

Suggested common statement by the Automated Transit Communities (TBD), Select Universities/Research organizations and Supporting Organizations

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**In 1963, JFK took us to the moon in one sentence.
Today we chose to do better for life on earth.**

**We launch a new community driven framework for
future mobility providing solutions for tomorrow.**

Mobility of the future can be much better than today - or

If we colonized a pristine new planet, would we just repeat what we do here on earth with mining, wasteful earth resources and poor mobility solutions that are slow, expensive, polluting, and dangerous?

Today, our transport is based on technologies developed during and after the industrial revolution. Above all, they depend on kinetic energy from the combustion of biological waste (fossil or new) and to a lesser extent on the direct energy generation of the sun (or nuclear power). In addition, mobility infrastructures have developed in step with breakthroughs in various technologies, rail, road, shipping and aviation.

This way, we have got an inefficient division between different mobile sectors, short- and long-distance traffic, passenger and freight traffic, private and public travel. In most large cities surface transportation takes up 30% - 70% of city space contributing to increased stormwater runoff and the heat island effect to say nothing of increased travel distances. Mobility and transportation is deeply intertwined with biological diversity, climate and ever more urgent issues of climate adaptation.

We humans feel good from daily physical movement through walking and cycling; lesser by driven motorization by our everyday journeys that threatens our health. Digitization means that many tasks can be handled from a distance and the number of necessary trips is thus significantly reduced - and the dependence on screens reduces our physical activity even more. Face-to-face meetings are becoming increasingly rare, which is worrying.

State leaders and decision-makers travel across the globe to reach agreements or at least understand each other better (face-to-face). Even within the city and country, we need to meet at all levels so as not to misinterpret each other. There should be a reasonable balance between physical transport and digital meetings for human society to function in the best way. Thus, good networks are needed for both physical meetings, goods transport and digital communication.

Most of the actors in community planning, regardless of whether they act in research, existing transport infrastructure, traffic planning, vehicle manufacturing, municipal, regional or state planning, social or economic responsibility, apply very short-term perspectives when it comes to the development of mobility.

The time-honored traffic rules and techniques are the starting point, even though they are all a hundred years old. The classic public transport was developed in the London area over 100 years ago when it was necessary to recruit masses of workers from the countryside for all the new industry around the growing city; trains, buses and subways became the solutions to gather the new industrial proletariat for long working days in London's growth zones.

With the development of prosperity, motoring has conquered the lion's share of all travelers, but politically there is an effort to strengthen the position of public transport, but also pedestrian and bicycle traffic. Air and boat traffic are special forms of public transport, even if they are probably not perceived as such. There is still today a reluctance to try new technology that is not road based.

The climate crisis that human society has created is now showing its dangerous and destructive effects. Development of digital tools with AI requires a total overhaul of how we live and operate on the entire globe. The transport sector – physical mobility – is a crucial part of the new reality and probably cannot survive in its old forms with friction-dependent drive and combustion energy.

Change is possible. By connecting research, brilliant minds, forward looking and responsible policy makers we can truly change the deeply worrisome path we are currently walking. That is why we - the signatories of this document - have decided to support a framework for future mobility. We have put together a set of criterias that should be the characteristics we strive for and we encourage inventions, research and development of solutions based on this framework.

- Technology that improves everyone's access to good mobility
- Cost effective, both for the poor and the wealthy
- Safe, fast, and efficient
- Quiet with little vibration
- Minimal use of surface space, giving space for biodiversity
- Maximum energy efficiency per passenger, only renewable sources
- Flexible, regardless of geography, topography, etc.
- Possible multiuse of infrastructure for goods, electricity, water etc.
- Resilient and durable in the face of increasingly bad weather. Climate adaptation is a must.
- Improves the quality of life and liveability of both urban and rural areas.

List of Signatories:

Cities and Communities

Universities and Research

Supporters

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