

## **HLM CAD 2022 FRANCE**

### **“en route pour le déploiement”**

Automation is a growing phenomenon and many innovations are already introduced in the market, or in the R&D pipeline of several actors.

Driving support systems, will definitely and progressively contribute to the reduction of the number of accidents, and many human errors will be mitigated or eliminated, thus contributing to the Vision Zero that we all want to achieve.

Today we are witnessing a technological revolution in the automotive sector whose benefits will spill over and increase over several years.

Already today, and more and more in future, vehicles will be able to interact directly with each other and with the road infrastructure.

Autonomous driving will allow the democratisation of mobility, promoting the inclusion of citizens unable to drive due to physical or other limitations. Furthermore, it will enable new and different individual and collective mobility solutions, contributing to the optimization of the vehicle fleet and the reduction of inefficiencies inherent to the current mobility paradigm based on the individually owned and used vehicle.

In that sense, we see the HLM's as a fundamental space to share initiatives, benefitting from each other expertise and knowledge.

Therefore, since the Declaration of Amsterdam in 2016, and mainly since the signature of Letter of Rome in 2017, at Digital Days, Portugal is following closely the High Level Dialogue on Connected and Automated Driving and have participated in all previous editions (Frankfurt, Gothenburg, Vienna, Vilnius, Helsinki).

Hence, without surprise, Portugal welcomes France's initiative to host this HLM CAD 2022 despite of the pandemic period that is affecting us all and unfortunately still doesn't allow us to meet in physical terms.

I also would like to take to opportunity to wish France a fruitful and productive EU presidency.

Diving into the theme, my pitch for today will focus on 3 points.

For Portugal, when we address CAD we must take into consideration, among others layers, the connectivity and the autonomous one.

In our country, in the recent years, we have been putting out our efforts in participating in several european projects that adress, in one way or the other, the autonomous or the connectd dimension of CAD.

Some of them are: Scoop@F, that our french colleagues know very well, the AutoCITS, the 5GMobix and last but not least our flagship project C-Roads Portugal.

In these projects, connectivity, infraestructure preparation, communications security and most inportant interoperability between V2V and V2I have been tested and achieved among several partners and therefore, dispite of the work that still needs to be carried out, we are confident that we are in the right track to set one of the conditions for CAD.

Nevertheless, we consider that, in order to pass from piloting initiatives to real life implementations, or near real life conditions in our country, we need to act in terms of legislation. Until recent times, we didn't have a legislative framework that forsees how we could move on.

That said, let me present one flagship legislative initiative that we have recently launched and another that's in the pipeline to be presented very soon

The first one is the ZLT: Zonas Livres Tecnológicas , or Free Technology Zones.

The ZLT is a very recent initiative launched by the former government and they can be described in a nutshell as:

- New regulatory sandboxes", "innovation spaces", "experimentation spaces", or "living labs"

ZLT are areas or spaces for demonstrating and testing new technologies that need specific and adapted regulatory regimes.

They constitute a "safe space" for companies to test innovative products, services, business models and delivery mechanisms without immediately incurring all the normal regulatory consequences related to the activity in question.

More important ZLT will allow real or near real TESTING and EXPERIMENTATION, with direct and permanent control by the competent regulatory authorities, namely in terms of testing, provision of information, guidelines and recommendations, corresponding to the concept of regulatory sandboxes.

Portugal thus joins a restricted group of countries that have created similar regimes: Australia, Canada, India, Singapore and the United Kingdom.

Some of the expected benefits of this initiative can be:

- Positioning Portugal as a leader in R&D;
- Attraction of innovative projects and external investment in technology;
- Industry development, including start-ups and spin-offs
- Acceleration of the development and testing processes;
- Increasing international competitiveness;
- Encouraging cooperation between stakeholders;

These are some expected sectors where ZLT can be proposed and presented.

As you can imagine, I will not dive into them, but for instance regarding Mobility, some initiatives were already performed such as the use of 5G solutions for water surveillance and water rescue with drones and monitoring and enforcement on street abusive parking infringements.

Concerning the second flagship legislative initiative let me share the work that we are doing regarding the “National Legislation for Testing Autonomous Vehicles in Public Roads”.

Since we don't have a national regulation for testing autonomous vehicles in Portugal, we have been working on this issue for quite some time.

The former Government by the dispatch (nº 2930/2019, 19 march) established a cross ministerial Working Group composed of 10 entities, to study the legislative changes needed to introduce new technologies related to autonomous and connected driving in the automobile sector.

The fundamental objective of this Working Group was to prepare and present a Proposal for a national law for “regulation on testing of vehicles with enhanced automated driving systems on open roads and their safety conditions”, either autonomous or connected vehicles.

The regulation of testing in Portugal may create favourable conditions to attract foreign investment, creating opportunities for Portuguese companies and higher education institutions, allowing them to present their respective capabilities in the sector, add value and reinforce Portugal's image as a country at the forefront of technological evolution.

After intensive work carried out within the National Working Group and we believe that the work is thus concluded, and as soon as the new government is in place, it will certainly proceed with its publication.

As a kind of conclusion, we are fully confident that with these 2 instruments, Portuguese government authorities are implementing and creating the right conditions to move from piloting CAD initiatives to real life implementations.

Taking into account the motto of this HLM – “en route pour le déploiement”, we look forward to continue working within this European constellation of stakeholders, in order to achieve our common goals, develop initiatives on deploying CAD for a more sustainable, smart and real intelligent mobility for our citizens

Thank you.

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