

SFM
/21

SHAPING THE
FUTURE OF
MOBILITY

Media Partner

EUROTransporte

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Eduardo Feio

The different roles of IMT on Railway

#EUYearofRail

ABOUT US, IMT



About us



Who we are

A Public Institute subject to supervision of Ministry of Planning and Housing, but with administrative and financial autonomy.

Mission

Technical regulation, licensing, coordination, supervision and planning in land and inland waterway transport sector and related transport infrastructure, and also the economic dimension of ports and maritime transport sector.

Management of concession contracts by government delegation.

Vision

IMT is a state body that works every day so that Portugal has a more efficient and safer mobility and transport system, in order to contribute effectively to national development

Scope

Rail Transport, Rolling Stock and Infrastructure;
Road Transport, Vehicles and Infrastructure;
Inland waterway;
Maritime transport;
Port infrastructures;

} economic dimension

Nationwide, except Islands (Madeira, Azores).



About us



What we do

We support The Portuguese Government in the implementation of mobility, land transport, inland waterways, maritime transport (economic dimension) policies and its evaluation.

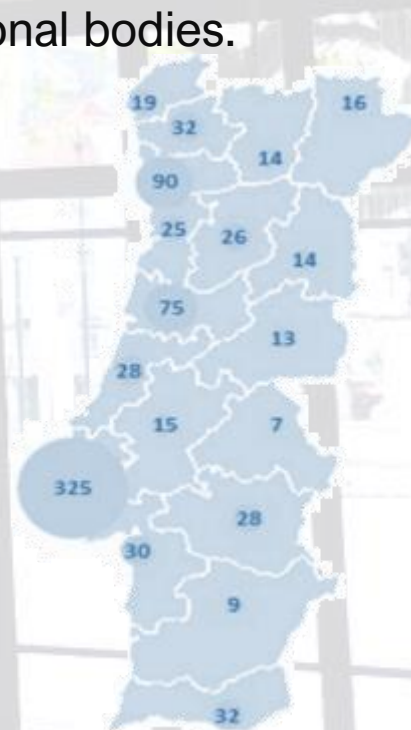
We manage the concession contracts.

We also support the Government in drafting of legislation and regulation and in the preparation and conduct of pre-contract procedures.

We represent the Portuguese State in international bodies.

