ. During local repair, data packets are buffered at local originator. The scheme has been described using Figures 2 and 3.

Packets are to be transferred from source S to Destination D. Nodes have been shown in different colors. Here, Blue nodes stand for Active State and Red nodes stand for Danger State. Position of each node is detected by GPS.

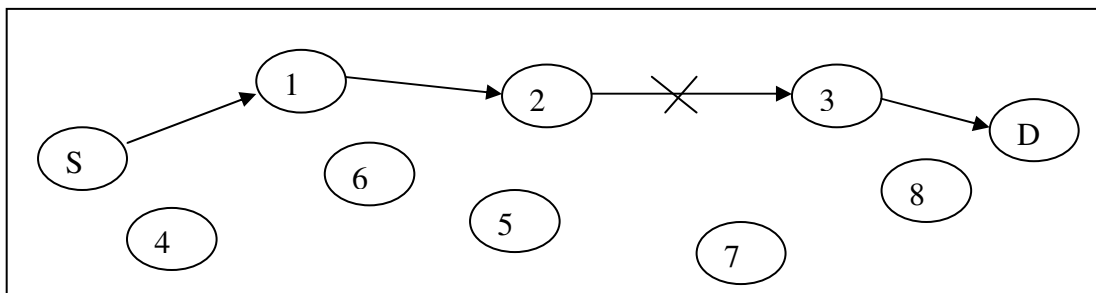


FIGURE 2: Link break between node 2 and node 3.

Path selected originally using RREQ is shown as {S-1-2-3-D}. When a link break occurs as shown in figure 2. A new path is to be created. Here local repair scheme proposed is adopted. Weight factor is calculated, this factor is transmitted to all nodes. The normal selection would have been {2-6-3}, but as per proposed scheme, new path selected is {2-5-8-3} which is longer one. This is much stable path for rest of the transmission. Node 6 has not been included as it is already in danger state and can cause link failure again. The concept has been described in Figure -3.

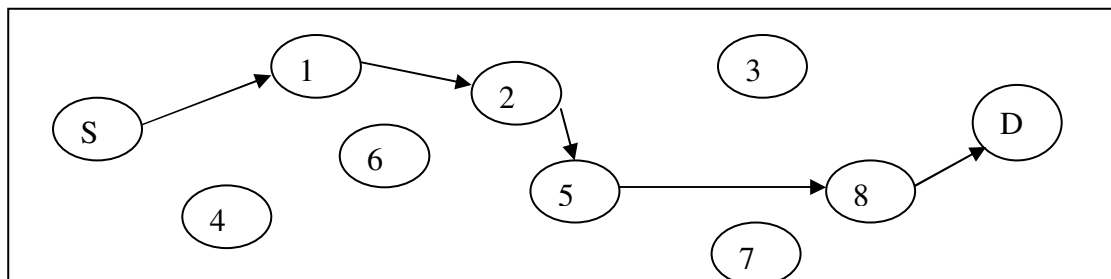


FIGURE -3 : Local repair scheme

5. CONCLUSION

A new scheme has been proposed that works on a reactive approach and utilizes alternate paths by satisfying a set of energy and distance based threshold criteria. The scheme can be incorporated into any ad hoc on-demand routing protocol to reduce frequent route discoveries. Theoretical study indicates that the proposed scheme will behave better than the existing protocols. Efforts are on to simulate it using NS2. Modifications have been made in NS2 to accept GPS addresses. The scheme is still under progress and results are expected very soon. It is forecasted that the proposed scheme will provide robustness to mobility and will enhance protocol performance.

The delay may increase as it requires more calculation initially for setting route and GPS may take some time initially. The proposed scheme selects the nodes based on their energy status, which may also help in solving the problem of asymmetric links. Precision of GPS will also be considered.

