Good morning, everyone. I am pleased to be here to close this 12th edition of the CARNET Symposium on Urban Mobility.

Throughout today's program, we have delved into a defining challenge: integrating data and artificial intelligence as decisive drivers to shape the future of automotive technology and urban mobility.

Two main pillars have framed our sessions: on one hand, the evolution of the vehicle into a software-defined platform; on the other, the consolidation of our cities as interconnected networks of sensors, data, and services.

Holding this symposium at our School of Civil Engineering takes on a particularly meaningful significance this year, as we commemorate the 150th anniversary of the passing of Ildefons Cerdà.

We remember with great pride that visionary civil engineer who, relying on empirical data he personally gathered and funded out of his own pocket, designed Barcelona's Eixample district and laid the foundation for modern urbanism worldwide.

Cerdà did not merely plan isolated streets; he conceived an integrated urban ecosystem, from the chamfered street corners to dedicated underground corridors for future railways.

Today, we take up his mantle to do what engineering does best: leverage knowledge to transform reality. While Cerdà measured the city's pulse by hand, we now harness real-time data generated continuously by connected vehicles and municipal infrastructure, powered by advanced computing. Yet our fundamental mission remains identical: optimising materials, energy, time, and resources to improve people's everyday lives and streamline the movement of goods.

As an engineer, and as someone who drives through this city every day, I experience firsthand the tensions of our current urban model: balancing essential efforts to improve air quality with rising daily mobility demands, compounded by strain on the rail network that too often spills over onto our streets. We have all faced the everyday frustration of stopping at a red light while the next two intersections sit clear and green, only to turn red the moment we accelerate. Traffic signals and urban network management must respond dynamically, in real time, to the living rhythm of the city. It is our responsibility to put data intelligence to work so that our streets become smoother, safer, and truly liveable.

UPC brings longstanding, world-class expertise in artificial intelligence and the deployment of federated data spaces—closely aligned with

strategic European initiatives such as Gaia-X. As a public university, our commitment is to transfer this knowledge directly to society.

This shared ambition is the very core of CARNET, a pioneering initiative founded over a decade ago by UPC together with SEAT and the Volkswagen Group, today reinforced by a leading ecosystem of industrial and technology partners. We have always described CARNET as our *do tank*. Today we take that a step further: it is the platform where frontier research and public-private collaboration move seamlessly from the laboratory to the street. We do not produce science to sit on shelves; we engineer systemic solutions that tackle today's congestion while anticipating tomorrow's mobility.

Before concluding, I want to express my deepest gratitude to Professor Lluís Jofre for his pioneering vision, his unwavering commitment to UPC, and the sheer determination that brought CARNET to life. My sincere thanks also go to Miquel Estrada, Laia Pagès, and the entire CARNET team for their relentless dedication and excellence in serving the future of urban mobility.

Thank you very much to every one of you for making today possible.

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