Nationwide Presence

- Five regional delegations
- 10 district delegations
- Around 800 workers



THE FUTURE OF TRANSPORT AND MOBILITY

The Future of Mobility: **CONNECTED!**

In a trully digital and connected world



The physical and digital layer – digital twins



The Future of Mobility: **CONNECTED!**

Zero road fatalities

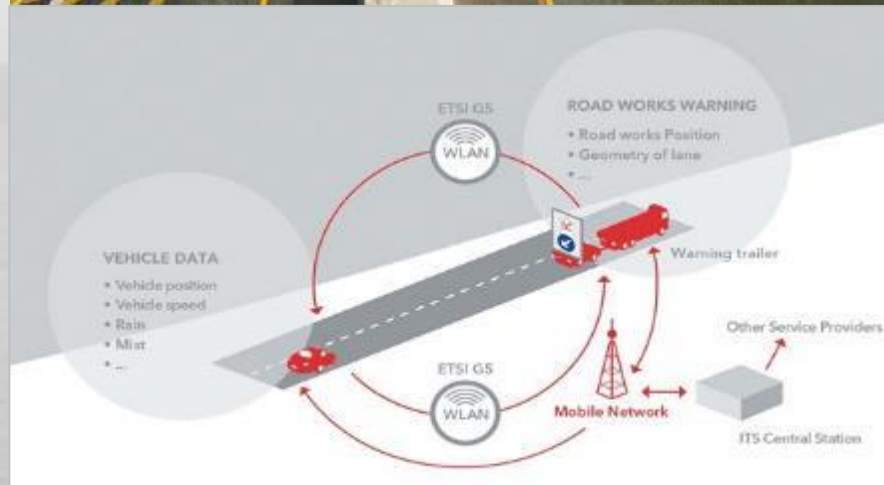
Optimal traffic flow

Reduced emissions

Reduced congestion

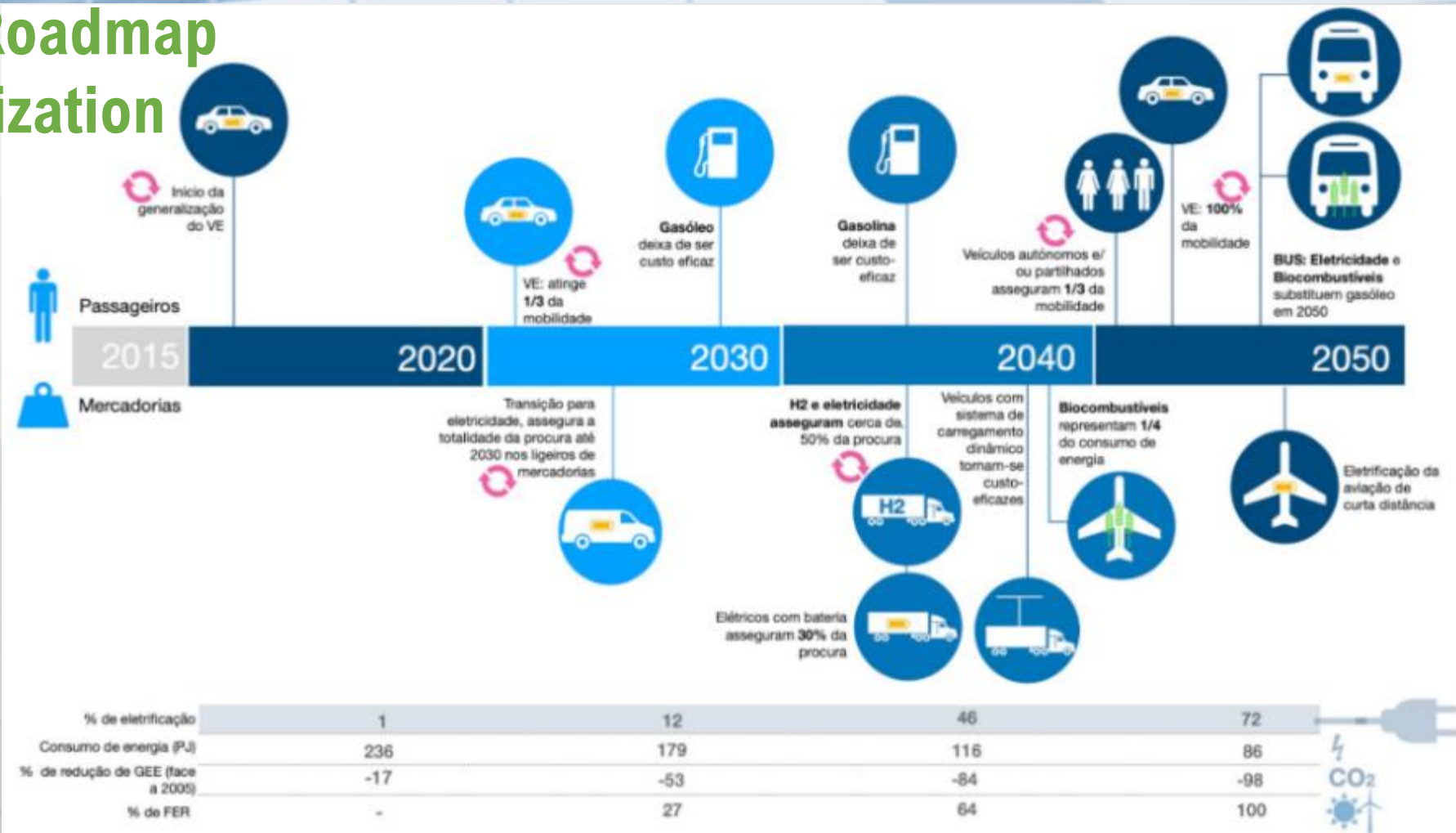
EU industry leadership

Social
inclusiveness



The Future of Mobility: GREEN!

Portuguese Roadmap for Decarbonization



Fonte: RNC 2050

The Future of Mobility: SHARED!



**MaaS
Model**

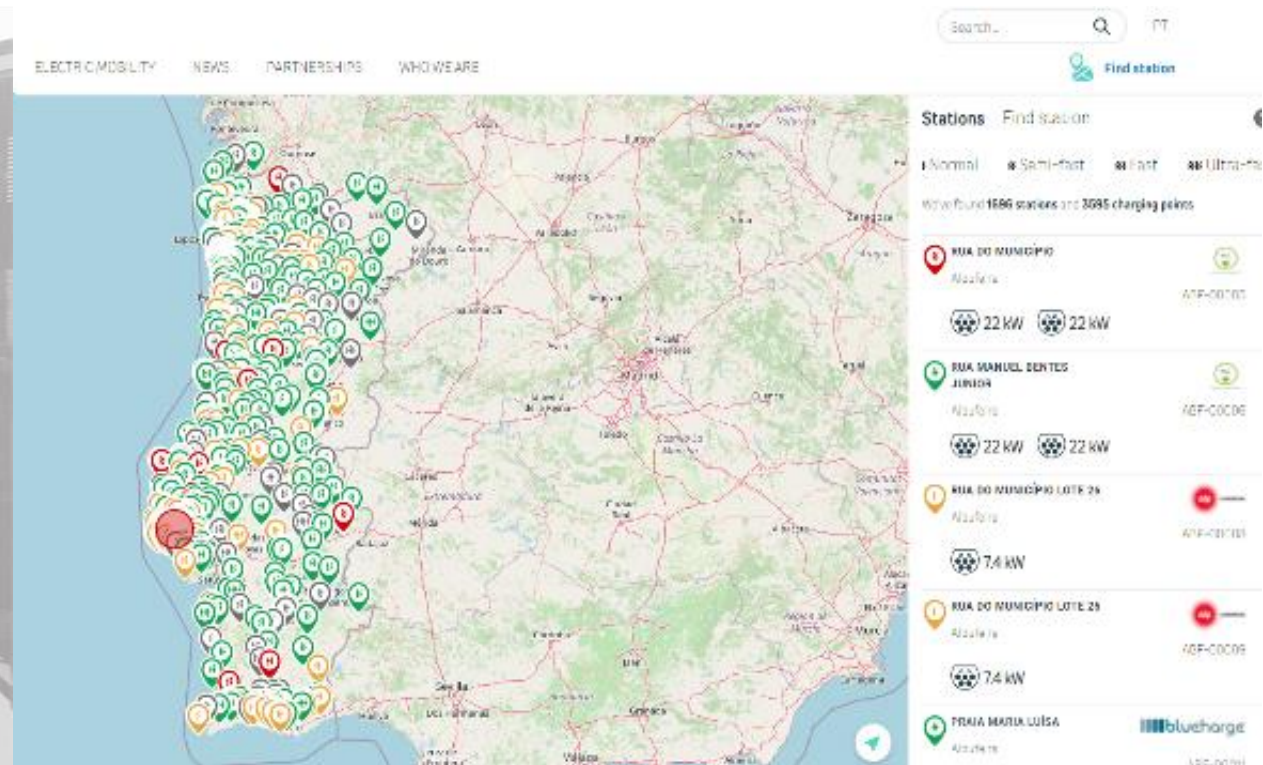
Fonte: EMTA – European Metropolitan Transport Authorities (2019), A perspective on MaaS from Europe's Transport Authorities