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Type	Flag	Hop count
REQ ID	DEST IP	SRC IP
Power Status	GPS Node	Address

Type	N	Reserved	Dest Count
Unreachable Destination IP Address			
GPS Neighbor Node , Power status			

Route Repair Format

ETFRC: Enhanced TFRC for Media Traffic over Internet

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Abstract

The evident increase in media traffic over Internet is expected to worsen its congestion state. TCP-friendly rate control protocol TFRC is one of the most promising congestion control techniques developed so far. TFRC has been thoroughly tested in terms of being TCP-friendly, responsive, and fair. Yet, its impact on the visual quality and the peak signal-to-noise ratio PSNR of the media traffic traversing Internet is still questionable. In this paper we aimed to point out the enhancements required for TFRC that enables producing the maximum PSNR value for Internet media traffic. Firstly, we suspected the default value of n that represents the number of loss intervals used in calculating the loss event rate in the TFRC equation. This value is recommended to be set to 8 according to the latest RFC of TFRC. We investigated the effect of modifying the TFRC mechanism on the resulting PSNR of the transmitted video over Internet using TFRC via switching n across the values from 2 to 16. We investigated the effect of such variation over a simulated network environment to study its effect on the resulting PSNR for a number of arbitrary video sequences. Our simulation results showed that running TFRC with $n=11$ led to reaching the maximum PSNR values among all the examined values of n including its default value. Secondly, we tested the impact on the PSNR of another modification in the TFRC mechanism via switching both values of n and N_{fb} which is frequency of feedback messages sent by TFRC receiver to its sender every round-trip time RTT. The default value of N_{fb} is 1; hence we scanned every possible combination of n and N_{fb} ranging from 2 to 16, and from 1 to 4, respectively and recorded the produced PSNR. It was obvious that several other combinations of n and N_{fb} produced higher PSNR values other than their default values in the request for comment RFC of TFRC. We hereby suggest using an enhanced TFRC that we abbreviated as ETFRC which has the values of n and N_{fb} value set to 4 and 11 respectively as a replacement for the traditional TFRC to enable reaching higher PSNR for media traffic over Internet.

Keywords: Congestion Control, TFRC, PSNR, Media Traffic.

1. INTRODUCTION

The percentage of media traffic traversing Internet has remarkably increased over the last decade. Applications pushing media traffic such as video on demand VoD, video conferencing, and various video streaming websites have been lately invading the cyber space. The best-effort existing IP infrastructure was not primarily designed to suffice the quality of service QoS requirements of such traffic. Both of the current UDP and TCP have drawbacks when used as the transport protocol for media traffic. TCP seems to break the delay constraints due to its

acknowledgments; meanwhile UDP shows aggressiveness in acquiring the available bandwidth to accomplish the streaming task. UDP leaves an unfair share for the co-existing TCP flows which leads to congestion status.

During the periods of congestion; routers tend to discard legitimate packets traversing a certain bottleneck to be able to serve the aggressive media packets. Efforts have been made by researchers to control congestion; they tried to balance between allowing for QoS achievement and acting in a TCP-friendly manner at the same time.

This was via building congestion control protocols that leave a fair share of bandwidth for the concurrent TCP flows traversing across the same bottleneck. Protocols designed for this purpose have been tested regarding compatibility with the TCP-friendliness concept defined in [1]. TFRC presented in [2] was one of the congestion control protocols that managed to achieve remarkable smoothness in the variations of its rate of transmission in addition to fulfilling the TCP-friendliness conditions. For this reason TFRC was the best current promising candidate for media streaming applications, where its smoothness helps in reducing the undesired jitter of the perceived video. TFRC has been extensively tested in terms of fairness, aggressiveness, and responsiveness as in [3] and in terms of user-perceived media quality on analytical basis in [4]. Testing the visual quality of the media traffic running over TFRC in terms of its produced PSNR was made in our previous work in [5]

This paper aims to reach an enhanced version of TFRC named as ETFRC that manages to produce higher PSNR values than for media traffic over Internet. To achieve this goal a network simulation topology was built to stream a variety of arbitrary video sequences over TFRC. The n parameter that represents the number of loss intervals samples used in calculating the loss event rate in the TFRC equation was switched among different values aiming to determine its optimum value for the best visual quality of video sequences transmitted over TFRC. This quality is measured in terms of the produced PSNR values for the streamed videos. The optimal value for n was found to be "eleven" where the maximum PSNR values were observed. Another investigation was made through switching the values of both of n along with N_{fb} which is the frequency of feedback messages per RTT. We aimed to figure out the combination of n and N_{fb} that leads to producing the maximum PSNR values for the video sequences traversing Internet using TFRC. Hence, TFRC is suggested to enhance its mechanism to be ETFRC that uses $n=11$ and $N_{fb}=4$ instead of their default values used in traditional TFRC.

