

## GCRI INTERVIEW

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### **How would you define intelligent mobility?**

Getting from point A to point B – fast, comfortably and environmentally friendly – that is intelligent mobility. In the past, people drove their own cars to get from one place to another. However, today increasing numbers of people are combining various modes of transport to reach their destinations.

### **Germany is a forerunner of the Energiewende (energy transition). In a previous interview, you said that Germany also needs a transportation transformation (Verkehrswende). Why?**

Germany's advanced transportation infrastructure allows individuals to easily change their mobility patterns in a sustainable way. In order to realize the Verkehrswende, business models, traffic laws, taxation, and the General Fiscal Code have to be changed and adapted to the latest developments.

### **What has been done to improve car traffic flow in Germany and what needs to change?**

There are more than 45 million automobiles in Germany. The entire German population can fit into these automobiles and no one would have to sit in the back seat. In order to make use of these large numbers of vehicles, Germany needs to intelligently increase the degree of utilization and reduce the number of vehicles.

### **In your book, *Die digitale Mobilitätsrevolution* you discuss why we need a digital mobility revolution. Could you provide our readers with a summary of your conclusions?**

The digital revolution in transportation has already begun. People living in cities are already using their smartphones to organize their transport. Everything that can be accessed digitally is used and everything that is not easily accessible is no longer

considered. The brand of the car is no longer important. The question about whether to take the train or car does not exist anymore. The decisive factor is what is available, here and today. All vehicles turn into a virtual fleet where slots can only be booked digitally. This is why the winners will be the providers that dominate the digital marketplace, not those who build cars.

**What challenges do cities face with respect to traffic management today and what will be the biggest challenges in the future?**

Cities have to transform themselves. Worldwide, cars have been considered to be a means of fast and comfortable transport for decades. Yet, the images from Shanghai, Los Angeles, Sao Paulo, as well as Rome, London and Paris demonstrate that it cannot go on like this. Private cars that are only used for a small fraction of time cannot be the measure of all things. Traffic has to be public. Every means of transport has to be accessible to many people – whether individually or collectively – that does not matter. But private transport – that does not work anymore.