



Interview with Christophe Saintillan, Director of Infrastructure and Transport

Can you give an update on the progress of the SCOOP project ?

The first phase of the project defined exactly which services to develop and prioritised them. Priority was given to services which would improve road safety. The second phase aimed to specify the architecture of the SCOOP system (based on ITS-G5 wifi communications) and all technical aspects of its components. This specification work is almost finished and the first calls for tender for developing these components (roadside units, on-board units, the SCOOP platform, security system) will be launched this spring.

What are the next phases of the project?

The next phase will be the development of the system components by service providers, in accordance with the specifications. This will be followed by several test phases, in the laboratory first of all and then on test tracks and finally on open roads, thanks to a first equipment of the 5 pilot sites in 2016. These tests will enable the system to be validated before it is rolled out fully.

What kind of financial support is provided by the European Commission?

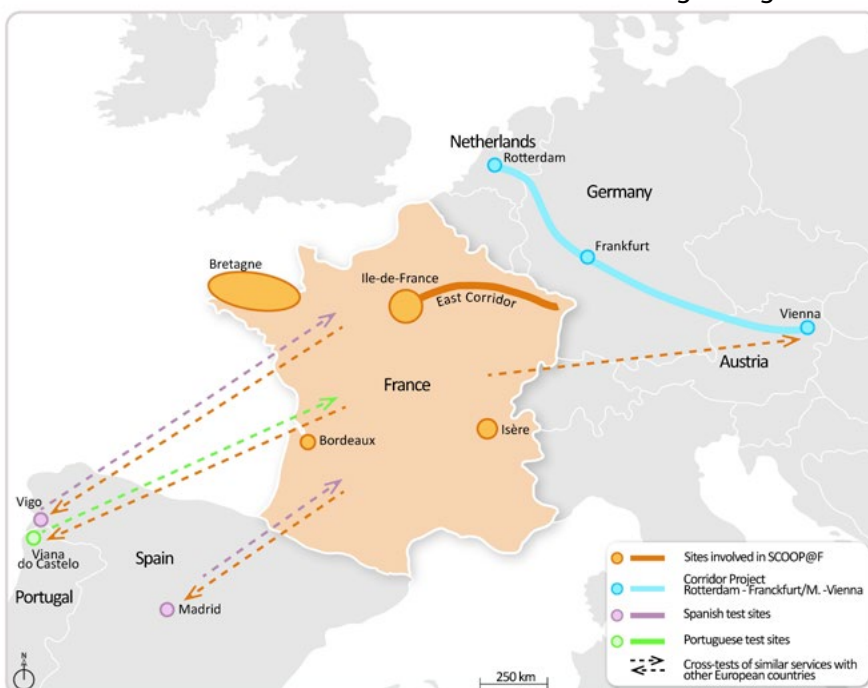
The project receives a subsidy from the European Commission for 50% of the costs before tax until 31 December 2015. At the beginning of March

we submitted an application for a new subsidy up to December 2018, as part of the Connecting Europe Facility call for projects launched in September 2014. This application includes plans to test other traffic and/or multimodal information services and explore the advantages of hybrid (wifi + cellular) communications.

What links does SCOOP have with similar projects in other countries?

Since the start of the project, exchanges have been arranged with Germany and Austria, partners in another cooperative systems project. These exchanges concern firstly, rules to be considered in order to ensure the interoperability of the systems and secondly, the security system, in collaboration with other relevant national bodies. SCOOP's partners are also active on the exchange platform organised by the European Commission.

The European dimension of the project will be reinforced over the coming months by the arrival of Spain and Portugal as new partners. This will enable vehicles equipped in these countries to be tested in France, and French vehicles to be tested in these countries. An agreement with Austria will also enable French vehicles to be tested on the equipped road network of Austria.



Components of the SCOOP system

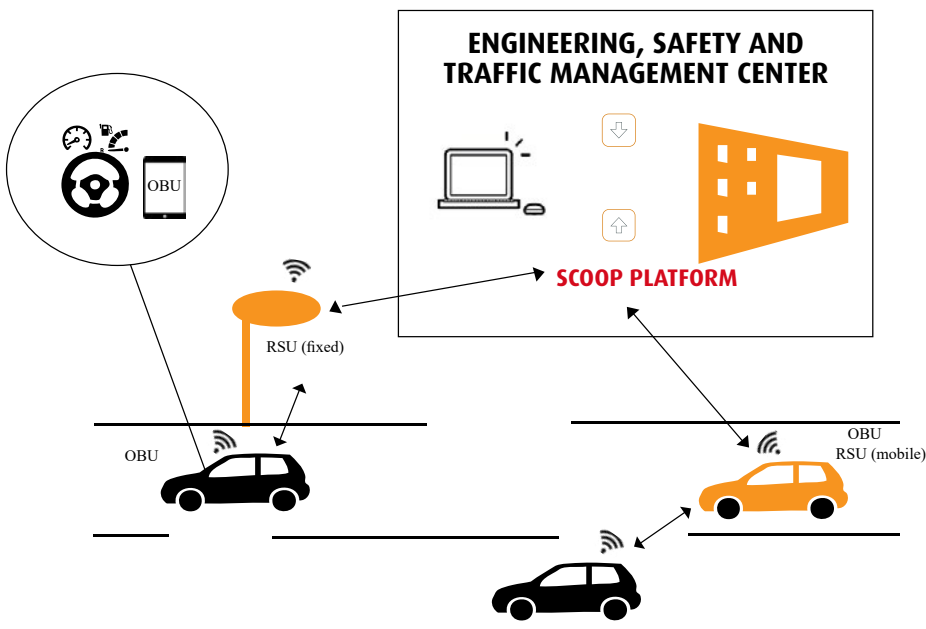
The system is made up of the following elements:

- Roadside units (RSU), which enable communication to be established between the facility and the vehicles.
- On-board units (OBU) in production vehicles (Renault, PSA)
- On-board units (OBU) in the road operator's vehicles, which will also have a mobile roadside unit (RSU) function
- The SCOOP platform, which aims to provide an interface between the road operator's traffic management centre and the roadside units (RSU)
- The security system, which covers various aspects (integrity, confidentiality, traceability, protection of private life, authentication)

Phases of the SCOOP project

- Definition and prioritisation of services
- Specification of the system and its components
- Development of the components
- Validation of the system in the laboratory, and then on test tracks and finally on public roads with a first equipment of the pilot sites
- Roll out in production vehicles and further equipment of pilot sites

Components of the SCOOP system



1 Project subsidised by the European Union

Events calendar

April 2015: article on the SCOOP project in special issue no. 224-225 of the ATEC / ITS TEC journal

25 June 2015: presentation of the SCOOP project to the national road network users committee

Information letter no. 2

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Editors in chief : N. Patin, E. Ollinger, C. Marque
Production: G. Lambert

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