The rest of this paper is organized as follows: Section II covers the TFRC literature and its modified versions tackling the media streaming task over the last decade. Section III explains the enhancement we proposed to TFRC mechanism to produce the proposed ETFRC for media traffic over Internet. Section IV explains our simulation environment, the tool-set used in simulations, the topology of the simulated network, the link parameters set, and the characteristics of the running video sequences. Section IV presents the simulations output focusing on the PSNR values for the tested TFRC in order to show that the enhancement introduced to reach our proposed ETFRC managed to produce the maximum PSNR values. Finally Section V concludes this work.

2. THE TFRC PROTOCOL

2.1 TCP Friendly Congestion Control

The TCP friendly congestion control schemes lies into two main categories according to [1]: (i) single rate schemes and (ii) multi-rate schemes. Unicast applications tend to utilize the single rate protocols where all recipients receive data with the same rate. This feature limits the scalability of the protocol towards bandwidth variations that exist in the path to some recipients. Multi-rate protocols are more flexible and enable the allocation of different rates for different recipients which makes it more appropriate for the multicast applications.

Each of those two top categories can be sub-divided into other two sub-categories as follows: (i) rate-based schemes and (ii) window-based schemes.

Some of the rate-based schemes apply the additive increase multiplicative decrease AIMD approach embedded in TCP. Other rate-based just tune their sending rate in accordance with a TCP model. In both cases the reliability feature of TCP is absent. Example protocols that lie in this category are RAP [6], LDA+ [7], and TFRC.

TCP itself is a window-based protocol, yet some problems should be considered when applying this mechanism on multicast connections. Multicast TCP MTCP [8] is an example protocol of this multicast category that managed to deal with these problems.

2.2 TFRC Protocol

TFRC is the evolution of TFRC [9]. It was mainly developed for unicast communications but it can be adapted for multicast. Its sending rate is tuned according to the TCP complex equation (1).

$$T = \min \left(\frac{W_m \cdot S}{RTT}, \frac{S}{RTT \sqrt{\frac{2bP}{3} + RTO} \min \left(1, 3 \sqrt{\frac{3bP}{8}} \right) P (1 + 32P^2)} \right) \quad (1)$$

Where the parameters are as follows:

- T: TCP throughput
- RTT: Round-trip time
- RTO: Retransmission time-out value
- S: Segment size
- P: Rate of packet loss
- b: Number of packets acknowledged by each ACK
- W_m : Maximum congestion window size cwnd.

TFRC uses its sophisticated mechanisms to gather the equation parameters. The average loss interval is the chosen method to fulfill the requirements of the loss rate estimation. The loss rate is measured utilizing the latest 8 loss intervals through tracking the number of packets between consecutive loss events. The default number of loss intervals n utilized is recommended to be set to 8 according to the TFRC latest RFC which has the number 5348. The average of a specified number of loss intervals is calculated using decaying weights so that old loss intervals contribution in this average is less. The loss rate is considered as the inverse of the average loss interval size.

Some additional mechanisms are adopted to prevent TFRC from responding aggressively to single loss events, and to guarantee that the sending rate adapts quickly to the long intervals that are loss-free. RTT is measured by sending feedback time stamps to sender.

TFRC goes through a slow-start phase directly after starting just like TCP in order to increase its rate to reach a fair share of bandwidth. The slow-start phase is ended by reporting a loss event. TFRC receiver updates the equation parameters and feeds them back to sender to adjust its rate every round-trip time RTT. Hence a feedback message is sent once per RTT which means that the default Nfb=1, leading to the recalculation of the sending rate for TFRC only once per RTT. TFRC adopts additional delay-based congestion avoidance by adjusting the inter-packet gap which would be applied in some environments that do not support the TCP complex equation. TFRC main advantage is its stable and smooth sending rate variations. This feature fits in the media application transmission besides being responsive to the co-existing traffic in a TCP-friendly manner.

2.3 TFRC Enhancement Attempts

Several attempts were made to enhance the performance of TFRC in order to suit the media traffic requirements such as what discussed in the following lines:

In [10] authors observed some performance degradation for TFRC over wireless networks, and hence they tried to customize it through a more advanced equation. This equation was reached via modeling wireless TCP rather than wired TCP. Applying this equation led to a remarkable throughput increase with about 30% over wireless networks with loss of 10% while maintaining the TFRC main features of TCP-friendliness and smoothness.