Schematic illustration of the current mobility market (left) and the MaaS mobility ecosystem.

The Future of Mobility: **ELETRIC!**



- Public company, acting since 2015, as the Electric Mobility Network Managing Entity (EGME);
- Responsible for the management and monitoring of the electric charging stations network, namely in terms of energy and financial flows;



Some figures as of 27-10-2021:

- 1696 charging stations;
- 3595 charging points.

The Future of Mobility: **ELETRIC!**



- 11 motorways – 1124 km
- 40 charging zones in long-haul service areas
- 82 chargers, 2 per location
- Fast chargers (50kW)
- Ultra-fast chargers (150 to 350kW)
- Average charging time (full 50kW battery)
 - Fast – around 1h
 - Ultra-fast – around 7,5 minutes

This makes the stop:

- More comfortable
- More convenient
- Safer

Brisa charging network



Electric Mobility deployment in our Highways

The Future of Mobility: **RAIL!**

- Rail is both sustainable and safe
 - Rail represents only 0.4% of greenhouse gas emissions in Europe
 - the safest mode of land transport

However...

- only about 7% of passengers and 11% of goods in Europe currently travel by rail



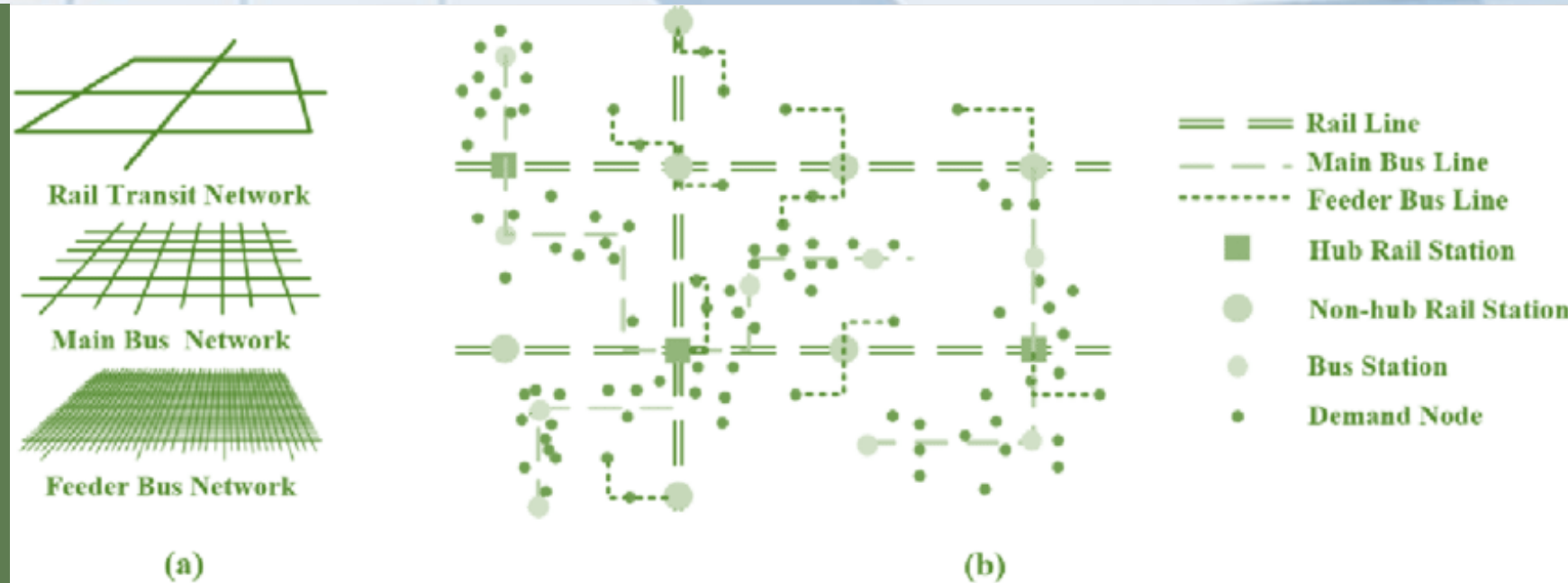
Railway stations as Multimodality Hubs

Effective modal interchanges are central to creating efficient, affordable, accessible and comprehensive transport networks for both passengers and freight.

