

Good afternoon to all,

Mr Mannheim Vice-President and Vice-President of the Mobility Forum, Christian Specht

Mr Vice-President of the City of Sophia and President of the Mobility forum, Evgeni Krushev

I compliment the EDP's President, Mr António Mexia, for his presence in this opening session and for his availability to welcome this Forum at his Headquarters,

Ladies and Gentlemen,

1. Mobility in Lisbon is in a turning point. From this year February 1st the Municipality of Lisbon recovered the property of CARRIS, the company of surface public transportation in Lisbon, which, associated to the management of the public areas gives us the tools to have an urban mobility efficient and sustainable – the planning and management of infrastructures, transportations and parking are the key to mobility.

In a period when Lisbon is changing its mobility paradigm it is a pleasure to welcome in our city this Forum and it is an honour to show the work we have been developing.

The mobility strategy that we defined to Lisbon is quite clear, and wants to ensure:

1. A modal balanced split, strongly supported by an integrated and multimodal system of public transportation;
2. A safe, dynamic and appealing pedestrian and cycling network;
3. The decarbonisation of mobility ensuring that, in the future, Lisbon will be a city of reduced emissions, with high levels of environmental, economic and social quality;
4. To explore the potential of information technologies in the sharing of the means of locomotion.

During this morning, had been presented several strategic goals that we have been implementing for the increase of the cycling network in the City and the implementation of a public system of shared bicycles that soon will be available.

The Program of Pedestrian Accessibility that intends to make streets more safe and accessible in a city where a quarter of the residents are elder with more than 65 years old.

To increase the size of sidewalks, to make floors safer and comfortable, to lower crosswalks, to introduce tactile floors and to rebuild bus stops, had been created in a systematic way, throughout the City.

Lisbon is more accessible, the different projects developed by this municipality are synonymous with that, namely:

- The system of pedestrian routes from Downtown to the Castle that allow to surpass the existing gap by soft and mechanical ways , of which the first is already completed and the others are in work;
- The improvement of the public space, as had happened with the requalification of 2 of the 3 most important avenues in the City;
- The Program "A plaza in each Neighbourhood", with an intervention in 30 priority plazas;
- Or the requalification of the river front, between Cais do Sodré and Campo das Cebolas that allowed returning the river to the city and the people.

Electric mobility is also one of the strategic goals of Lisbon and is a concern of this Municipality to reduce the pollution created by passenger transportation by promoting new models of sustainable mobility.

But the greatest goal is the modernization of the public transportation system, in a different management of public parking and regulation of urban logistics.

- **The Public Transportation system** in Lisbon comprises the network of own transportation, trains, underground and trams and by the urban and suburban buses.

The train and the underground state companies, trams are managed by the municipal company that manages all the urban transportations. Suburban buses belong to private companies that grant the connections to Lisbon's Municipality from other municipalities.

In order for the public transportation be an effective alternative in Lisbon's mobility there is a lot of work to do about the coordination among all the operators, in the improve of the offer quality, the densification of the networks and making the public transport more accessible.

We want that the public transport may be an effective alternative for individual transportation. One of the steps recently achieved was the passage of the management of Carris to the Municipality. Since February 1st the children until 12 years old have free transportation and the retired have a reduction of 50% in the value of the pass.

These had been decisions taken immediately but there is a lot more to do. During the next three years we will increase and modernize the fleet with the acquisition of 250 new buses, we will introduce a new neighbourhood network with 21 new routes for the daily travel, we will create high performance buses.

These are measures that need time to be implemented and that, in some cases, need important investments.

- The other great challenge has to do with **Public Space Management**

The traffic jam and the lack of parking places is a chronic problem in a City where every day come as many people as those that live here and the most part comes with proper transportation. Two in every three cars in Lisbon come from the surrounding municipalities.

In order to reduce the number of cars that every day enters in Lisbon we have to improve public transportation, to foster soft ways and to let the control of the surface parking to all the municipal territory.

Measures had been adopted that favour the parking of those that live in the City and is being developed a program of parks in the outskirts of Lisbon, as well as the improvement of the public transportation interfaces in Lisbon.

A last pillar of this new mobility model is urban logistic.

The logistic, particularly the one of freight transport during the so called "last mile", is responsible for 20% of the movements in the City.

To rationalize the distribution, to reduce travels, to create warehouses, to define schedules and to include non-polluting vehicles is a needed condition for a more efficient and healthy mobility.

Many have been the work done and we will continue to do it for a safer and people friendlier City!

I can only thank everyone for their presence and wish the continuation of a good work for all the members of the Forum that will continue here, during today's afternoon and tomorrow, for the debate and share of ideas.

Good afternoon to all and, once again, thank you!