In [11] an attempt was made to enhance TFRC performance over mobile and pervasive networks that focused on overcoming data losses due to the frequent loss of connectivity. The method used was applying a mechanism that resembles Freeze-TCP when a disconnection incident is expected. Additionally, a probing mechanism to enable speedy adaptation to new network conditions was proposed.

Another enhancement was made in [12] where authors tackled the problem of keeping fairness and smoothness of TFRC media streams when existing among other streams. They proposed MultTFRC that was successful in keeping low delay values to satisfy the media QoS requirements.

In [13] the enhancement made was that authors computed the rate gap between the ideal TCP throughput and the smoothed TFRC throughput replacing it. Any rate gain from this gap was opportunistically exploited via video encoding. A frame complexity measure is specified to determine the additional rate to be used from this rate gap, and then the target rate for the encoder and the final sending rate are negotiated through the same frame of complexity.

In [14] authors suggested incorporating the selective retransmission concept into TFRC. Retransmission of lost packets is done selectively when no congestion case is present. Selective retransmission was shown to have a significant positive effect on the streamed media quality over TFRC.

In [15] authors claimed that TFRC does not perform satisfactorily on multi-hop ad-hoc wireless networks. They saw that TFRC sending rate can be deceived by MAC layer contention effects such as retransmission and exponential back-off. Hence, they proposed enhancing TFRC by introducing RE-TFRC. RE-TFRC used measurements of the current round-trip time and a model of wireless delay to prevent TFRC from overloading the MAC layer while keeping its TCP-friendliness feature.

In [16] a performance analysis of a QoS-aware congestion control mechanism named guaranteed TFRC (gTFRC) was presented. gTFRC was embedded into the enhancement transport protocol (ETP) that enables protocol mechanisms to be dynamically controlled. gTFRC managed to reach a minimum guaranteed transfer rate for any given round-trip values and any network provisioning conditions as well

In [17] an extension for TFRC was suggested in order to support variable packet size streams. Variable packet size is already utilized over Internet in both video and voice over IP VoIP transmission. This enhancement of TFRC was made through a modified concept of TCP-friendliness and was validated to perform better than the original TFRC with the packets of variable sizes.

In [18] authors proposed an enhanced TFRC based on step explicit congestion notification ECN making. They found that TFRC has poor performance over wireless networks because it accounts for wireless losses as congestion. They managed to reach higher throughput via utilizing the appropriate loss differentiation and congestion notification. Their proposed enhanced

TFRC kept reasonable friendliness to the co-existing TCP flows according to their results. The above enhancement attempts focused on achieving a better quality of data transmitted over TFRC while maintaining its main advantageous characteristics of being TCP- friendly and fair in acquiring a bandwidth share.

3 ENHANCED TFRC ETFRFC PROTOCOL

The enhancement that we introduced to TFRC to produce ETFRFC was increasing the number of sample loss intervals n used to calculate the rate of packet loss P from $n=8$ to $n=11$. We also studied the effect of combining the different values of n along with other values of feedback frequency represented by N_{fb} parameter. The effect of varying the N_{fb} solely was studied in [19]. Our goal is to demonstrate through simulations that combining the values of $n=11$ and $N_{fb}=4$ leads to the maximum PSNR values for the transmitted video over TFRC. For the sake of completeness, other effects of such increase on the TFRC mechanism of work should be discussed. In [20] authors discussed the impact of increasing the feedback frequency from different perspectives that we summarize here:

3.1 The Impact of Increasing N_{fb} on TFRC Mechanism

To have a better view for the background image of TFRC, we have to understand that there are two key parameters that drive the TFRC mechanism in Eq.1 which are the loss rate p and the experienced RTT. In our work we used the value of $N_{fb}=1$ as a reference value as this frequency is considered as the default of TFRC. Simulations made in [20] showed that feedback frequencies greater than one per RTT lead to lower drop rate. It was also clear that the feedback frequency is not correlated to P , where both values were randomly distributed. Hence, N_{fb} has no critical effect on P from the macroscopic perspective.

The analysis made in [20] for TFRC demonstrated the impact of increasing the feedback frequency on RTT, it showed that during the slow-start of TFRC the link suffers from under-utilization as well as slow convergence. For the first hundred seconds the value of RTT in TFRC equals to that of the link propagation delay, meanwhile after this period, TFRC enters the steady state where the increase in feedback frequencies causes the experienced RTT to increase.