Growing the rail modal shift will ensure

The Future of Mobility: RAIL!

- Rail services can provide the backbone of a multimodal system
- Bus services (main bus lines and feeder bus lines), integrated with rail services, provide capillarity to the transport system
- The use of ITS and transport big data provides intelligence for the rail and bus layers, and the foundation for the complementing Mobility as a Service (MaaS) system.



Multimodal integration will be expanded by connected and intelligent transport systems



MULTIMODAL AGENCY IMT'S DIFFERENT ROLES ON RAIL

About us



IMT, I.P. is the Portuguese National Safety Authority

IMT, I.P. is the **Licencing** entity for railways undertakings

IMT, I.P. is the **Supervision** entity for danger goods transport services (also road)

IMT, I.P. is the **Portuguese representative** in EC Committees and Working Groups

IMT, I.P. is the Portuguese representative at ERA

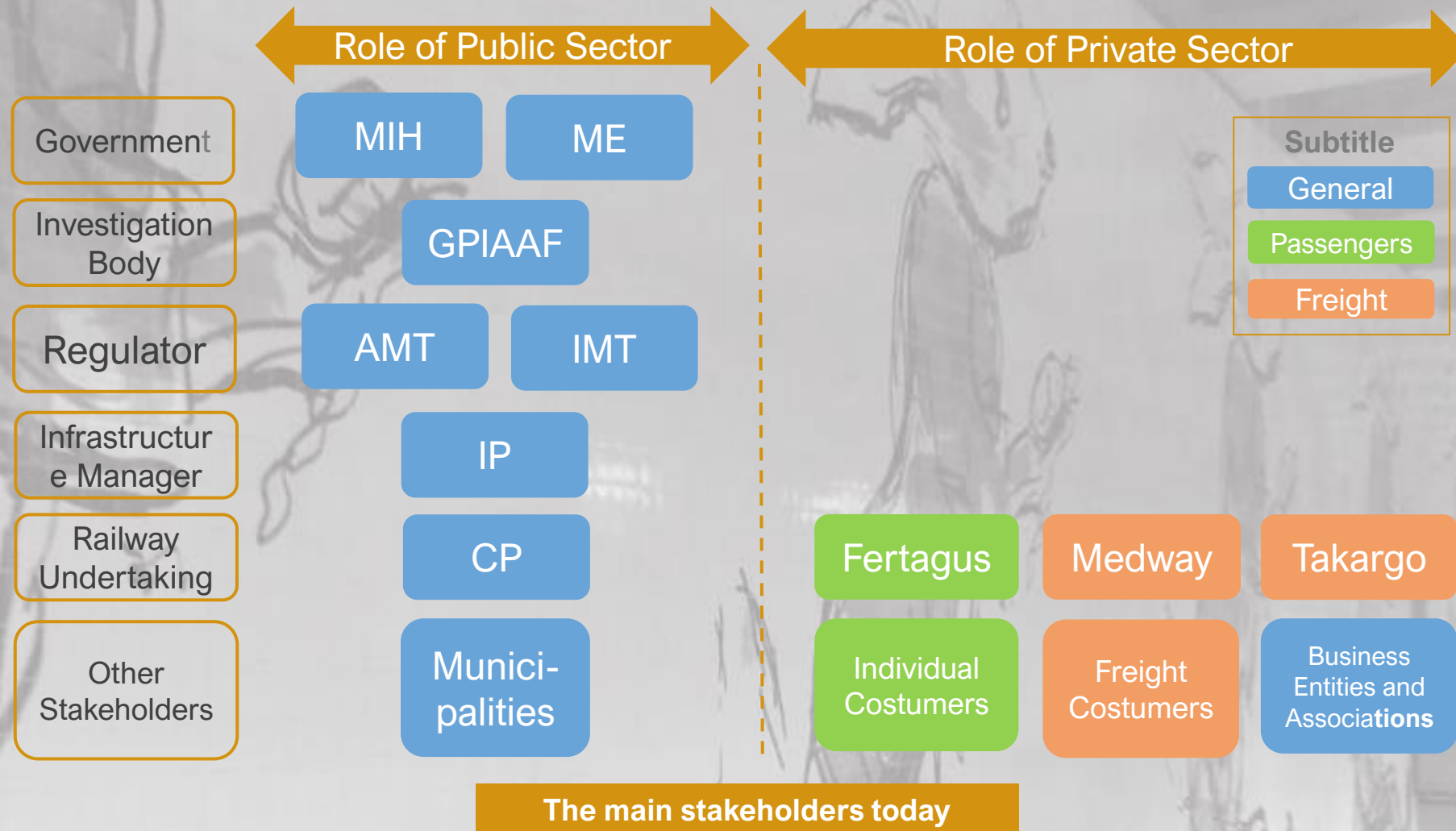


IMT, I.P. ensures multiple international representations related to railways, including the OTIF representation



