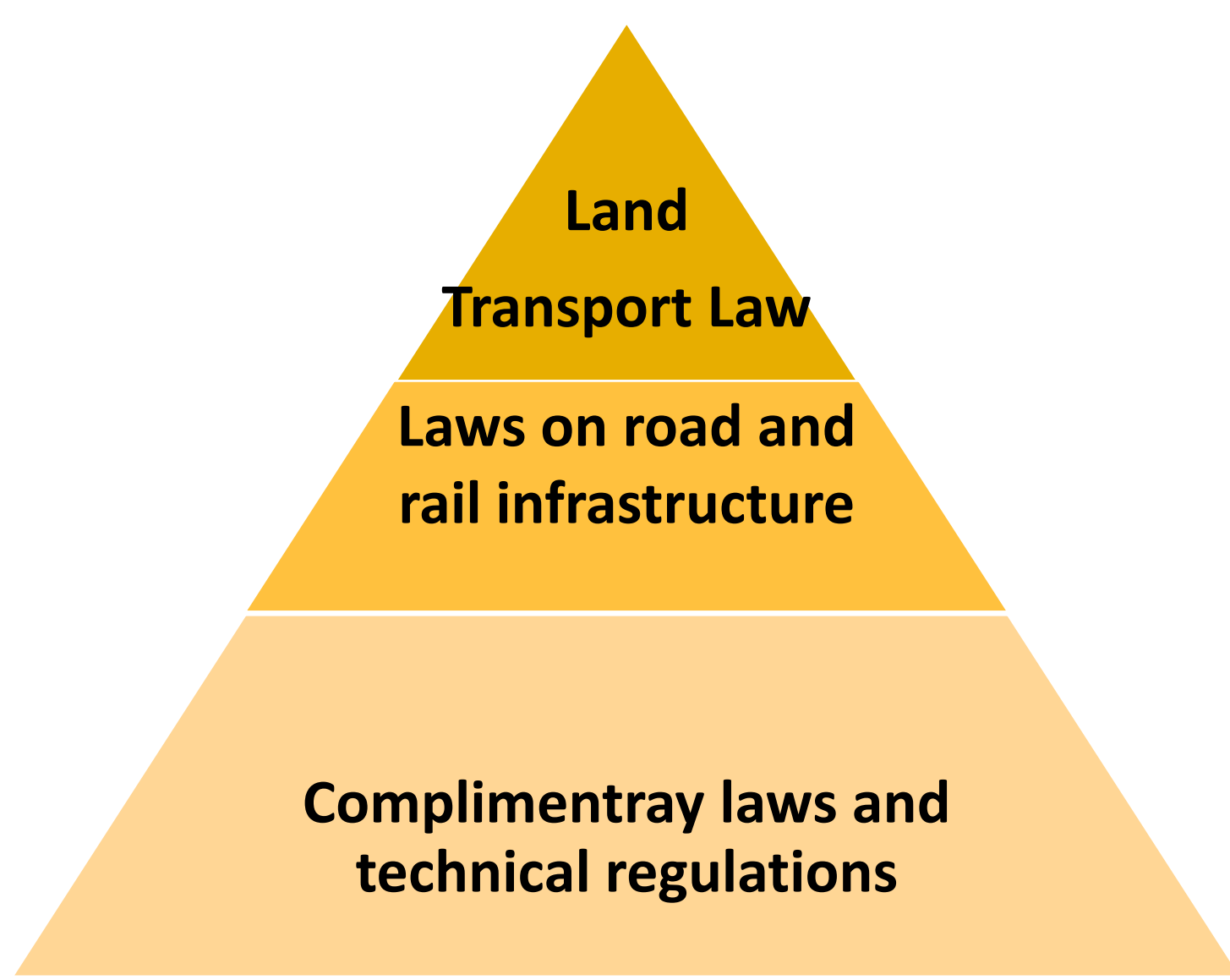




The 1990 Basic Law is outdated

Road and rail infrastructures have a central role in mobility. Their networks have evolved and so did their contributions to the transport system. The population is ageing and moving to urban areas along the coast. Tourism grew enormously. New modes of transport, related infrastructures and multimodality have been introduced. Electric, autonomous, and connected vehicles are presented nowadays as sustainable options, regarding environment protection, better use of space, and socially inclusive. Municipalities will manage more sections of roads. A new National Rail Plan is expected. New parties in the mobility ecosystem.



Law makers It takes time to ascertain the underlying reality, conduct studies and discussions, weight options, make medium and long-term judgments, and produce as many drafts of the final legal text, as necessary in order to produce an adequate Mobility Law.

Mobility and transport

- Do matter to the entire population;
- Offer a lot of advantages to its users;
- Have costs for society, specifically in terms of emissions, and sustainability.

Correct incorporation in the legal system

- The new Basic Law must be correctly incorporated into the legal system, in its relations to other laws, such as public domain norms, and it must take into consideration the interests pursued by other related policies and its various stakeholders.
- The legislator must also envisage certain rules of the legislative acts that will develop the future BL.

From transport to mobility

- **Principles** must be updated and improved, eventually becoming more operative, in order to make clear a connection between mobility and other values like environmental preservation, spatial planning, efficiency, safety, security, as well as particular demands of communities and citizens.
- **New Definitions** must replace the old ones, introducing new realities such as "mobility", "cycling lanes" and "electric, connected, and autonomous mobility" and replacing the "old coordination" with the "new multimodality".
- **Complimentary legislative acts** Complimentary laws and regulations are necessary.

POSTER SESSION

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The Portuguese General Land Transport Law

A Law on Mobility and Transport

A normative framework and the starting point for the reformulation of the legal and regulatory system based on **mobility** as the ability to freely move or be moved, no longer (only) on transport.

A regulation of the different modes of land transport in a more detailed, interconnect and balanced way, according to the available technologies and modes of transport, enhancing the benefits of **multimodality**.

Right time to start a legislative procedure

1. Actuality of mobility matters and interested parties;
2. Lengthy legislative procedure to enable matured decisions and the effective participation of relevant actors;
3. Private companies, public investment and cooperation;
4. Transfer of competences to municipalities;
5. Public investment on public transportation and multimodality;
6. Current use of soft modes in main cities;
7. Connected and autonomous vehicles being prepared;
8. Network of chargers for electric vehicles;
9. New Rail National Plan and antiquity of the complimentary legislation/Stabilized road network with some complimentary legislation missing

In need of special attention

1. Perfecting the mobility ecosystem in order to guarantee its (social, economic, environmental) sustainability, adequate updating and upgrading;
2. Definition of the role of the new modes of transport according to its effective contribution to mobility, namely its ability to meet people needs;
3. Improving coordination of the different modes of transport and an efficient management of infrastructures;
4. Deepening the contribution of municipalities and their associations according to present legal, technical and governance requirements;
5. Regulating the efficiency of public investment and the use of Government property;
6. Widespread use of socio-economic cost benefit analysis.

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