3.2 The Impact of Increasing N_{fb} on Sending Rate

Researches also noted that when the feedback frequency increases the rate of the senders tend to decrease, which seems to contradict with what was expected of decrease in network congestion and the decrease in RTT consequently. The higher feedback frequency was found to improve the accuracy of the estimated RTT and the accuracy of the estimated p in consequent. This enables TFRC to acquire the network resources with the minimum required sending rate due to the fact that the more accurate the sense of the network congestion parameter the faster the adaptation of TFRC to the network conditions.

3.3 The Impact of Increasing N_{fb} on Network Parameters

Increasing the feedback frequency of TFRC from one to four had a positive impact on its responsiveness. However the resulting fairness depended on how lost packets were distributed among flows. The link utilization also followed the same behavior of increase like that of responsiveness when having multiple feedbacks per RTT

4 SIMULATIONS ENVIRONMENT

This section describes our simulation environment used to perform the PSNR evaluation of the media traffic over TFRC. The main three components of these simulations are the tool-set used, the topology of the simulated network created using ns-2.30 [21], and the group of video sequences arbitrarily chosen for this purpose.

4.1 Evalvid Tool-set and Evalvid-RA

In [22] Chih-heng Ke et al. proposed a novel and complete tool-set for evaluating the quality of MPEG video delivery over simulated networks environment. This tool-set is based on the EvalVid

framework [23]. They managed to let ns-2 as a general network simulator replace the EvalVid simple error simulation model through extending its connecting interfaces. This allowed researchers and practitioners in general to simulate and analyze the performance of real video streams with consideration for the video semantics under a vast range of network scenarios. The tool-set valuable feature is that it allows for the examination of the relationship between two well-known objective metrics for QoS assessment of video quality of delivery which are the PSNR and the fraction of decodable frames.

As shown in Fig. 1 the concept of this tool-set is built upon creating trace files from an encoded raw video. These files are text files and are fed into the simulation environment to be used as traffic generators based on the encoded video parameters. The output of the simulation process can be decoded as well to produce the output video file of the simulation. The quality of the output file and the original video file can then be compared to obtain a representative PSNR value for the media quality of the produced video from simulation