Portuguese Decree-law n.º 77/2014 clarifies that IMT is the entity responsible to carry out the tasks of **railway national safety authority**

IMT and Rail Transport



IMT and Rail Transport

**IMT, I.P. - Safety and technical regulation of
all guided transport systems**

Railways

**Railway
Undertakings**

**Infrastructure
Manager**

Contractors

**Rolling Stock
Maintenance
Workshops**

**Integrated
Systems**

Metro

Light Rail

Mini Trains

Tramways

Cableways

**Funicular
Railways**

**Aerial
Ropeways**

Drag lifts

Modal Articulation

IMT'S Action

Regulation of metros and light railways

- Licensing of activity for the provision of transport services and the management and operation of infrastructure in metro and light rail systems
- MoU signed with the entities that operate these rail transport services, establishing the rights and duties of both parties regarding the entry into service of new sections and stations

Electrics Regulation

- MoU regulating the relationship between IMT and entities wishing to build and operate tramway systems
- Supervision of the systems on an annual basis, and subsequent drafting of a report with recommendations

Mini-train regulation

- Mini-train and tram system supervision actions on an annual basis, and subsequent reporting with recommendations

IMT'S Action

Recent proposal for a legal diploma

Given the gap in the national legal system of specific consolidated regulations for these rail transport systems, it was proposed by IMT, a draft diploma that regulates matters essential to the safety of these systems as:

- Authorisations for the construction and entry into service of the systems
- Licensing of entities wishing to operate all these types of rail transport services
- Certification of agents with safety-relevant functions
- Procedures for the effective monitoring of the activity
- Creation of an administrative offence regime

Authorizations for construction and entry into service

Access to the activity (obtaining a license)

