

## SEMA

The SEMA in Châteauroux is a unique site because it's the only site in the world dedicated to autonomous mobility.

It's a site where we can deploy and operate vehicles without any regulatory constraints.

On this site, we have more than 5 km of mapped roads.

We have both complex turns and roundabouts, as well as wooded areas.

We'll be able to test new vehicles, new software versions, challenge manufacturers, and above all observe how they work.

It's fundamental for us to assess how they handle safety and cybersecurity, and to evaluate the vehicle's performance and comfort.

Okay, everything is validated on your side, right?

Okay, perfect, so I can launch the shuttle—does that work for you?

We also have the opportunity to test our first Level 4 OOP services, without an operator on board.

Within the CNTS, which is actively preparing for the Paris 2024 Olympic Games for the shooting events, we will offer these services to visitors and athletes.

Here we'll be able to train the teams who will work on the projects.

We're talking about drivers, safety operators, maintainers, supervisors, and deployment staff alike.

My role as an on-board operator in the shuttles is to compensate for anything that may happen.

If the vehicle encounters an obstacle or a situation where it doesn't react as it should, I will take control.

If, on the contrary, the vehicle behaves as expected, I will let it proceed.

For an operator, the driving profession is evolving, but so are all the jobs around shuttle maintenance; our maintainers are trained in everything electrical, with specific certifications.

They are also trained to use and configure the shuttles, and all of this represents a skills upgrade for our operator roles and our local maintenance teams.

With six years of experience and more than 50 projects launched in 10 countries, each with different legislation, we have gained expertise that now allows us to operate and test these vehicles while also attracting new manufacturers.

Today, they are the ones approaching us to showcase the performance of their vehicles.

We succeeded in proving, for a regular line project—the 490 line at "50 ans en Yvelines"—that we could commit to performance even with these vehicles.

All the tests were carried out here in Châteauroux, and it is indeed thanks to this site that we will be able to go even further, with Level 4 services and even higher-capacity vehicles that we are already testing.

I feel very proud that tomorrow, when a city wants an autonomous vehicle, the group's experts will be able to say, "this vehicle will be suited to such-and-such a use," because we will have tried it here in Châteauroux beforehand.