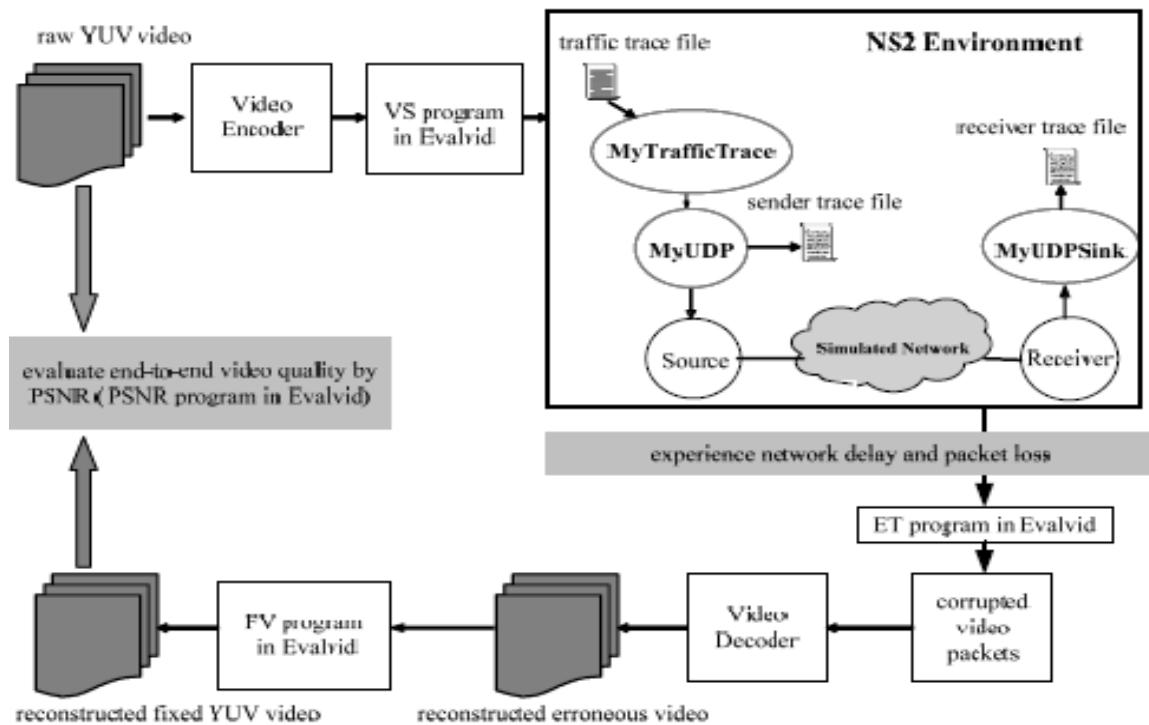


FIGURE 1: EvalVid Tool-set.

EvalVid-RA proposed in [24] is an extension of EvalVid tool-set that supports the rate adaptive media content as well as the TFRC protocol in the simulation environment, thus it was chosen to be used in this work.

4.2 The Simulations Network Topology

Our simulation topology in this paper is the same simple topology used in [24]. As shown in Fig. 2, it is a simple dumbbell topology composed of four traffic sources and four traffic destinations. We used ns-2.30 as our network simulator to build this topology. Both S0 and S1 are fed with the simulated video trace files while S2 and S3 generate TCP traffic.

The video traffic is shaped variable bit-rate traffic rate adaptive (RA-SVBR), and the bottleneck between the routers R0 and R1 is 40Mbit/s link with propagation delay of 10ms. The access network capacities were set to 32Mbit/s with 5ms delay producing a one-way propagation delay of 20ms. The fair share after starting all sources was over 625Kbit/s and both R0 and R1 routers used ordinary random early detection (RED).

Using ns-2.30 enabled testing TFRC with different Nfb values to find optimum value for ETFRC

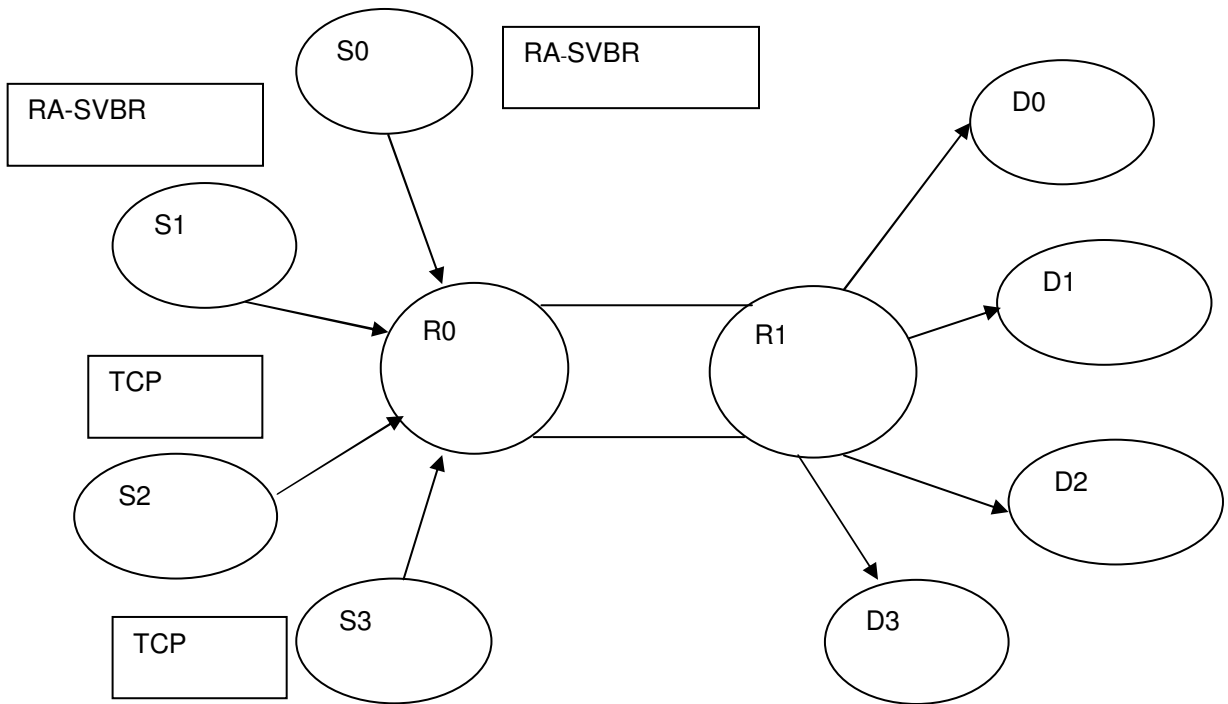


FIGURE 2: Simulations Topology

4.3 The Video Sequences Used in Simulations

Two video sequences used in our simulations as shown in Table 1. They are provided for research purposes by Arizona State University research group in [25].