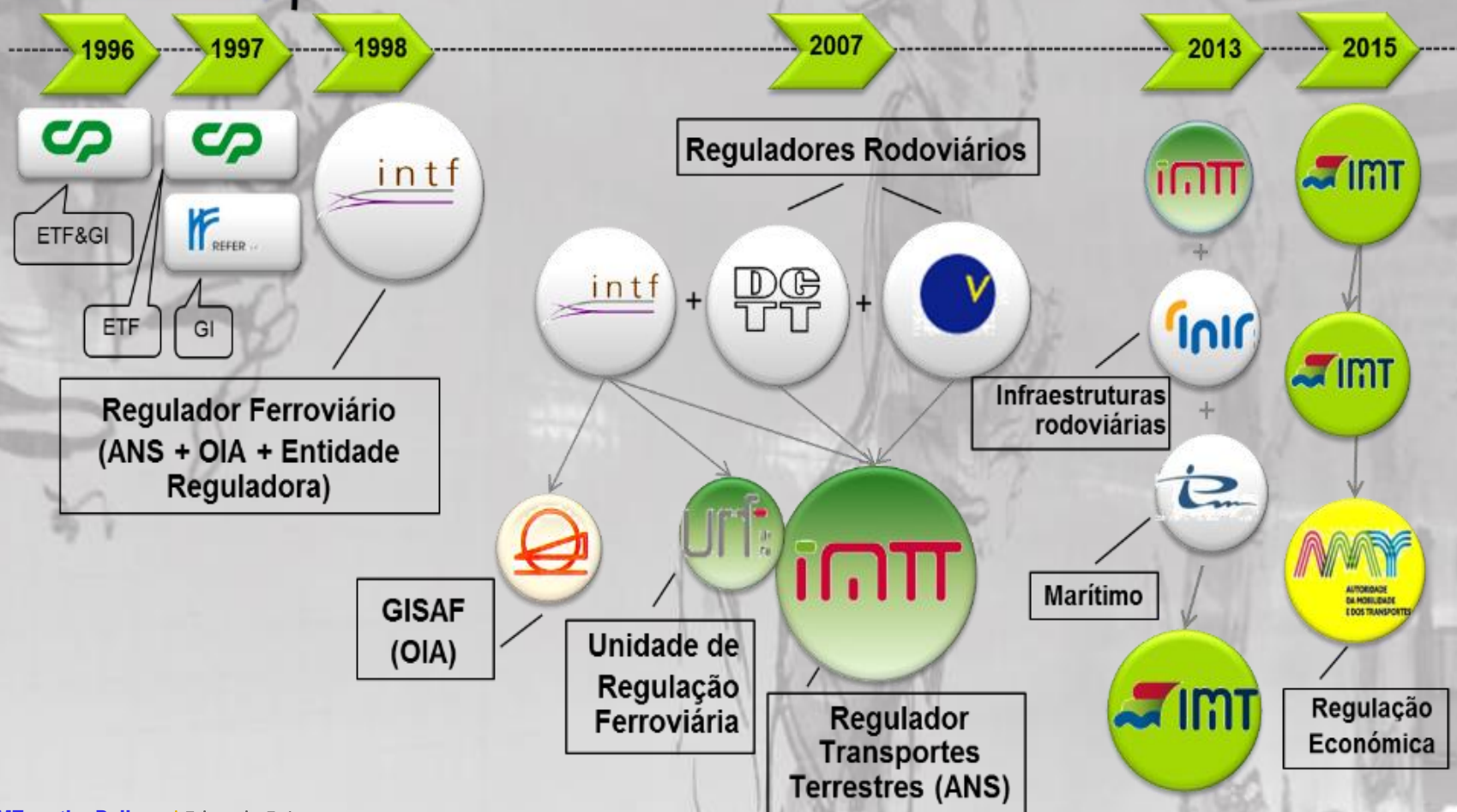
Exploration

Certification of personnel with activities relevant to the exploration

Supervision

IMT'S Regulatory Action

Institutional Evolution of Regulation



IMT and Rail Transport

Main Tasks of the National Safety Authority

SAFETY CERTIFICATION AND AUTHORISATION

**AUTHORISATION TO PUT INTO SERVICE STRUCTURAL SUBSYSTEMS
(Rolling stock., Infrastructure, Energy, Control Command and Signalling)**

SUPERVISION OF ALL RAILWAY ACTIVITIES

MANAGING OF NATIONAL SAFETY AND TECHNICAL RULES

NATIONAL RAILWAY VEHICLE REGISTER

TRAIN DRIVER CERTIFICATION (and other safety critical staff)

Strategic Planning - Railways

The [National Investment Programme 2030](#) seeks to respond to a set of strategic designs:

- **Strengthen territorial cohesion**, in particular by reinforcing the connectivity of territories, economic activity and enhancement of natural capital;
- **Improving competitiveness and innovation**, reinforcing the infrastructural conditions of the national territory, capitalising on its Atlantic geographic potential and its insertion in Europe;
- And to **promote sustainability and climate action**, decarbonising the economy, making the energy transition, adapting the territories to climate change and ensuring greater resilience of the infrastructures.

This programme foresees investments for the timeframe between **2021 and 2030**.

In [the area of Transport and Mobility](#), the programme presents as main strategic axes equitable accessibility, connected, intelligent and sustainable mobility, and the resilience of infrastructures and equipment, seeking in this way to respond to the aims of cohesion, competitiveness and sustainability.

More specifically, a set of programmes is proposed covering several modes, namely mobility and public transport, [rail transport, road transport, maritime ports and airports](#).

Strategic Planning - Railways

The [National Investment Programme](#) has three fundamental axes for the railway network in the next decade:

- completing the **electrification and modernisation** of the entire network,
- **resolving bottlenecks in metropolitan areas** and
- to create a **high-speed axis between Oporto and Lisbon** and then extend it northwards to Galicia.

It is in this framework that the [new National Railway Plan will be launched](#).

The [National Railway Plan](#) will define the railway lines with national, metropolitan and regional passenger services; ensure the connections between Portugal and Spain; ensure the transport of goods and guarantee the connections to ports and airports.

Territorial scope - National Railway Plan

The creation of a **National Railway Plan (NFP)** is thus very important to **ensure the stability of the planning of major infrastructure investments over the coming decades**, as well as timely, in view of the need for modal shift to more sustainable modes of transport, such as rail.

It is intended that the process of elaboration of the National Railway Plan be widely participated so that the accessibility and mobility needs that can adequately be met by the railway mode may be identified. In this sense, a period of public participation was held, where about **320 contributions were received** in the platform of the NPF, until last September 31st (deadline).

The development of the **National Railway Plan** is reinforced by the **National Programme of Territorial Planning Policy**, approved by Law no. 99/2019, of 5 September, which points out, in the framework of its Connectivity System, the goal of positioning Portugal as a reference in international logistics chains, signalling that the railway system should expand its infrastructures, inducing passenger and goods traffic growth in articulation with port infrastructures.

Territorial scope - National Railway Plan

Within the scope of the general provisions on territorial planning, defined in Decree-Law no. 80/2015, of 14 May, namely in article 46, the preparation of the **National Rail Plan** (sectoral programme) was determined, and the creation of a working group, by Despacho no. 6460/2021, of 1 July, of the Minister of the Environment and Climate Action and by the Minister of Infrastructures and Housing.

The **NFP** is subject to environmental assessment, pursuant to article 47 of Decree-Law no. 80/2015, of 14 May and Decree-Law no. 232/2007, of 15 June (regime to which the assessment of the effects of certain plans is subject).

The proposed Plan (programme) will be submitted to a 30-day public discussion period, pursuant to Article 50(2) of Decree-Law No. 80/2015, of 14 May.

The **NFP is prepared by IMT, I.P.**, (*Despacho No. 6460/2021 of 01 July 2021*)

A working group was created to follow the elaboration of the NPF constituted by:

- a. Frederico Francisco, from the Office of the Minister for Infrastructure and Housing, who shall coordinate;
- b. A representative from IMT, I. P.;
- c. A representative from Infraestruturas de Portugal, S. A.;
- d. A representative of CP - Comboios de Portugal, E. P. E.;
- e. A representative of the Directorate-General for the Territory;

Territorial scope - National Railway Plan

Objectives

- Plan a **rail network for a medium and long term horizon**;
- Identify the needs of accessibility, mobility, cohesion and development for rail transport;
- Define lines and branch lines for **national and international passenger and freight transport**;
- Promote an **increase in the modal share** of rail in passenger transport;
- Ensure adequate territorial coverage and the **connection of the most relevant urban centres**, as well as the Iberian cross-border connections and the integration in the Trans-European network;
- Integrate the rail mode in the main national and international logistics chains and a gradual **modal shift** towards rail;
- Define a **hierarchy of the network**, the respective levels of service to be ensured and, where relevant, traffic segmentation;
- Establish principles for **defining public service obligations** for passenger transport by rail;
- Identify railway lines with high potential for tourism development;
- Identify railway lines with high potential for **structuring and consolidating the urban system**;
- Ensure the **rail connection with other modes of transport**;
- Establish principles for evaluating the investments necessary for the development of the network;

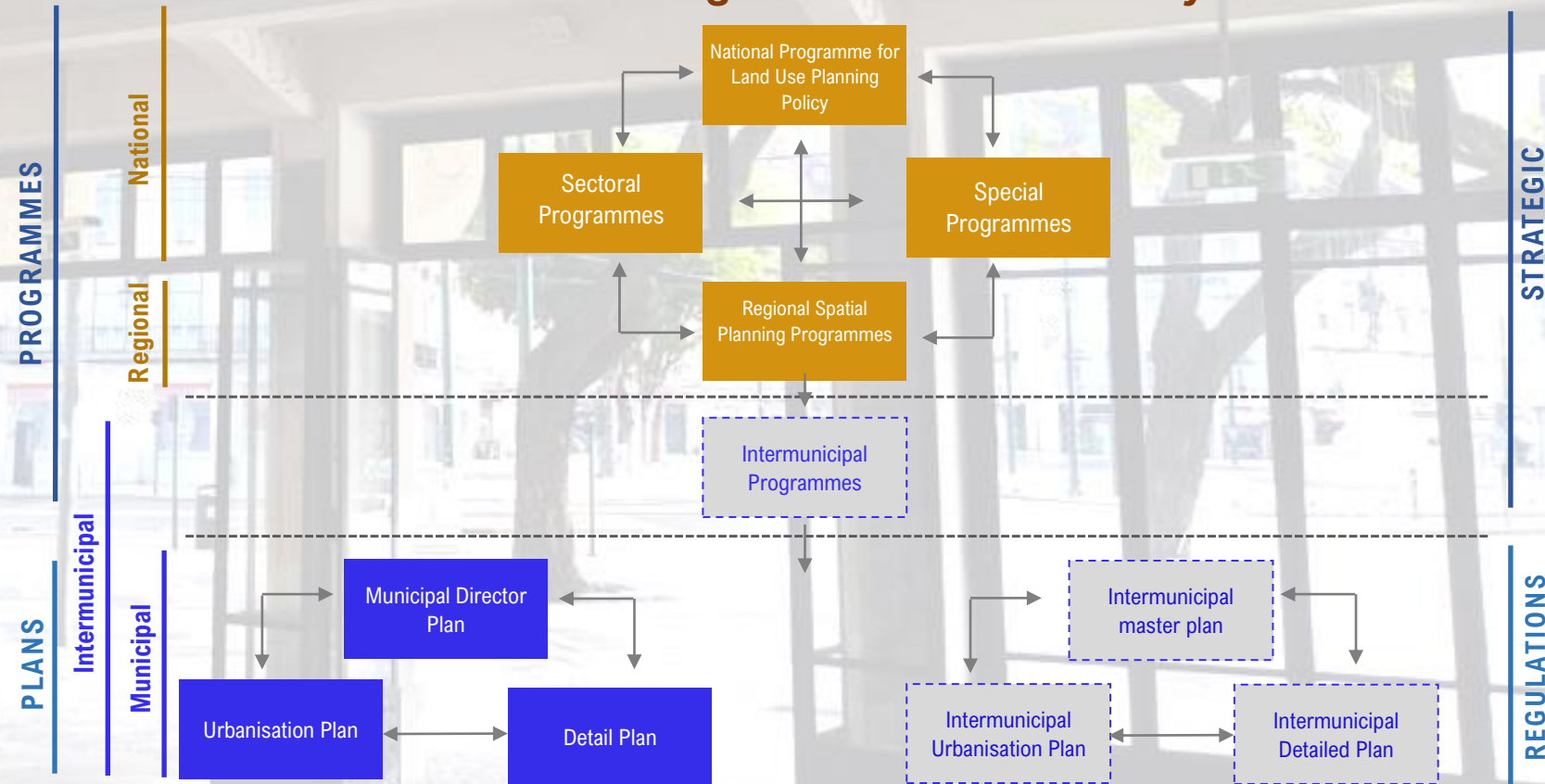
National Railway Plan - Territorial Management System

The **NFP is a sectoral programme** drawn up at national level and is closely coordinated with the National Territorial Planning Policy Programme (PNPOT), the Regional Territorial Planning Programmes (PROT) and the Special Programmes.