$$PSNR (dB) = 20 \log_{10} \frac{V_{peak}}{MSE} \quad (2)$$

$$V_{peak} = 2^k - 1$$

Where k and MSE are as follows:

k: the number of bits per pixel

MSE: the mean square error of the luminance component.

They were used in YUV format where they are firstly encoded using ffmpeg.exe and then passed by the mp4.exe which are both component files of the used tool-set.

A brief description for each of the videos content is presented as follows:

1. Bridge-close: a close scene of Charles bridge
2. Mobile: panning of moving toys

The following table shows the video sequences used and their number of frames and complexity of motion:

Video Sequence	No. of Frames	Motion Complexity
Bridge-close	2001	Low
Mobile	300	Medium

TABLE 1: The Video Sequences Used in Simulations.

The final output of the tool-set is a text file that contains a table of two columns where the PSNR value of each compared video frame calculated according to equation (2) .is recorded in decibels (dB) corresponding to their frame numbers.

We utilized the mean PSNR value for each simulation video file for our evaluation purpose to be compared with the reference mean PSNR produced by TFRC having the default Nfb value of one. The resulting text files are then fed into the ns-2 simulation file where the output is concatenated through et_ra.exe tool and then decoded. The decoded file quality is the compared to the original file quality using the psnr.exe program as demonstrated in Fig. 1.

5 SIMULATIONS RESULTS

The goal of building and running the simulated environment explained above was to investigate the effect of switching the n and Nfb parameter over a range of values on the resulting PSNR values of the output files.

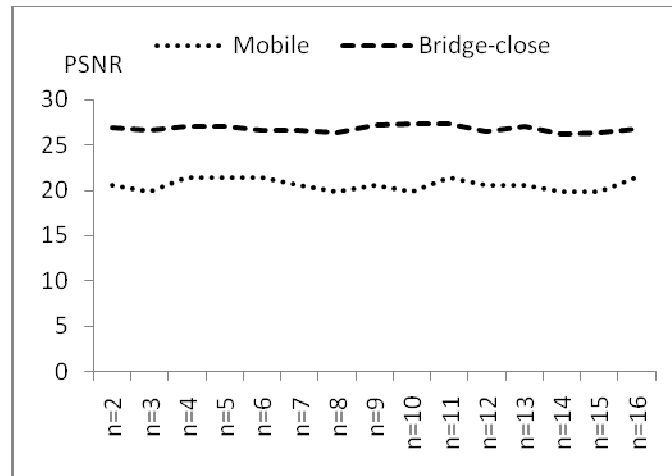


FIGURE 3: PSNR Values Vs n

The goal of building and running the simulated environment explained above was to investigate the effect of switching the n and Nfb parameter over a range of values on the resulting PSNR values of the output files.

Our results are based on calculating the mean PSNR values for each video sequence which are the results of comparing the output video files of simulation over TFRC protocol and the original video files. Those PSNR values were calculated using the psnr.exe program as a part of the EvalVid tool-set. The program compares each output video file to the original file on frame-by-frame basis. It produces a text file that contains a PSNR value for each of the video frames. The mean of those PSNR values were computed to be compared to those of the default PSNR values of the TFRC

Knowing that the default value of n in TFRC is “8” and of Nfb in TFRC is “1”, we managed to switch n over a range of values from 2 to 16 and Nfb over the values of 1, 2, 3, and 4.

Our first finding was that the PSNR values of the output files all lie in the acceptable range at the chosen values of n and Nfb. This means that TFRC is a suitable candidate for running the media traffic from both points of views of TCP-friendliness and media quality maintenance. The output files were visually meaningful. They had a degraded quality with respect to the original video files, but all the files were considered to be visually acceptable by human eye as well as PSNR values.