The Sectoral Programmes are **integrated instruments, whose added value crosses the various areas of society, economy and environment.**

This integrated perspective is even more important when dealing with a Sectoral Programme in the area of transport, because the transversal nature of the sector means that this plan must take into consideration **a vision of the modal integration intended for the entire transport system.**

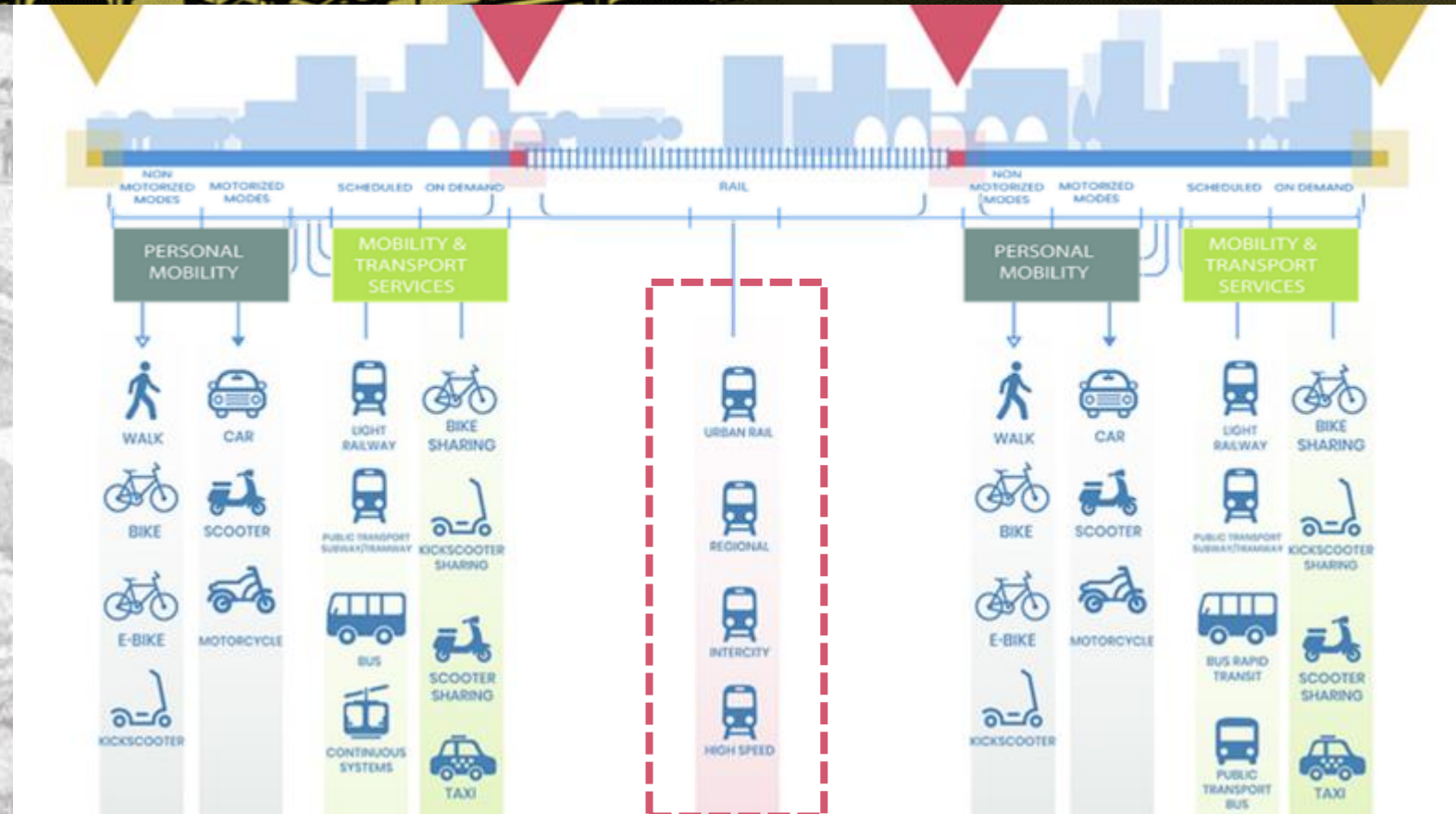
Multimodal integrated with the territory



IMT, railways, mobility and transport

IN SUMMARY

IMT, I.P. within the scope of the national and community legislative framework in force, plays a leading role in **railways and their integration with other modes**, exercising coordinating and planning functions, as well as responsibilities in the area of mobility and land transport, and has the advantage of being a **Multimodal Agency**.



The different roles of IMT on the Railway

November 12, 2021, Lisbon



**Thank you,
Eduardo Feio**