Our next goal in this paper was specifying the exact combination of values of both n and Nfb that produces the maximum PSNR for the output video files, and that would be set as the defaults in the suggested ETFRC. To achieve this goal we recorded the PSNR for each of the values chosen for n and Nfb. Fig. 3 represents the PSNR values of both simulated videos versus the range of values scanned for n while Fig. 4 represents the PSNR values of one of the videos versus all the possible combinations of n and Nfb over their scanned ranges for testing.

We can also note in Fig. 3 that $n=11$ leads to the maximum PSNR values among the other tested values. While in Fig. 4 we can notice that the combination of $n=11$ and $Nfb=4$ is the optimum for having maximum PSNR for the tested video. We believe that our simulation results are helpful for measuring the performance of the TFRC from a point of view that has not been thoroughly tackled before which is the PSNR of videos running over it.

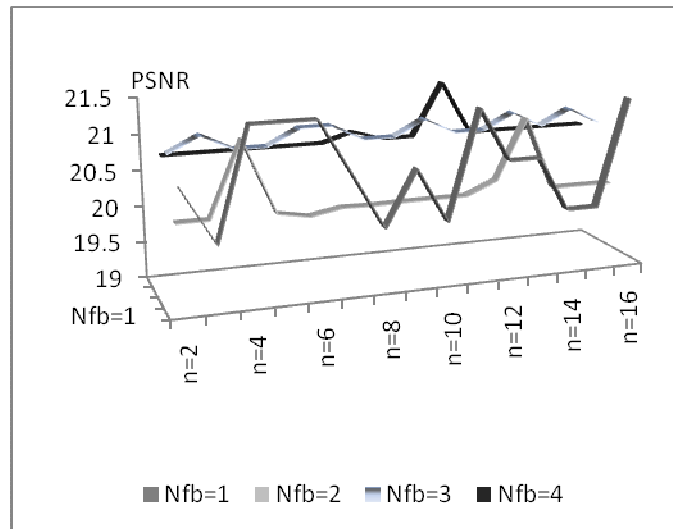


FIGURE 4: PSNR Values Vs n and Nfb

6 CONCLUSION

The problem of Internet congestion control has been handled by researchers over the last decade. It was observed that the quantity of media traffic traversing the Internet has tremendously increased due to the increase in the number of emerging applications running such traffic which led to worsening the case of congestion.

Several congestion control protocols have been developed to face the problem and also have been tested from the TCP-friendliness point of view and achieved promising performance in many cases, but the media traffic currently booming over Internet imposed some additional criteria on the congestion control protocols other than just being TCP-friendly and fair in bandwidth acquiring. These criteria focused on delivering the media traffic with an acceptable PSNR quality leading to a visually meaningful and acceptable traffic.

TFRC according to researches is a good candidate protocol for this target. It can balance between accomplishing the TCP-friendliness task and allowing for some QoS constraints to be met. Several researches pointed out that TFRC with its current mechanism of work is not the ideal protocol for congestion handling, and hence many enhancement attempts were made to reach a more suitable form of it.

A number of researches targeted the evaluation of TFRC in terms of TCP-friendliness and fairness and many tests were done for this purpose either in the simulated environments or in the real-world. TFRC has also been tested so far regarding the quality of the media traffic running over it.

This work managed to find an enhanced version of TFRC named as ETFRC through changing the default values of both parameters n and Nfb in TFRC from eight to eleven and from one four respectively to form the ETFRC. This was by testing the quality of a group of videos when

transmitted over TFRC while switching the values of n and N_{fb} over a range of nominated integers. This testing utilized the simulation environment and was made in terms of the visual usefulness of the received video files. It was also made in terms of the mean PSNR values in dB of the output files of the simulation process when compared to the originally transmitted files.

TFRC was shown to produce acceptable quality for the received video files. This emphasizes the fact that TFRC is still the candidate for the congestion control problem solving. It was also shown through the simulations results that the performance of TFRC in terms of quality was enhanced slightly with the above suggested changing in defaults

We hereby propose the ETFRC protocol as an enhancement for TFRC where the number of sample loss intervals used is eleven instead of eight and the feedback frequency utilized value is four instead of one. We also believe that this work can be helpful for researchers handling the congestion control problem and researchers trying to enhance the performance of TFRC in order to increase its capabilities of being the congestion control problem solution.

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